



Marylebone Association

Newsletter July 2021

Dear Tim,

ASSOCIATION NEWS

The 'freedom celebrations' continue!



Picnic tea in the Park

Making the most of what's on our doorstep is always a joy for those of us lucky enough to live or work in Marylebone where we have not one but TWO Royal Parks within walking distance. And so, it was here, in Regents Park, in early June that MA members gathered for a picnic tea.

On one of those perfect early June days a very jolly group got together, bringing their own food, refreshments, and fold-up chairs, to catch up on what had been happening over the previous 15 months or so. No shortage of

had been happening over the previous 10 months or so. No shortage of things to talk about, under the (much needed) shade of the beautiful mulberry tree.

Anacapri Dinner

The weather wasn't quite so kind to those who attended the dinner at Anacapri, the much-loved Italian family restaurant in Dorset Street. As with previous events here, Emilio offered a 3-course choice from the a la carte menu with as much wine as could be drunk – all for £35. Surely one of Marylebone's last great bargains? As Members waded into their first courses, (after a gloriously sunny day) the first raindrops fell! But such are the new skills acquired by all in the hospitality industry, umbrellas were set up and secured within minutes and the warm rain seemed somehow exotic rather than depressing. And probably the wine helped – certainly a memorable evening was had by all.

Wallace Collection Coffee Morning

The Coffee Morning held on Wednesday 23 June was another successful occasion with a gathering of 22, seated at separate tables of 4, in a covid compliant way, in the wonderful and airy Atrium Restaurant of the Wallace Collection.

We have many events lined up over the summer and beyond – see the Events section below.

AGM Update

Following on from our article earlier this year, as we go to press, we are still uncertain if it will be possible to hold a live AGM in late summer or not. We will keep an eye on the situation and inform members as and when we are able to make a decision on this.

MARYLEBONE NEWS

Oxford Street Piazzas - Iconic or Idiotic?

After Westminster Council wisely pulled out of the Mayor's scheme to pedestrianise the whole of Oxford Street West during the 2018 council elections, various promises were made to the electorate. One was to keep the street open to traffic, another was to consult and listen to residents on any future schemes for the area, and a third was not to do anything on Oxford Street which would damage the amenity of the surrounding residential areas.

In fact it is arguable that the Council has already broken all three of these promises by the so called "temporary" narrowing of Oxford Street, which has reduced it down so much that most traffic is deterred from using it. But it is

beyond argument that the latest proposal to close the street either side of its main junction and divert the traffic through Marylebone and Fitzrovia flies in the face of the guarantees given back in 2018.

It is therefore with a great sense of disappointment that we once again find ourselves on the front line facing the same issues a mere three years on from the scuppering of the Mayor's grandiose and damaging pedestrianisation proposals.

So what possessed Westminster Council to go ahead with this now after being sent such an unambiguous electoral message to keep Oxford street open to traffic? What is the magnetic attraction, the constant need to fiddle around with this street, that provokes the mantra that "doing nothing is not an option"? If only the Council could be content with doing nothing - and concentrate on getting right what local governments are meant to do - running the area efficiently, keeping the streets clean and effectively monitor and enforcing nuisance rather than spending vast amounts of borrowed money on projects such as this and the Marble Arch Hill.

It is argued that closing Oxford Street will only entail buses clogging up a few of the nearby streets and therefore the disruption is acceptable. But that is not correct - all the other displaced traffic such as taxis and delivery vehicles will find their own routes through, and these routes will have a negative impact on a much wider area. These will mainly be the streets, many of them residential, running north of Oxford Street in Marylebone and Fitzrovia. Indeed, the proposed road revisions are designed to give a clear east - west run through Fitzrovia and Marylebone via Mortimer and Wigmore Street as an alternative to the blocked Oxford Street. But when these streets fill up, Mayfair and Soho will also receive Oxford Street's displaced traffic.

The justification for the Piazzas is based on the premise that pedestrian numbers at Oxford Circus will increase to such an extent, that for safety reasons, "doing nothing is not an option". But no evidence is produced to back this. On the contrary, all the available evidence shows the opposite. The future of physical retail is unpredictable, but it is widely acknowledged to be in long term decline, and the appeal of the area to shoppers has diminished; even the New West End Company predicts that over the longer term 30% of retail may go, to be replaced by offices. Crossrail is cited as generating huge numbers of additional visitors, but it will not be disgorging them into Oxford Circus; in fact it will be taking the pressure off the Central Line which should see a drop in numbers coming into Oxford Circus as a result.

Anyway, if it really is all about pedestrian safety, why is it proposed to fill the space where the traffic was with seating, trees, planters, and street entertainment and encourage "dwell time"? Also, there are plenty of pedestrianised areas nearby, and many further possible contenders- so why is it necessary to pedestrianise Oxford Street's primary intersection instead? What gain will shoppers really get from this that they cannot already find elsewhere?

Safety of course is merely the excuse for this scheme, the real reason is because it is perceived to be a desirable piece of real estate by big business, particularly the Crown Estate. They are joint partners and are underwriting much of the cost of it for one reason only: they see it increasing the value of their property portfolio around Oxford Circus. The creation of the Piazzas is therefore a political decision made on purely commercial grounds to the detriment of the area that will receive its traffic - and yet the Council have the audacity to claim that it will improve the area for residents.

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Money and the desire for bold gestures have motivated this - all else is just flummery designed to confuse the issues and to enable the scheme to be pushed through. But the balance of inconvenience to our area versus the gain to big business is totally disproportionate.

However disappointing we find Westminster's list of broken promises, its failure to consult on any of this is even worse. Ever since the Oxford Street District plans were introduced by Westminster Council in 2019, they have constantly assured us that there would be extensive consultation before anything significant was done, indeed the latest publicity states that the scheme has been "underpinned by consultation" - but it has not been. WCC have always promised that any scheme would be justified by traffic modelling to show that surrounding areas would not be impacted, but again - it has not been. Neither could it be, because, of course, the modelling could not but fail to show that the surrounding areas would be severely impacted by Oxford Street's buses and taxis.

When WCC also came to realise this, the Piazza proposal was quietly put to one side. Then along came Covid and as a consequence WCC discovered the wonders of the "experimental traffic order" which enabled it to take draconian steps - without the need for any form of consultation at all. Unshackled from this onerous and tedious obligation the ETO was used to put cycle lanes down Portland Place and then to narrow Regent Street - they then went on to use it to narrow Oxford Street - and now this.

We have therefore, with this scheme, many of the same problems that felled the Mayor's attempt to pedestrianise Oxford Street: the loss of accessibility to get through central London by bus and major congestion issues with the resulting pollution problems in the surrounding streets. Little wonder then, that Mr. Sadiq Khan has expressed his delight with it. We have, in short, the populations of Marylebone and Fitzrovia majorly inconvenienced for the benefit of the Crown Estate and their property portfolio around Oxford Circus. We have it forced on us on the false grounds of pedestrian safety, on the real grounds of creating a very profitable shopping mall, and we have absolutely no say in the matter.

This cannot be right, and it certainly isn't democratic. It wasn't right in 2018, and Westminster realised this, neither is it right in 2021 for Westminster Council to continue to ignore the wishes of their residents in this way.

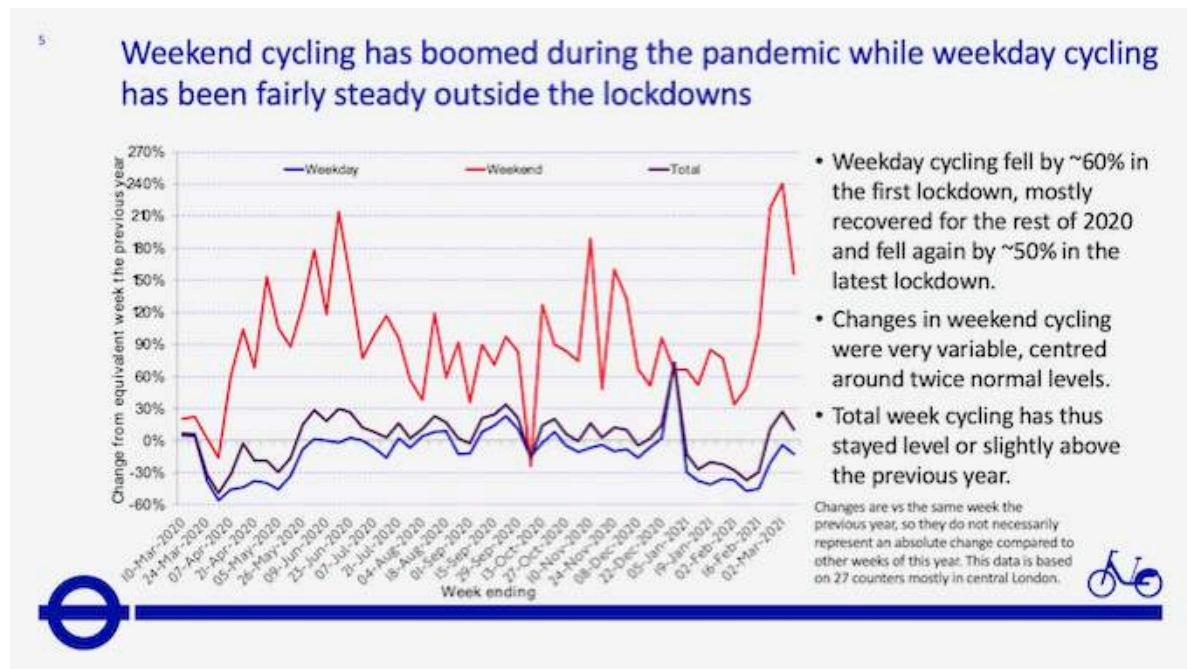
Piazza McPiazzaface

"A centre of commerce that continuously adapts to change by unlocking the potential of its existing civic spaces." is what the framework for the Oxford Street District states. And yet, and yet ... it's nonsense. The phrase forms part of a corporate place-making script that seeks to disguise its own purpose of creating new urban spaces. Aka the "Piazza for Protests" which does have the same attractive ring about it.

But are they really piazzas? Piazzas are normally surrounded by buildings like our historical Garden Squares. Sadly, most of these are getting the "crescent treatment": Hanover Square is set to become a crescent;

Manchester Square is due to follow suit with the north part being shut off. Will Cavendish Square and Portman Square be the next to fall victim to the placemaking lexicon curse? Cavendish Crescent and Portman Piazza? We have yet to hear anyone say “I’ll meet you in the Baker Street Quarter” or “I am heading to the Oxford Street District tonight”. I think Londoners will stick with Soho, Mayfair and Marylebone, thank you very much. But, if we do get a say in naming the new Oxford Circus Piazzas - we will suggest Piazza McPiazzaface!

Movement on Park Lane Congestion?



On London reports that when the Mayor and Transport for London (TfL) announced their Streetscape programmes reactions were “strong and mixed”. City Hall was upbeat, speaking of a “fast-tracked” transformation of London’s roads” to “accommodate a possible ten-fold increase in cycling and five-fold increase in walking when lockdown restrictions are eased”. Environmental and “active travel” campaigners were delighted, but not so those that live near these routes or the many businesses that rely on them.

An early focal point for disagreement was the cycle lane installed on the northbound side of Park Lane where congestion and pollution levels had become far worse than before as a result. This scheme raised particular ire, as it was unclear why a cycle lane was needed here at all when one already ran parallel to it in Hyde Park - particularly as its main achievement appeared to have been to introduce a permanent traffic jam at the bottom of Park Lane.

This question has now been answered. The cycle lane was not put in so much for cyclists, who obviously will continue to use Hyde Park, but to punish motorists for continuing to drive through London. When asked about this unnecessary congestion the TfL Streetspace team blamed it on the continuing use of private vehicles- in other words the lane narrowing was designed to make travel so difficult that motorists would be deterred from using this route. However with 95% of West End traffic business-related, and faced with no alternative route, this was never going to work.

So did the cycle lane then at least draw in the anticipated tenfold increase in cyclists? It did not. It did not in fact result in any increase, weekdays see few cyclists on it. As the graph above demonstrates by and large these cycle lanes have actually, in spite of the congestion they cause, failed to result in any increase in cycling during the weekdays. TfL have analysed their figures and concluded that: “weekday cycling flows from summer 2020 showed a 24% reduction in central London (Congestion Charge zone) compared to the previous year”.

Has this statistical brush with reality had any effect on TfL? They say they will need to “consider whether the temporary changes we introduced to Park Lane last spring should remain in place in the longer term.” If it is decided that there “may be a case for retaining the changes permanently” a wider “consultation” will follow (which no doubt will reach the desired conclusion). The Park Lane scheme certainly has a permanent look about it but it is rumoured that wiser heads have prevailed and one further lane will be ceded back to traffic. Whether this actually happens will be another matter.

Marble Arch Mound getting Bigger



As the Mound continues to grow in size, so does the potential budget for it. Originality mooted at an unrealistic £700,000, the Daily Mail reports that the cost is now rumoured to be nearer to £2 million - and still growing. The original completion date of the end of June has now been pushed back to the end of July. At the same time the controversial scheme has attracted much criticism as representing a waste of money.

None of this has dampened the Council’s enthusiasm for it. Cllr Rachael Robathan, leader of Westminster City Council, said: “We really hope the scheme will serve two purposes. First, to draw and encourage people back into the centre and Westminster. We know that footfall is still down by about 50% so we really need to show that it’s open for business.”

“Second, I hope that when people climb up here and see these fabulous views, they’ll be able to see Oxford Street through fresh eyes.”

“For people and families who can’t go away on holiday, what better way to have some fun in the summer than coming over to Westminster for a couple of days and kick starting their trip with a visit up the mound?”

What better way indeed. The pigeons like it!

Rental Scooters - Scourge or Salvation

With the ever more desperate search for carbon compliant forms of transport now emerges the rental E- Scooter. It however represents one of the less obvious roads to carbon salvation, with a considerable number of downsides in tow. Following a number of experiments around the UK -exhibiting debatable results (increased injuries, increased crime), WCC has now made a formal decision to go ahead with Rental E-scooter footway trials.

The word “trial”, normally implying, as it does, the assimilation of evidence followed by an objective scientific decision, is in this case somewhat misleading. Evidence collected from areas already subjected to trials - Merseyside (100 cases), Norfolk (120 cases), indicates that the combination of scooters, pedestrians (including children and the disabled) is not a happy one.

However, those that ultimately make the decisions are keen to drive this through and the enthusiasm for this project will no doubt determine the outcome, whatever the evidence:

Rob Whitehead Director of Strategic Projects, “London has been slow to adapt to the E Scooter”. Will Norman (Walking and Cycling Commissioner for London), “This is just the beginning”, with the promise, “This will reduce congestion and improve air quality”. Mr Norman is quoted as saying “We can’t uninvent them” and Philip Glanville-Chairman of the London Committee for transport and the Environment: “The rental E Scooter has the potential to support our city’s wider response to the Coronavirus pandemic and to boost London’s green recovery”.

These comments indicate that the trials are merely a necessary step on the road to decisions already taken (rather like the consultations on low traffic areas, pavement widening, bus lanes, al fresco and Oxford Street closures).

The Managing Directors of the three companies providing hire scooters have made the usual comforting comments about safety of all road users being their top priority, but there have already been increases in street crime - particularly theft from pedestrians, increases in injuries -including the most vulnerable - children, the elderly and physically handicapped.

The trials will require all riders who hire scooters to:

- Take an on-line safety course before hiring - this is however merely a computer “Tick Box“ exercise.

- Scooters will be limited to 12.5 MPH.

- Scooters are not allowed on the pavement - we can expect this will be rigorously enforced by the Police.

- Fines of up to £300 will be levied for ignoring the regulations -if they are ever enforced.

It is safe then to assume that the decision to allow the rental of E-Scooters will be soon approved. We can then look forward to “enjoying” a flood of E Scooters ignoring traffic lights, one-way streets, and dangerous riding regulations. The only defence that the average pedestrian will have, is to ensure that every infringement, including any injury and all violations of riding law are reported to the Metropolitan Police. It may be that if they are inundated with reports/complaints, that this new plague can be controlled.

We will identify the most effective channel of communication for reports and complaints to the E-Scooter companies and the Metropolitan Police shortly.

Licensing Concerns

Westminster City Council is updating its Licensing Policy and wants to know what residents think - and residents could not be blamed for being rather worried.

During the Covid-19 pandemic there has been an increase in the number of premises in Westminster offering delivery services. There has also been a related increase in ancillary deliveries from existing premises and a growing number of applications for delivery centres where food and drink is delivered by either their own delivery personnel or via a third party delivery service. It has been widely recognised that this newly developing method of trading needs existing policies adapted to ensure the suitable control. The question is - are the new proposals tending to lean too much in favour of allowing business to trade in this way and paying too little attention to residential amenity in the process?

Westminster Council proposes to “support safe, responsible and positive growth” by way of amendments to its Statement of Licensing Policy (SLP). This is not as innocuous as it sounds.

The Licensing Authority proposes to introduce three new policies, these are:

- Ancillary Delivery of Alcohol and/or Late-Night Refreshment Policy (DEL1)
- Shops Policy (SHP1)
- Delivery Centre Policy (DC1)

Policy DEL1 - will apply to venues such as restaurants and bars that want to offer deliveries of alcohol in addition to their main activities. At present they do not need a separate licence for off-sales but it is proposed that new applications can have conditions attached with regard to this aspect. The presumption is to grant these applications provided they meet the standard policy requirements. It needs to be remembered however this goes far wider than restaurants and bars. Any venue with a licence can offer deliveries: Fast Food, Restaurants, Hotels, Pubs, Music and Dance venues, Cinemas, Cultural, Live Sporting Premises, Outdoor Spaces, Casinos, Sexual Entertainment & Sex Cinemas, Qualifying Clubs etc.

Shops Policy SHP1 - There is a current Off Sales Policy - OS1 which applies to shops, stores and supermarkets selling alcohol for consumption off the premises. the intention is to remove this policy and replace it with the new

Shops Policy. This new policy extends the present restricted hours to Westminster's Core Hours- in effect 8.00am to 11.00pm most days for off sales of alcohol.

Whereas it is a good idea to have a policy to cover outlets where the sale of alcohol is ancillary to the main items - premises whose primary function is the retail of goods or the offer of services for payments -will it encourage a proliferation? Stores that are able to provide alcohol as an on-sale - or off-sale are, for example: butchers, grocers, hairdressers, massage parlours, boutique outlets, delis, general stores, specialty stores, supermarkets and department stores.

Delivery Centre Policy DC1 - During Covid, a new type of business model surrounding the delivery of food and drink has emerged, with the council receiving applications for premises that operate as a delivery centre for food and drink to customers in the local area.

A Delivery Centre would be a premises where the primary function is to temporarily store alcohol and/or to prepare hot food and hot drink, which is available when ordered for transportation to a customer's home or workplace.

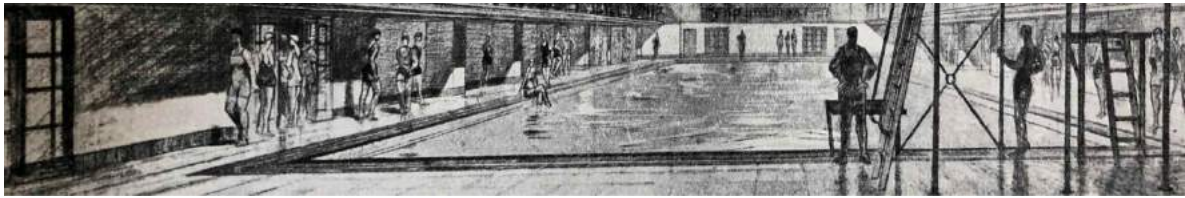
Applications for delivery centres in the West End would normally be granted if these premises are not located within a predominantly residential area - defined as an area of the City in which housing is the predominant use. The problem is that in the West End there are many mixed residential/ business areas which could now find themselves next to an extremely busy delivery centre- with operations continuing through the day and night.

There are then various concerns with these proposals and we will scrutinise them in more detail prior to our response. However, like so many of the recent policy changes designed to help businesses through this difficult time, the adverse effects on residents will no doubt not be appreciated until they actually come into force.

The Consultation will run from Monday 14 June to Sunday 25 July 2021. The link to the relevant page is www.westminster.gov.uk/licensing-consultation If you have any questions, you can get in touch with a member of the team at licensingconsultation@westminster.gov.uk

Public meeting on the Future of Seymour Leisure Centre





Below, a message from Westminster Council asking for your views on the current proposals for the Seymour Leisure Centre by way of an online meeting to be held on 13th July:

Seymour Leisure Centre was built in 1937 and from the start offered a host of activities including swimming, bathing and washing facilities for the local community. This Grade II listed building was even flexible and multi-purpose from the get-go as a large swimming pool was available in the summer months which was covered by a dance hall during the winter.

A significant refurbishment will respectfully modernise the building for future use, making it more sustainable and in doing so create opportunities for a flexible space to be shared with complementary Council services and community uses. The Council is committed to improve swimming facilities, provide a sports hall as well as a new permanent home for a new Marylebone Library and improve the public realm around the building. It is an important part of our City for All commitments, and with a £25m budget secured, we are pleased to get started.

To ensure our approach to the refurbishment is guided by local demand and aspirations, we've used our public meetings in March and May this year to support our focus for this project. This includes improving swimming facilities, making the building suitable for club use, identify provision for a soft play area and to provide good access for all within a new flexible space, were amongst some of the top needs for this building. We are now working with a professional team to take a fresh look at current plans with a view to take designs forward through to wider consultation ahead of the detailed design and construction stages.

It is worth noting, that to help to address any potential anti-social behaviour during this time, a temporary listed building planning application will shortly be submitted to provide new security gates along the Shouldam Street frontage. We expect this solution will remain in place until this long-term refurbishment is established.

To help ensure we are capturing as many views as possible, we'd like to share current thoughts and design options being explored at our next public meeting, so that we can hear what you think we need to improve, prior to more detailed plans being undertaken.

This online meeting will take place on 13th July at 1pm and we would like even more participation to make sure the future Seymour Leisure Centre and Marylebone Library is what our local residents, businesses, users and visitors would want.

Please register your interest [here](#) if you would like to attend.

Cllr Melvyn Caplan - Deputy Leader & Cabinet Member for City Management

Spiegeltent and more hot air



There was never any doubt the Underbelly Festival would be held in Cavendish Square. Yet another example of a claimed consultation when the event is already underway with materials being delivered to site and a full programme for the events and ticket bookable since May. We are however struggling to see how two huge diesel generators fit into The Oxford Street District green framework “an exemplar for sustainable city-making and a test-bed for pioneering approaches”.

WCC’s Lead Member for Air Quality was keen to stress the Council's commitment saying “Air pollution affects everyone in #Westminster and we’re committed to taking action to create a #GreenerAndCleaner City.” So just how does that justify locating two huge diesel generators for six months in one of our Garden Squares in order to power the Spiegeltent?

So much for the “zero carbon demonstrator”!

<https://www.westminster.gov.uk/news/smogmobile-visits-westminster-air-quality-action-day>

The Marylebone Hotel Industry - Reopening after Lockdown

With travel somewhat permitted and all the restrictions we have faced, we

with travel somewhat permitted and all the restrictions we have faced, we wanted to find out how our five-star hotels were doing after reopening. Marylebone is home to some of the best hotels in London, our Top five-star hotels are Hyatt, The Marylebone Hotel, The Landmark, and Durrants. We asked some of them what it has been like ([Link to Julies interviews](#))

WESTMINSTER NEWS

Residents removed from having say on the new West End Commission

The West End Commission and West End Partnership (WEP) were formed back in 2013 to facilitate communication between the private and public sectors. This followed the great Sunday Parking debacle of 2012 when Westminster's failure to listen to business and residents brought down the Council Leader at the time. It's function however rapidly broadened to spearhead Westminster's growth agenda for the West End, but it kept its two resident representatives on the main board throughout.

Since Rachael Robathan took over as Leader of WCC the West End Partnership has not met, although it has not formally been ended. However, it has been made clear to our representatives that WCC do not view it as a successful group and are not planning further meetings. The work of the WEP has therefore ended, even though no announcement has been made.

A replacement to the old WEP has however been found. To aid recovery from the pandemic WCC have now started a stream of work called "West End Futures". This has a Board which meets quarterly and will "have a hand on the tiller" and a set of working groups which cover various thematic areas. Among these are, we understand, Resident and Transport which will have a resident representation.

The main difference between the old and new boards seems to be that now there is no direct resident involvement on the main board – the one that actually makes the decisions. Our representatives have made the case (strongly) that there is a continuing need for direct resident representation - but WCC have decided they will not do this.

The West End Futures Board will therefore include people representing landowners, BIDs, and TfL interests - but not residents.

COVID-19's impacts on Westminster

Westminster and its communities have been compounded by the longer-term trend of high street decline. Further, lockdowns and travel restrictions have highlighted Westminster businesses' reliance on visitors. The decline in footfall has typically been greater in cities than their surrounding areas, with Westminster remaining an outlier and reflecting the extreme end of poor recovery of footfall.

In Westminster, mobility in retail and recreation locations was still down 55%

(compared to pre-pandemic levels) 22- 23 May, in comparison to only 28% in Greater London and 19% nationally.

While non-London cities also appear to show a greater drop in mobility compared to surrounding areas, this difference is much less pronounced. For example, mobility was only down 29% in Manchester City Centre, compared to 20% in Greater Manchester.

Out and About in Marylebone



The Marylebone Music Festival was a real treat, and an incredibly special event attended by our Lord Mayor Jonathan Glanz and his wife and HRH Princess Michael of Kent in Manchester Square last weekend. An eclectic programme included Beethovens Pastoral Symphony, Classical Kicks from Ronnie Scotts, Sue Perkins conducted the popular childrens classic Peter and The Wolf. Soloists from the Royal Opera House and English National Opera performed A Night at the opera.





Fashion Event: Raising Money for The Marylebone Project

Victoria Beckham's sister Louise Adams supported a covid-safe fashion charity event with Fashion Designer Selina Blow organised and hosted by Julie Redmond for The Marylebone Project. The Marylebone Project on Cosway Street provides 112 long and short-term beds to homeless women and offers essential facilities and support. It also delivers education, employment, and training opportunities. Those they support are often affected by substance misuse, unemployment, domestic violence, and mental health issues. Whatever their story they aim for the same ending: self-esteem, employment, and independent living. Their mission: to empower women to end their homelessness and live their lives to the full.

With the change in retail brought about by covid, Fashion Designer Selina was asked 'how the fashion industry has been over the last year', and she commented 'It has been a challenging time for designers with serious editing of their work and focusing on what they are about and going back to drawing board. Bespoke craftsmanship and uniqueness - hopefully, we will see more of that side of the industry with sustainability for everything, not specifics. My collection is to be enjoyed and have fun in and that is the ethos of my work.'

Speaking of fashion and new business, the high street as seen a few newcomers... the MA has had conversations with Howard De Walden about the two new pops DAI and Isabel Manns these are both British designers with sustainability at the heart and they are a long side extremely popular Rixo. The MA will be meeting with HDW regularly to hear the latest news on what's coming and to also give them residents feedback and suggestions. There are a lot of new businesses on their way, some coffee orientated, some family friendly and they are also working on getting back our post office.



Guy Richie's pub Lore of the Land, Conway Street went on fire this week thankfully no one was hurt while 1888 Devonshire Street was getting ready to reopen (July 19th) !!! New Cricket pub and bar Sixes has opened its doors on Great Portland Street. As for the Masons Arms on Devonshire Street, the owner was showing the pub to potential buyers today, it will remain as a pub!

owner was showing the pub to potential buyers today, it will remain as a pub: Watch this space.

Other news, Chris Eubank spotted coming out of Home House on Portman Square looking very dapper indeed. Princess Beatrice in deep conversation and shopping near Daylesford Organic on Blandford Street. Celebrity chef John Torode tanned with a new hair style and looking healthy out and about on Wimpole Street. The fabulous Sara Cox TV and Radio presenter having a laugh in Caravan Great Portland Street for lunch. Muse frontman Matt Bellamy and his wife and little daughter are back from LA and hosted an elegant marquee party at his house in Marylebone.

EVENTS

The St Marylebone Festival 18th - 23rd July

The St Marylebone Festival of Music held at St Marylebone Parish Church - celebrating famous figures such as the great jazz duo Sir John Dankworth and Dame Cleo Laine, Gerald Finzi, Clara Novello (mother of Ivor), Lord Byron, and Italian composer Paolo Tosti.

To book tickets online go to : <https://www.stmarylebonefestival.com/events>

NB: One change to the Programme:

The only change is the Thursday evening conversations with composers, which will now be: "From the Land of Song" - an event looking at Welsh musicians in Marylebone.

[Many Welsh composers came to London to study at the neighbouring Royal Academy of Music or even went on to make London their home. This recital features some of the most beautiful Welsh art songs by composers associated with St Marylebone, including Morfydd Owen, Meirion Williams, RS Hughes, Huw Watkins and more.

Baker Street Quarter Pop-up

This Thursday, 1 July, the pop-up market at 55 Baker Street returns from 12-3pm. It will be a small but perfectly formed 'mini' market featuring independent street-food stalls from our market partners Urban Food Fest including Rummanco which will be serving up Caribbean cuisine, Homemade Passion's pasta dishes and Billy's and Betty's delicious brownies.

Then, on 7, 8 and 9 July the Baker Street Food Market returns again to Portman Square Gardens, with a variety of street food stalls, bar and covered and open-air seating. This market returns again on 18, 19 and 20 August, and 15, 16 and 17 September.

Details of all markets are on our website

Changing Room Gallery

Built around the importance of conversation, communication and constant inspiration, Changing Room encourages its audience to observe and engage with the artistic process at any time. While artists are in residence, visitors can

communicate with the space and become a part of the artists' practice through observation and conversation.

At its core, Changing Room is an artist-led gallery, intent on bringing the creative process to the fore. Changing Room provides artists the opportunity to interact with one another and with the public, and visitors to the exhibition will also find artists in residence at work throughout the building.

The gallery was founded by artist Georgie McGivern in 2020 and is now run by McGivern and fellow artist Joel Levack. McGivern and Levack met over a mutual love of Soho, in the West End. With a vision that art should be accessible and available to a wide audience, McGivern and Levack search out otherwise empty spaces in Soho to host Changing Room's exhibition and residency programme

Changing Room runs a programme of residencies and exhibitions, inviting emerging and established artists to occupy the gallery and work in dialogue with the space and the people who pass through it.

For further information about Changing Room Gallery and former residencies visit: www.changingroomgallery.com

Contact us anytime on info@changingroomgallery.com or (0)20 7183 7144

ASSOCIATION EVENTS

ST PAUL'S CATHEDRAL – Private guided tour

Saturday, 31st July at 14.15

We are probably all familiar with the dome of St Paul's Cathedral, the second largest in the world, and a cherished icon on the London landscape. But there is so much more to Sir Christopher Wren's masterpiece to be seen inside, as we will on this our own private guided tour. In a normal year you would have to jostle with nearly 2 million people (annually) to visit this special place so why not seize the opportunity now to enjoy it in relative peace and quiet? Tour lasts approximately 1 hour. Tickets (including private guide) £20 concessions or £22. For further details and/or to book tickets contact Rosemary Forgan on 0788 789 1977 or rosemary.forgan@marylebone.org

PADDINGTON BASIN

Saturday 21st August at 10.30

Following on from the enjoyable visit to the King's Cross development, a tour of the new Paddington Basin, also until recently a disused wasteland. There's so much more to it than fancy flats and offices – as our Blue Badge guide Janice will show us on our fascinating canalside walk. Put the date in the diary – August 21st - with full details to follow next month.

We also haven't forgotten:

Dinner at Bright Courtyard – exact date tba

Tour of Selfridges with breakfast at The Brasserie of Light

REGULAR ASSOCIATION EVENTS

Pub Evenings

Prince Regent Pub

71 Marylebone High Street W1U 5JN

12 JULY 2021 from 6.30 pm

We have our regular two tables reserved following the latest regulations. It is always a very enjoyable evening and informal opportunity to meet local fellow residents and make new friends in the friendly surroundings of one of our nicest gastro pubs. Everyone is welcome, pay-as-you-go bar and delicious light supper snacks, hot and cold, always available so do come along.

SUMMER WINE TASTING AND LUNCH Sunday 22nd August 2021 at 1:30pm

ISHTAR TURKISH RESTAURANT, 10-12 Crawford Street W1U 6AZ

Engin Servi – the owner of Ishtar is happy to continue holding our Annual August Wine Tasting lunch. There will be a selection of summer rosé and white wines, plus light reds. Wines will be available to purchase, from a single bottle to a whole case. Cost per person including wine, lunch, tea/coffee & service. £35 payable on the day.

Please contact Sheila Green at sheila.green@marylebone.org or 07740 941789 to book your place.

BOOK CLUB Tuesday 6 July 6.00 pm

Members normally meet at The King's Head pub in Westmoreland Street – but recently have been meeting via Zoom. Anyone who is interested in joining in should contact Liz Queenan. Meetings on the first Tuesday of each month at 6.30 – but our next Zoom meeting starts at 6 pm. We're hopeful we may be returning to the King's Head shortly.

This month's choice is Inheritance by Dani Shapiro. All books read are available on paper and on e-readers. For more information contact Liz Queenan (liz.queenan@marylebone.org) or tel: 020 7486 3709.

SCRABBLE CLUB

Tuesday July 27th at 5.00 pm

The Duke of Wellington, 54a Crawford Street, London W1H 2HQ

Good news! The Scrabble Club will be holding its first post-Covid meeting on July 27th. Our new venue is upstairs at The Duke of Wellington pub in Crawford Street – assuming all goes according to 'the road map'. Members normally meet on the 2nd and 4th Tuesday of each month, with Scrabble sets and dictionaries provided – and all levels of players welcome. Anyone interested in joining and/or wanting further information contact roosemary.farago@marylebone.org or 0788 780 1077

rosemary.torgan@marylebone.org or 0700 709 1977.

Mailing Address: Marylebone Association, 229 Great Portland Street, London, W1W 5PN
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