

FINCHLEY & GOLDERS GREEN RESIDENTS FORUM
 AVENUE HOUSE, EAST END ROAD, FINCHLEY, LONDON N3 3QE

WEDNESDAY, 26 MARCH 2014
6.30pm

Chairman: Councillor Graham Old
 Vice-Chairman: Councillor John Marshall

ISSUES TO BE CONSIDERED AT THE FORUM MEETING

Items must be submitted to Governance Service (f&gg.residentsforum@barnet.gov.uk) by **10.00am on the second working day before the meeting** (for example, if a meeting is due to take place on a Tuesday evening, questions must be received by 10am on the preceding Friday)

	Issue Raised	Response
1.	<p>Petition: Reduce the speed limit to 20mph on North End Road NW11 (393 signatories; online and hard copy signatures)</p> <p>North End Road NW11 has a busy crossing for children by the Golders Hill park entrance. It has King Alfred's school with premises on both sides of the road, the Jewish Cultural Centre, and also Clowns Nursery School. Traffic from busy side roads, in particular Hampstead Way and Welgarth Road, travel at speed down North End Road making it very dangerous to cross. North End Road is also very narrow in parts and heavily used by large vehicles making pedestrian and cyclist usage hazardous (accidents and incidents occur regularly). In particular the 210 (a double decker bus), wobbles unsteadily when travelling at 30 mph, where the road narrows (this situation has caused at least one fatality in the past).</p> <p>I have consulted with other residents on North End Road and we would be very grateful if along with reducing the speed limit to 20mph, an additional safe crossing island between the traffic lights (Outside King Alfred's School) and the Wellgarth Road junction could be installed.</p> <p>The reasons for this are as follows:</p>	<p>The Personal Injury Accident (PIA's) data shows that in the last 3 years (August 2010 – July 2013) there were 9 recorded PIAs on North End Road between West Heath Avenue and borough boundary (665m in length). (Please note that damage only accidents are not recorded).</p> <p>Of the 9 PIAs, 2 involved pedestrians (Nov 2011 (serious) and Jan 2012 (slight) and 2 (slight) recorded speeding as the likely causation (Oct 12 and May 13).</p> <p>The fatality that is being quoted, near The Park, was in 2004 (51 year old pedestrian crushed by bus toppling in high winds). Other fatality quoted was in 2007 but in Camden.</p> <p>A speed survey was carried out on 28/01/14 and 29/01/14, survey results are as follows: (The 85th percentile speed is the speed at which 85% of vehicles are travelling at or below and is the nationally accepted value used by highway authorities and the police to decide whether remedial action or enforcement is needed). The 85 percentile speeds are within speed limits.</p> <p>Between Park Drive and Wellgarth Road: 29.3mph E/B, 28.7mph W/B</p>

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	<p>1. Children from the local school walking down the hill towards Golders Green, see the bus as it turns the bend, the existing island is after the Wellgath Road junction, which means they rush across this road (very dangerous, with cars turning fast off of North End Road) and then they still need to cross North End Road, which is also dangerous as at this point, the bus is beginning to pull into the bus stop.</p> <p>2. What happens in reality is that to avoid the Wellgarth Road junction, the children and indeed adults cut across North End Road before the junction, this is where a safe crossing is needed.</p> <p>3. Residents, mostly children (from Park Drive and North End Road), who have to catch the buses to the schools in Highgate and Hampstead in the morning face the same hazards, if using the existing island (it is on the wrong side of the junction for the bus stop, on the opposite side of the road). At 8am Wellgarth Road takes traffic out of Hampstead Garden Suburb, it is very busy and again hazardous to cross.</p> <p>4. This section of road between the traffic lights and the Wellgarth Road junction is a lot wider than other parts, which means vehicles speed up, again hazardous as mentioned above, as this is a more logical crossing point for the bus stop. An island at this part of the road will bring consistency and compliment speed control.</p> <p><i>Mrs Katherine Travers</i></p>	<p>Between Zebra crossing (near Hampstead Way) and Pelican crossing: 31.1mph E/B, 30.7mph W/B</p> <p>Between Park Drive and Wellgarth Road: 28.5mph E/B, 27.8mph W/B</p> <p>Between Zebra crossing (near Hampstead Way) and Pelican crossing: 30.4mph E/B, 30.4mph W/B.</p> <p>The Council's approach to 20mph zone is currently being considered, however officers are happy to investigate localised measures and will also work closely with the local schools to achieve road safety improvements.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
2.	<p>Petition: Road Safety Campaign for Childs Hill School, Dersingham Road, London NW2 (317 signatories)</p> <p>We at Childs Hill School have been monitoring the traffic at the front of the school for the past 6 months. After contacting Barnet Council, they carried out an initial survey of the traffic and its speed, coming through Dersingham Road. The gentleman who carried out the survey was very impressed with the School Council/ Peer Mediators</p>	<p>Residents of Dersingham Road and nearby Gillingham Road have already been advised via a letter drop that the council will be introducing 20 mph vehicle activated sign (VAS) and also a pedestrian island at the junction of Gillingham Road and Cricklewood Lane.</p> <p><i>Neil Richardson (Highways Manager)</i></p>

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	<p>efforts; however they agree that there is a need for traffic calming measures to be implemented. Unfortunately, as with any council, it seems to be taking a long time.</p> <p><i>Alex Scott</i></p>	
3.	<p>What is the vision for Golders Green High Street in general? It appears that the High Street does not appear to be as thriving as it should be given the area's location, which borders the largely wealthy area of Hampstead Garden Suburb. Whilst I could cite a number of problems – drinking, excessive number of charity shops and rundown shops – I would like first to know what the vision is for Golders Green.</p> <p><i>Mr Jonathan Bentata</i></p>	<p>The Council's Local Plan sets out a vision for all the borough's town centres seeking to create the right environment to enable and facilitate investment and growth in these key locations. This will help to improve the appearance of our town centres including public realm, retain and promote good quality shops and services, manage development opportunities, improve safety and security for residents, traders and visitors and ensure the effective management of local issues such as refuse and parking provision.</p> <p>Golders Green is recognised as an important district centre offering a range of local shops and facilities. It has however evolved over time from providing a predominantly comparison and convenience shopping offer to becoming now more dependent on food/leisure services and evening economy activities. Notwithstanding this, Golders Green performs comparatively well in relation to key indicators against other centres in Barnet and outer London accommodating a high level of retail shops including independents with low vacancy rates and high footfall.</p> <p>The Council remains committed to ensuring Golders Green and its many other town centres are vibrant, safe and attractive places serving the needs of the local community and businesses.</p> <p><i>Martin Cowie (Assistant Director, Strategic Planning, Regeneration and Transport)</i></p>
4.	<p>The tennis courts at Lyttleton playing fields and Northway are in a very bad state of repair. Not only is it not possible to properly play a game of tennis on them due to the erasure of line markings and the tennis nets being vandalized but the actual playing surfaces have worn away so giving irregular and inconsistent bounce and making</p>	<p>The tennis courts in Northway Gardens suffer from annual flooding which has a detrimental effect on the playing surface. As this is an on-going problem, there are currently no proposals to renew this surface, especially as there are good quality courts at the same location provided by the tennis club should users wish to access a</p>

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	<p>playing conditions dangerous underfoot.</p> <p><i>Mr Jonathan Bentata</i></p>	<p>better quality playing surface.</p> <p>Council Officers are currently progressing discussions with the tennis club, the local school and local residents to develop a joint funding bid to Sport England and/or other such bodies to access external funding to renew the courts at Lyttelton Playing Fields. Multiple parties and multiple sources of match funding increases the likelihood of attracting external funding. We hope to submit a joint bid in the first half of this financial year.</p> <p><i>Jenny Warren (Greenspaces)</i></p>
5.	<p>On Golders Green High Street there is the increased presence of people openly drinking alcohol. Having spoken to a number of tradesmen and shop owners who work on or around the High Street it appears that the presence of such people leads to an unwelcome atmosphere. I understand that moves were undertaken a number of months ago to eradicate such behavior and that this was in the main successful. In the circumstances it appears that efforts need to be renewed and sustained.</p> <p><i>Mr Jonathan Bentata</i></p>	<p>Inspector Adrian Needley (0208 733 4041 / Adrian.needley@met.police.uk) has been made aware of this complaint, it will be forwarded to the relevant local policing team. We would encourage businesses and local residents to report incidents to their local policing team. We will make a note of the concerns and when planning future partnership days for 2014/15 will also ensure there is one held here.</p> <p><i>Kiran Vagarwal (Head of Community Safety)</i></p>
6.	<p>Along Golders Green Road and the wider Golders Green area, estate agents display their 'let and managed by' and 'for sale' boards on a near permanent basis despite the properties being long since sold or let out. Estate agents appear to be using them as a means of free advertising. The use of such signage however brings little benefit to the wider community as it subtly downgrades the area. Such signage (and some of the signs are often quite large) is not only a visual eyesore but it generates a feeling of impermanence within the community. Understandably estate agents need to use signage in marketing properties but they appear to be abusing their power and position.</p> <p><i>Mr Jonathan Bentata</i></p>	<p>A standard sized estate agency board may be placed on an available property during the course of marketing and for up to 14 days after completion. It is an offence to retain a board after this time without the express consent of the Local Planning Authority. The Council has demanded and secured the removal of numerous unlawful boards in Golders Green and the surrounding area in recent times and would be happy to investigate any further complaints.</p> <p><i>Iain Sutherland-Thomas (Principal Planning Enforcement Officer)</i></p>

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7.	<p>In Golders Green there are a number of houses or blocks which contain more than three separate households and where each household has their own individual 240 litre domestic waste and recycling bin. This leads to a tremendous overcrowding of bins, with bins spilling out onto the pedestrian footpath. Indeed some houses have up to near ten bins (5 for domestic waste and 5 for recycling) lined up outside them. Would it not be a suggestion that any conversion, House in Multiple Occupation (HMO) or block of flats, housing three or more households be given either 660 litre or 1100 litre bins on a pro-rata basis. Currently households can elect if they want 240, 660 or 1100 litre bins. My suggestion is that the option of the smaller 240ltr bin be removed for where there are three or more separate households contained in a block, HMO or conversion.</p> <p><i>Mr Jonathan Bentata</i></p>	<p>The standard provision for houses which have been converted into (up to five) flats is two blue recycling bins. The number of bins provided at larger blocks of flats (more than five) is based on the specific number of properties at each location. Where there are more bins than required at a specific property, the council is happy to remove any surplus bins. There must be sufficient bins left on site to enable residents to fully take part in recycling. Residents can contact the Customer Care Unit (tel 020 8359 4600, email first.contact@barnet.gov.uk) to arrange removal of any surplus bins. The council is not able to provide larger 660 litre or 1100 litre bins in place of the existing standard sized 240 litre bins.</p> <p><i>Lyn Bishop (Street Scene Assistant Director)</i></p>
8.	<p>Granville Road, N12</p> <p>I have lived at Granville Road for the last 16 years. In the last 3 years the road is being used as a rat-run as drivers do not want to drive to Tally Ho and then back down so use our road to gain access to the North Circular and Summers Lane. In the evenings many a time I cannot drive into my driveway but have to drive into Finchley Memorial Hospital car park turn right and then I am able to drive onto my driveway. The problem is that there are so many cars waiting to cross the lights that it becomes impossible to turn right into my drive. I do not know whether the solution would be to impose a Controlled Parking Zone (CPZ) on the road or to bring in parking restrictions during the day to stop drivers parking their cars and then going off to work as it is noticeable to me that when I get home between 18.30 – 19.00 there are quite a few cars parked but later on they are all gone. Most of my neighbours have driveways so very few need to park on the road.</p> <p>We have many cars parking near the lights as when the hospital was being built yellow lines were painted on the road but they have</p>	<p>It is not uncommon to see higher volume of traffic around hospitals. It is suspected the majority of “cutting-through” traffic is coming or going to the hospital and by local residents / parents accessing local amenities.</p> <p>However Council accepts that Granville Road is used as a “cut-through” by some motorists. There is very little the Council can do to discourage this activity without impacting on legitimate use by the local community.</p> <p>The Council tries to strikes an optimum balance, in signal timing, between pedestrian and traffic demands.</p> <p>The temporary waiting restriction was introduced to facilitate the construction of the hospital and should have been removed. These restrictions will be removed as soon as possible and we apologise for inconvenience caused through the delayed removal.</p> <p>With regard to parking, Officers look forward to discussing the areas of concern in more detail at the Forum to try to resolve the issues</p>

	Issue Raised	Response
	<p>never been removed so most cars park by the lights (this is a narrower part of the road so that when cars are parked on both sides it restricts the traffic even further and cars are clipping our side mirrors and damaging them. If the yellow lines were removed it would stop all the cars parking by the lights.</p> <p>My other concern is the traffic lights. These lights are on a very busy junction, but this junction offers no right of way to pedestrians. There are two schools and a hospital and it is dangerous as even if the lights are on red for one set of cars falsely giving pedestrians the idea that it is their turn to cross in fact cars which have right of way turn either left or right and I have observed many a near miss where pedestrians are crossing the road and have to run across as cars are turning onto the road as they have right of way. These lights need to be looked at enabling pedestrians to cross the road safely.</p> <p><i>Ms Teresa Amedo</i></p>	<p>that are occurring.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
9.	<p>Illegal, dangerous and inconsiderate parking and manoeuvres that are directly generated by FRS Synagogue and FRS Kindergarten causing danger and extreme negative impact on the streets surrounding FRS, 101 Fallow Court Avenue, London N12, seven days a week, day and night. Residents are often unable to park in their own streets.</p> <p><i>Ms Wendy Bernadelle</i></p>	<p>There is a requirement for a Nursery Travel Plan to be submitted following the recent planning approval to formalise the increased number of pupils attending the nursery.</p> <p>Officers have recently contacted the Nursery to remind them of the requirement to submit a Nursery Travel Plan and have provided information on the required format and content of the travel plan. This is to ensure a suitable document is submitted that will identify a range of measures to be implemented to encourage more walking, cycling and public transport use for travel to and from the nursery and therefore lead to a reduction in car use.</p> <p>In the meantime, Officers look forward to discussing the areas of concern in more detail at the Forum, and will subsequently seek to carry out investigations in order to try to resolve the safety issues that are occurring.</p> <p><i>Neil Richardson (Highways Manager)</i></p>

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10.	<p>I drive down Squires Lane every day and turn right onto East End Road. For some reason a small crossing has been built just by the roundabout outside the Akiva School. It is so dangerous. As I indicate and turn right so many times there will be a parent crossing the road with young children. I am able to stop (on the roundabout that is how close the crossing is) but the car(s) behind me do not see what is happening and they just about manage to stop before crashing into my car. It is not just happening to me but I see it on a daily basis with other drivers.</p> <p>I cannot understand why a crossing was built there when there is a crossing just by St Theresa's. It is bad enough that the parents dropping children off at the Akiva School park on the pavement on Squires Lane some actually jutting out onto the road. It is a very narrow road and having to try and avoid the parked cars without crashing into oncoming cars is getting to be a bit of a juggle, without having to stop on the roundabout blocking access to other cars on the junction. Parents are dropping their children off just outside the school, by stopping their cars and volunteers opening the car doors to let the children out, this is again just by the roundabout and is a danger.</p> <p>The parents dropping their children off at St. Theresa's use the pedestrian crossing outside their school so why can't the Akiva parents? I know the difference as the children carry different coloured school bags.</p> <p>My question is why was the crossing built so close to the roundabout?</p> <p><i>Ms Teresa Amedo</i></p>	<p>The position of the pedestrian crossing remained unchanged, as the recent highway improvement works, the width of the existing pedestrian island was increased to accommodate potential increase in children walking to school.</p> <p>The widening helps reduce approach speeds of vehicles and shorter distance for the pedestrian to cross.</p> <p>The road network is to provide safe, effective and efficient movement of motor vehicles, which is balanced against the needs of other transport and non-transport users. Sadly some drivers choose to ignore rules of Highway Code and drive irresponsibly, unfortunately Barnet Council does not have enough resources to re-educate the general motorist on the stipulations of The Highway Code.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
11.	<p>Pollution from the Greek Cypriot Brotherhood site in Britannia Road N12 9RU. This is in the form of smoke and smell of burning fat from internal and external cooking.</p>	<p>The Scientific Services team last received complaints about barbecue smells from this premises in June of 2013. On this occasion, an officer visited and gave advice to the owner of the premises. Charcoal was being used, but it was a fuel that has been</p>

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	<p><i>Mr Martin Gentle</i></p>	<p>designated as suitable for use in a smoke control area. No nuisance was witnessed and so no enforcement action was taken.</p> <p>Environmental Health can investigate further complaints and concerned residents should call 020 8359 7995 when they are being affected by the smell. If the problem occurs outside of standard working hours then they can contact our out of hours team on 020 8359 2000. Should the smell from indoor or outdoor cooking be a nuisance we can take action under the Environmental Protection Act 1990. An officer will need to witness the problem from the complainant's property. We cannot stop the premises from using charcoal, but we can ensure that they are using best practical means to mitigate the odour.</p> <p><i>Rick Mason (Environmental Health)</i></p>
12.	<p>Since the introduction of the Garden Suburb Controlled Parking Zone (CPZ) on 21 October 2013, parking in Asmunds Place/ Hampstead Way (Nos. 142-166) has become extremely difficult. There has been an increase in the number of cars now being moved into Asmunds Place/Hampstead Way shortly before 1pm (to avoid the GS CPZ parking restrictions) and then left until early evening, thus negating the positive effect of the previous position. You may recall, that we submitted a petition from 38 residents in Asmunds Place/ Hampstead Way (Nos. 142-166) in overwhelming support of extending the time of the existing parking restriction to help alleviate the situation.</p> <p>We are grateful to Councillor John Marshall for raising this issue at the 15 January meeting of the Finchley & Golders Green Area Environment Sub-committee. However, the draft minutes from that meeting do not reflect the decision that was taken, whereby we were lead to believe that the Highways Manager would undertake an appraisal of the impact on neighbouring roads of the newly introduced GS CPZ. The resolution in the draft minutes states 'that the strategic Director for Growth and Environment instructs officers</p>	<p>It is believed that the decision of the 15th January 2014 meeting of the Finchley and Golders Green Area Environment Sub-Committee reflected the need to be mindful of the need to carry out a review of the Garden Suburb Controlled Parking Zone (GSCPZ), and it is envisaged that there would be two aspects to this.</p> <p>One aspect would be to seek the views by way of questionnaire of those living inside the GSCPZ to gauge their experiences with the CPZ, and establish whether it has been meeting their needs, and obtain their comments about how they believe the CPZ has been working since its introduction in October 2013. The second aspect would be to do the same with those residents of properties outside of the GSCPZ.</p> <p>The reference to "buffer zones" would relate to the area to be consulted which lies outside of the GSCPZ boundary.</p> <p>Therefore although the petition and its contents are noted, it is considered that the questionnaire exercises – which are due to take place this summer – will allow the Council to obtain an area-wide view of how residents believe the CPZ is operating, and will enable</p>

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	<p>to engage with ward councillors on agreeing the buffer boundaries of the Controlled Parking Zone'.</p> <p>We firmly believe that the problem lies not in the boundaries but in the duration of the restrictions which enable long stay parkers to simply move from one CPZ to another, thereby making it difficult for residents of Asmunds Place/Hampstead Way (Nos. 142-166) to park.</p> <p>We attach the petition (38 signatures) for reference.</p> <p><i>Jeffrey & Iris Orenstein</i></p> <p><i>Jana Teteris</i></p>	<p>holistic decisions to be made taking into account the responses received across the area.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
13.	<p>I understand that Golders Green ward has benefited from £800,000 of Highways related funding in the last year, and has benefited recently from new paving, and even trees, including one planted by Councillor Dean Cohen, in what must be a very welcome photo opportunity, only weeks before the local elections.</p> <p>Please tell me how much funding from the same source in the same period has been received by West Finchley ward, and explain why, even though money was agreed last summer for potentially lifesaving measures in the accident blackspot that is Squire Lane, still no move has been made or funding spent on delivering the agreed changes?</p> <p>When is the authority going to replace the safety barrier next to Manorside school, destroyed in one of the two serious accidents since the funding was agreed last year, and why is this taking so long?</p> <p><i>Ms Teresa Musgrove</i></p>	<p>Implementing all the targeted traffic and pedestrian safety improvements on this route spanning two wards (Finchley Church End ward and West Finchley ward) from the junction with East End Road up to Avondale Road are expected to be contained within £30,000.</p> <p>The improvements have unfortunately taken longer than desirable as for example, statutory consultation has had to happen for parking restriction changes while a road safety audit has had to be done on the proposed layout changes at the Squires Lane/Station Road/Manor View junction.</p> <p>The Council carried out a statutory consultation on 11th December 2013 on a proposal to introduce 'at any time' waiting restrictions outside Nos.163-167 Squires Lane and at the junction of Squires Lane and Etchingham Park Road.</p> <p>No comments or objections were received in relation to the proposed restrictions outside Nos.163-167 Squires Lane and these restrictions are expected to be introduced by mid to late April.</p> <p>However a concern was raised in relation to the lengths of the proposed waiting restrictions at the junction of Squires Lane and Etchingham Park Road and these comments have to be considered as part of the Council's statutory obligations, which will be dealt by</p>

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		<p>way of summary Delegated Powers Report (DPR) which is expected to be cleared shortly.</p> <p>Subject to a formal approval of the DPR, it is intended that the final agreed length of restriction would also be introduced by mid to late April.</p> <p>Of the other improvements identified, including Vehicle activated sign (VAS), junction improvements, bollards etc. Letters are to be sent to all residents in directly affected frontages within 2 weeks with the intent of informing them of the measures.</p> <p>Although we will be receptive to any comments that may be received, we anticipate works on agreed measures to commence in May/June 2014.</p> <p>Regarding the barrier, this should be implemented by the time of the Committee.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
14.	<p>How long has the park keeper's lodge in Victoria Park been vacant?</p> <p>Why is it still vacant?</p> <p>How much revenue from rent has been lost since the tenants were moved out?</p> <p>How much has keeping the property secured cost?</p> <p>When was the property last inspected to ensure the building is still sound and not deteriorating through neglect?</p> <p>Has the property been valued, and if so what is the value?</p> <p>What plans have been made for the sale of the property?</p> <p><i>Ms Teresa Musgrove</i></p>	<p>It has been vacant since April 2010.</p> <p>The reason that the property remains empty is that the property is held subject to a charitable trust which was set up when Victoria Park was purchased. Legal advice has been obtained that consultation with several additional legal steps may be required. This advice is currently under consideration.</p> <p>The property was in poor condition prior to it being vacated. It would have been necessary to refurbish the house to enable it to continue to be let. A refurbishment would be wasted because a purchaser will want to remodel the house and the cost of the refurbishment would be lost. The loss is therefore not the weekly rent of about £80 per week multiplied by the 204 weeks of vacancy.</p> <p>Keeping the property secured has cost about £550.00</p>

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		<p>The property has not been inspected for some time, however as the property is likely to be extended and refurbished its immediate condition is less important.</p> <p>It was valued at £385,000 in 2010.</p> <p>Sale plans are not relevant until the trust has decided how the proceeds can be used.</p> <p><i>George Church (Property Services)</i></p>
15.	<p>What plans have been made for the current Church End library in the light of the Gateway House plans?</p> <p>What is the value of the building and site?</p> <p>Has the Council plans to develop the site or put it up for sale?</p> <p>Will there be an archaeological evaluation of the site, part of the former graveyard of St Mary At Finchley church?</p> <p>Have discussions taken place with the Church of England in regard to any remaining burials below the structure?</p> <p><i>Ms Teresa Musgrove</i></p>	<p>The agreement for lease has now been signed, for the provision of a library at Gateway House, subject to planning permission being achieved. The planning process will now commence, and should planning consent be granted, the owner of Gateway House will be contractually committed to delivering the new library. It is anticipated that the library will not be completed until 2016/2017.</p> <p>As a result it would be premature to consider the alternative opportunities for the site, but should planning permission be granted, all investigations will be carried out to determine the possible future uses.</p> <p>At this stage it is not appropriate to have discussions with adjoining owners, but we will ensure that the Church of England are consulted in view of the historic use of the site should it become appropriate.</p> <p><i>Judith Ellis (Property Services)</i></p>

Contact: Chidilim Agada, Governance Service, Assurance Group, London Borough of Barnet, NLBP, Building 2, Oakleigh Road South, London N11 1NP. Tel: 020 8359 2037, Email: f&gg.residentsforum@barnet.gov.uk

Future meeting dates: To be confirmed at Annual Council meeting on 2 June 2014

Date	Venue
Wednesday, 18 June 2014	To be confirmed
Wednesday, 22 October 2014	

Thursday, 15 January 2015	
Wednesday, 25 March 2015	