

FINCHLEY & GOLDERS GREEN RESIDENTS' FORUM
Thursday 3rd September 2020, at 7pm

VENUE: Virtual Meeting, please see further details [here](#)

Chairman: Councillor Jennifer Grocock
Vice Chairman: Councillor John Marshall

ISSUES TO BE CONSIDERED AT THE FORUM MEETING

	Issue Raised	Response
1	<p>Petition: Pavements Leicester Road Lead Petitioner: Dr Mehroo Northover Number of Signatures: 60</p> <p>Complaints re Pavements</p> <p>On behalf of the other residents of Leicester Road and myself, I am submitting a petition for the renewal of the pavement.</p> <p>Photos have been submitted to the Council of the pavement in Leicester Road taken in 2019 and taken today. I have made regular complaints about the condition of the pavements of this road and I have been told that it is 'good enough'. The criteria for what is good enough has not been explained and not been set out, but a glance at these photographs and the experience of walking on this pavement with a mobility equipment or using a pushchair illustrates the hazards. My own experience has been a number of falls and I know elderly neighbours are also concerned about the dangers.</p> <p>Today's example of a crushed pavement is extreme and needs immediate repair but the rest of the pavements of Leicester Road need renewal with regard to safety and general ease of use.</p> <p>Other residents of Leicester Road were joining me in this petition for renewal and please</p>	<p>To be dealt with in line with the Council's constitution:</p> <p>The Lead Petitioner will be given three minutes to present the petition to the Forum. Following this the Residents' Forum Chairman will decide to:</p> <ul style="list-style-type: none"> • Take no action; or • Refer the matter to a chief officer to respond to within 20 working days; or • Refer the matter to the relevant Area Committee (if funding is required)

	Issue Raised	Response
	consider this matter urgently.	
2	<p>Petition: Hogarth Hill, London, NW11 - Petition for Controlled Parking Zone (CP2) Lead Petitioner: Mr Anthony Krikler Number of Signatures: 25</p> <p>We the undersigned residents of Hogarth Hill petition the Council to introduce the following parking restrictions in our Street:</p> <p style="text-align: center;">Resident Permit Holder Only Mon – Fri 1-2pm</p> <p>This request is made for the following reasons:</p> <ul style="list-style-type: none"> - Almost all other streets in the vicinity have a similar restriction and those not wanting to pay for resident parking, park in our street. - Long term parkers leave their vehicles in our street for many days at a time and sometimes longer. - Commuters park in our street all day in order to take nearby buses to Golders Green Station. - The Council are intending to bring in a new ‘at any time’ waiting restriction at the bottom of Hogarth Hill at its junction with Addison Way thus further reducing the number of car parking spaces available in Hogarth Hill. 	<p>To be dealt with in line with the Council’s constitution:</p> <p>The Lead Petitioner will be given three minutes to present the petition to the Forum. Following this the Residents’ Forum Chairman will decide to:</p> <ul style="list-style-type: none"> • Take no action; or • Refer the matter to a chief officer to respond to within 20 working days; or • Refer the matter to the relevant Area Committee (if funding is required)
3	<p>Issue: Request for Internet Fibre to Providers Submitted by: Mrs Hardie Bronwyn</p> <p>We are requesting the council to make the request for fibre to providers. There is already functionality we just want the extension to our one block.</p> <p>Internet providers have given internet to both Dollis Park and Dollis avenue in the form of Fibre. However they have stopped the fibre connection in our one block consisting of roads Dollis park, Dollis avenue, Clifton Avenue and Church Crescent. The internet providers refuse</p>	<p>1) We will engage with Openreach to understand the barriers to rollout in this location more fully, seeking to support improved fibre broadband coverage and pace here and across the borough as a whole.</p> <p>2) Delivery of fibre broadband services is the responsibility of service providers who operate within a commercial market and are free to provide service to whichever properties they consider to be a worthwhile investment. However the government have set targets and expectations upon those providers for rolling out services and that is</p>

	Issue Raised	Response
	<p>to add fibre unless a request is made by the council or 1000 people apply. There are not 1000 houses in the block to make a request to install fibre. The facility is already available and we would just like to have it extended into our one block. The internet company say they already have over 300 requests for this N3 area.</p>	<p>guiding and driving a national programme of investment.</p> <p>The investment case for providers is substantially driven by cost, in terms of existing ducts for telephone cables that have spare capacity, alongside demand forecasting. The issues in this location will need to be explored and understood in more detail with key providers, such as Openreach. However, in general, residents can optimise the likelihood of providers rolling out fibre broadband by demonstrating collective demand; they may be encouraged to prioritise delivery in an area if contacted with evidence of a substantial group of residents all indicating willingness to switch services (being mindful of fibre broadband costs).</p> <p>The enabling digital infrastructure investment report sets out how the council is seeking to leverage its assets to improve the business case for investment across the borough as well as the diversity of providers operating fibre broadband networks within the borough. We will raise this particular issue when engaging with the relevant providers as part of the wider programme.</p>
4	<p>Issue: Double yellow lines at the entrance to Chatham Close, NW11 Submitted by: Pamela & Bernd Marenbach</p> <p>I am emailing with reference to my neighbour emails supporting the proposed new double yellow lines at the entrance to Chatham Close, NW11.</p> <p>My husband and I live Chatham Close and are also very concerned as to why this Close has not been included on the list of roads for new waiting restrictions. As another resident has pointed out, every household in our Close (1 - 10) signed an application requesting double yellow lines on Erskine Hill leading up to the Close on both sides and just coming in round the corners of the Close. In previous correspondence, another resident has pointed out that without these double yellow lines there is a strong probability that an accident could happen with a resident or visitor driving out of the Close because their sightlines on both sides of the Close are blocked by illegally parked vans or cars which are parked right up to the edge of the Close. Photographs of such parking were submitted previously.</p>	<p>Thank you for your enquiry in relation to double yellow lines at the entrance to Chatham Close.</p> <p>This location was consulted on reference number SCR331a. All comments received for this location on consultation reference numbers SCR331/a were considered. Following this consideration, the officer recommendation is to proceed with the implementation of the measures.</p> <p>The Chief Officer Decision report is currently going through the clearance process. Upon receipt of the signed report officers will engage with the Councils Contractor to undertake the work.</p>

	Issue Raised	Response															
	<p>We urge you, therefore, to ensure that the new parking restrictions, which we as residents feel are absolutely necessary for the safety of everyone in the Close, are followed through without delay.</p>																
5	<p>Issue: Speed humps Friary Road Submitted by: Mr Ivor Davies</p> <p>I urge the Council to construct physical measures, such as speed-humps, to stop traffic speeding in Friary Road, thereby reducing the risks to life to which residents are subjected every day.</p> <p>Friary Road is a 'cut-through' between Friern Barnet Lane and the High Road, North Finchley. During the 'rush-hours' it becomes extremely busy but, at all times of the day, there are some drivers who use the road as a race-track, with resultant risks to residents and pedestrians using Friary Park. VAR and road markings introduced in recent years have resulted in no change to motorists' habits, there being no physical restrictions on their speeding. Consequently, to reduce the risks and to be consistent with physical restrictions implemented elsewhere in the Borough and throughout most of the UK and Europe, I propose (again) that 'speed' humps be introduced, together with 20mph VAR.</p>	<p>Options for speed reduction in Friary Road were previously considered by the Area Committee in August 2017 when the Committee agreed to install vehicle activated signs and road markings.</p> <p>These were provided and an update report was provided to the area committee in April 2019 when it was agreed: To note the information about traffic speeds recorded from vehicle activated signs recently installed in Friary Road.</p> <p>To note the recommendation that no further action is taken at this time although officers will continue to monitor vehicle speeds in Friary Road.</p> <p>There are 4 VAS signs in Friary Road. The most recent data we have from these for the period 14.09.19 – 05.11.19 is as below:</p> <table border="1" data-bbox="1285 954 2119 1297"> <thead> <tr> <th>Direction</th> <th>Average Speed</th> <th>85th percentile speed</th> </tr> </thead> <tbody> <tr> <td>Eastbound ((LC21)</td> <td>24.5</td> <td>30.0</td> </tr> <tr> <td>Westbound (LC17)</td> <td>24.5</td> <td>30.8</td> </tr> <tr> <td>Westbound (LC9)</td> <td>24.6</td> <td>29.4</td> </tr> <tr> <td>Eastbound (LC13)</td> <td>27.6</td> <td>33.5</td> </tr> </tbody> </table>	Direction	Average Speed	85 th percentile speed	Eastbound ((LC21)	24.5	30.0	Westbound (LC17)	24.5	30.8	Westbound (LC9)	24.6	29.4	Eastbound (LC13)	27.6	33.5
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6	<p>Issue: Woodgrange Avenue – speed calming measures Submitted by: Mrs Suzanne Davies</p> <p>I am writing as the Coordinator for the Woodgrange Avenue Neighbourhood Watch Group.</p>	<p>Most traffic management funding in Barnet is provided by Transport for London and unfortunately this has been significantly impacted by the public health emergency caused by Covid-19. Consequently, the normal funding arrangements have been paused, and available funding is</p>															

	Issue Raised	Response
	<p>We have a major problem with speeding in our road, which as residents is very worrying and concerning. Our road is used as a 'rat run' especially at certain times of the day. This needs addressing. We are asking the Council to consider road calming measures to be put in place, definitely a 20mph speed limit.</p>	<p>focused on delivering Covid-19 response measures only.</p> <p>We do not have any recent traffic survey data, but we have previously identified the location to be considered for future work as a result of general traffic concerns raised via a previous enquiry. We have updated this record to highlight that speed is a particular concern</p>
7	<p>Issue: Torrington Park, Friary Road CPZ and traffic calming measures Submitted by: Mr Ronald Atkinson</p> <p>We are members of the Woodhouse Conservative Committee Branch and would like to attend the Forum to talk about CPZ in our surrounding roads, i.e. Torrington Park, Friary Road, Friern Park N12. Also regarding traffic calming measures in Friary Road as we had no proper response on this from the meeting we attended in March 2019.</p> <p>What are the Council going to do about reducing the hours for CPZ in these areas. Listen to our view on a traffic calming measure, i.e. waive hump to slow traffic, like the one installed in Cricklewood to be put in at Friary Road. Why haven't we had a proper response to CPZ from you to our committee last year.</p>	<p>The North Finchley Controlled Parking Zone (CPZ) was introduced on an experimental basis in the summer of 2003, and made permanent in 2004. The CPZ was introduced originally as a Monday to Saturday 9am to 5pm CPZ in roads surrounding the North Finchley Town Centre in order to <i>regulate parking to cater for differing user needs, therefore ensuring protection for residents and turnover of parking spaces in the town centre.</i></p> <p>In 2004 additional roads were included in the CPZ, including some in the vicinity of Woodside Park Underground Station which had a one-hour restriction.</p> <p>Although there have been some additional minor extensions to the CPZ since 2004, and some changes to the Town Centre parking, loading and charging regimes, generally the CPZ has not changed much over the years, although in 2019 the operational periods of the CPZ in roads near the Solar House/St Barnabas Church development were increased.</p> <p>Having checked the records, it appears the CPZ in Torrington Park (section furthest away from the High Road) was last under consideration in 2011.</p> <p><i>In May 2011, the Council received a letter and petition co-signed by 76 residents from 52 households located in Torrington Park, in the correspondence the residents requested that their road should be removed from the North Finchley CPZ. The letter stated that residents felt their road had an unnecessary level of restrictive parking.</i></p>

Issue Raised	Response
	<p><i>As a consequence, it was agreed a fact finding consultation would be appropriate in order to determine the actual level of residents wishing for the road to be removed from the CPZ.</i></p> <p><i>Accordingly a letter and questionnaire was hand delivered to those Torrington Park properties which fall between the junctions of Friary Road and Ashurst Road, asking residents whether they would be in favour or against the removal of the CPZ in this section of Torrington Park.</i></p> <p><i>Of the 194 questionnaires delivered, 67 (34.5%) were returned, the initial responses indicated 32 (49%) of residents were in favour of remaining in the CPZ, whilst 32 (49%) were in favour of removal from the CPZ, of the 3 remaining questionnaires returned the responses were unclear.</i></p> <p><i>Due to the lack of a clear majority support in this part of Torrington Park, it was considered that there was not a clear support to remove this part of the road from the CPZ.</i></p> <p><i>During the informal consultation process two letters from the Torrington Park Residents Association (TOPRA) were received. The first letter also included a petition which outlined the reasons why TOPRA considered the road should remain in the CPZ albeit with a change to the restricted hours. The request from TOPRA included the revision of the CPZ to include termination of the section of CPZ nearer the High Road N12 and that all resident permit bays in the CPZ should be changed to 1 hour bays for example 2pm -3pm resident only parking.</i></p> <p><i>In addition to the letters received 27 comments were also appended on the returned questionnaires. Of these, 13 requested a 1 hour restriction to discourage all day parking and 10 requested the CPZ be removed reinforcing their responses on the returned questionnaires.</i></p>

	Issue Raised	Response				
		<p><i>Having considered the feedback to the consultation it was decided at the time that there was insufficient support from the residents to remove the section of Torrington Park between Friary Road and Ashurst Road from the CPZ, and whilst a number of residents returned questionnaires with comments requesting a revision of the restricted hours, there did not appear to be sufficient support for this to warrant further consideration.</i></p> <p>This issue was raised at the March 2019 Finchley and Golders Green Residents Forum, and this has been noted, although at the time it appears that the Forum considered that the case shouldn't be referred to the Finchley and Golders Green Area Committee to consider approving/funding investigation. As it stands investigation into seeking to reduce the CPZ hours in Torrington Park and nearby roads is not on the current work programme.</p>				
8	<p>Issue: Dangerous local roads - Gainsborough and Holden Road N12 Submitted by: Allison and Peter</p> <p>The dangerous speeding, noisy, aggressive and anti - social traffic all along Gainsborough road, feeding in from Lodge Lane and Nether street (and further) and the dangerous junction at Gainsborough and Holden Road.</p> <p>We have created a local residents group to deal with 2 key issues in our local street areas. In March 2019 we held a meeting and some key points emerged from our group that we would like to now take forward. We have been liaising about our concerns with Dane from Barnet council throughout the last year</p> <table border="1" data-bbox="136 1241 1234 1426"> <thead> <tr> <th data-bbox="136 1241 629 1283">Problem</th> <th data-bbox="629 1241 1234 1283">Solution</th> </tr> </thead> <tbody> <tr> <td data-bbox="136 1283 629 1426">Speed/dangerous/noise and anti-social (aggressive shouting, continuous broken wing mirrors and honking of horns) driving along Gainsborough</td> <td data-bbox="629 1283 1234 1426">Speed bumps. But have to be used intelligently e.g. lone bumps rather than closely spaced ones.</td> </tr> </tbody> </table>	Problem	Solution	Speed/dangerous/noise and anti-social (aggressive shouting, continuous broken wing mirrors and honking of horns) driving along Gainsborough	Speed bumps. But have to be used intelligently e.g. lone bumps rather than closely spaced ones.	<p>Vertical traffic calming measures including speed humps are not a preferred measure in Barnet, but as identified by the resident there are features available. Many measures do have other impacts, such as reducing available parking for example, and other constraints can affect where and what types of features are possible.</p> <p>20mph is the only option for a speed limit below 30mph available on public roads. Where speeds are not already low then traffic calming measures to make these self-enforcing, so as not to require unrealistic levels of police enforcement to achieve compliance, should be provided. Traffic islands may be an option in some locations, but as noted not all locations will be suitable. Similarly, vehicle activated signs also have some constraints surrounding where they will be triggered and where they can be placed.</p> <p>Traffic calming features would need to be provided at regular intervals to encourage a relatively consistent reduced speed, however the type of feature can vary.</p>
Problem	Solution					
Speed/dangerous/noise and anti-social (aggressive shouting, continuous broken wing mirrors and honking of horns) driving along Gainsborough	Speed bumps. But have to be used intelligently e.g. lone bumps rather than closely spaced ones.					

Issue Raised		Response
Road/junction of Holden and junction of Nether street.	Encourage more local cycling and electric car use and make the roads more green travel friendly.	<p>Signs regarding use of horns are not a recognised traffic sign, so not something available as part of a traffic management scheme. Also, speed cameras or dummy speed cameras are not an option that we would be able to pursue.</p> <p>Most traffic management funding in Barnet is provided by Transport for London and unfortunately this has been significantly impacted by the public health emergency caused by Covid-19. Consequently, the normal funding arrangements have been paused, and available funding is focused on delivering Covid-19 response measures only.</p> <p>Widespread proposals are likely to be beyond the means of the Area Committee to fund. However, the committee might be asked to fund a study to identify potential scheme options, including traffic calming and traffic management options such as one-way or banned turns. Lower cost options might be something the committee could consider funding in future, and other options could be considered when appropriate budgets become available.</p> <p>Parking requirements for new developments are governed by planning policy at national, regional and local level. In areas with good access to public transport, limited parking provision for developments will help support more environmental sustainable travel choices. Restrictions on provision of on-street parking permits often apply in these circumstances.</p> <p>Signal controlled crossings are managed by TfL. Pedestrians should bear in mind that the green man symbol constitutes an invitation to cross. When this goes out (or when it starts flashing) there is still a period of time available to cross the road before traffic moves off. However, if particular crossings are an issue we can raise these with TfL.</p> <p>The presence of parking can also help to inhibit speed, and measures</p>
Messaging to drivers that these are residential roads and stop speeding, anti-social and noise pollution	Signs asking to stop using horns in these residential streets. Speed activated signs (but needs to be consultation on where they are placed).	
	Mini roundabouts at key points to slow traffic, traffic calming measures such as narrowing the road width for cars to pass through and/or letting one car pass at a time	
	Traffic islands. These have proved successful in slowing traffic on other roads. However, there is concern that there is insufficient width for traffic islands on the affected roads.	
	Dummy speed cameras.	
	Speed limits: Change to 20mph from 30mph or even lower	
Parking which leads to road being too narrow to pass e.g. Lodge Lane/Gainsborough/Holden/Argyle Road/Nether Street. This creates queues of traffic (especially at peak times) and horns being used to beep traffic to move along impossible gaps or horns being used aggressively to other drivers to get out the way or warn they are moving. The average number of horns being beeped along Gainsborough at times can be on	<p>New buildings should have parking places included in the planning process. Currently developers can build flats with no parking provision.</p> <p>The road along Gainsborough is too narrow with residential parking along both sides to also include 2 lanes of opposite oncoming traffic. Could the road feasibly become one way?</p>	

	Issue Raised		Response				
	average up to 30 an hour.		<p>that reduce congestion in the area may have the unintended consequence of making the area more attractive for through traffic. Options that restrict movements will also have an impact on residents.</p> <p>Nevertheless, these could be considered alongside traffic calming options. Given the area involved and the various options residents have identified a feasibility study to consider potential options would be expected to cost about £7500.</p> <p>Warning signs about the bridge are provided at the junction of Gainsborough Road and Holden Road and at the junction of Holden Road and Holden Avenue to provide advance warning for vehicles travelling from the east at points where vehicles can divert if necessary. Advance warning signs are also provided on both approaches to the Westbury Road / Holden Road junction to alert vehicles travelling from the west.</p>				
	Some controls on the issuing of parking permits.			The number of parking bays could be reduced but this would impact on other residents and lead to the further problem of where the traffic is displaced to.			
	Difficult to cross roads. Insufficient time to get across crossings			Pelican crossings and times to be increased.			
	Traffic flow. The challenge is to prevent it being an advantage to cut through our area.			Measures to stop the Gainsborough road being an alternative rat run to the major parallel High road. Directional turns e.g. no right/left turn in strategic places. A possible solution could be to introduce a no right turn into Holden Road from Gainsborough Road			
	Congestion at junction of Holden Road and Gainsborough Road. A cause of this is the close proximity of parking bays to the junction.			Fewer parking bays at this location.			
	Large vehicles trying to get under the bridge on Holden Road.			Better signage warning of the bridge.			
9	<p>Issue: The state of the local streets - Gainsborough and Holden Road N12 Submitted by: Allison and Peter</p> <p>The state of the local roads and pavements and other anti-social issues that blight our local streets. We have created a local residents group to deal with 2 key issues in our local street areas. In March 2019 we held a meeting and some key points emerged from our group that we would like to now take forward.</p> <table border="1" data-bbox="136 1369 1214 1444"> <thead> <tr> <th data-bbox="136 1369 383 1409">Problem</th> <th data-bbox="383 1369 1214 1409">Solution</th> </tr> </thead> <tbody> <tr> <td data-bbox="136 1409 383 1444">Dog mess.</td> <td data-bbox="383 1409 1214 1444">Needs to be cleaned regularly from roads and pavements.</td> </tr> </tbody> </table>			Problem	Solution	Dog mess.	Needs to be cleaned regularly from roads and pavements.
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	Issue Raised		Response
		Posters or signage indicating the fines for dog fouling.	<p>Street Cleansing resource. Dog fouling issues can also be reported to the council via the online report a problem form: https://account.barnet.gov.uk/OnlineApplication/Introduction.aspx?form=BNTREPORT&time=637346591486374479,1599058748922</p> <p>Street Cleansing personnel will visit Gainsborough and Holden Road to install further dog fouling signage in appropriate locations.</p> <p>Incidents of fly tipping on the public highway or public land should be reported to the council via the online report a problem form: https://account.barnet.gov.uk/OnlineApplication/Introduction.aspx?form=BNTREPORT&time=637346591486374479,1599058748922</p>
Foliage on the pavement and blocked storm drains and gullies.	Leaves to be cleaned regularly.		
	Storm drains and gullies to be cleaned and unblocked on a regular basis.		
	It was explained that roads had been cleaned in the past.		
	It is council policy to clean roads every 6 weeks but this hasn't been done for at least 18 months. Councillor Richard Cornelius claims the council has 6 new cleaning machines. However these machines have never been seen operating in the Holden Road area.		
Fly tipping.	Any fly tipping needs to be reported to the council as they have a policy to pick it up within an agreed time period.		
	Information and data should be shared via platforms such as the Nextdoor Woodside park internet platform.		
	The council should promote their rubbish disposal provision e.g. The Summers Lane Recycling and Reuse Centre.		
10	<p>Issue: Other issues - Gainsborough and Holden Road N12 residents group concerns Submitted by: Allison and Peter</p> <ul style="list-style-type: none"> • The condition of the pavement in the vicinity of the bridge on Holden Road • The possibility of a zebra crossing on Lodge Lane at the Gainsborough Road end • Insufficient street lighting on Woodside Park Road • Theft of catalytic converters • Street muggings • Increased break ins • Possible drug dealing in Holden Avenue 		<p>Holden Road – condition of pavement in the vicinity of the bridge. An adhoc inspection has been arranged and any intervention level defects will be raised for repair. An update will be provided directly to the requester.</p> <p>The street lighting in Woodside Park Road is due to be upgraded to LED lighting within the next couple of weeks. The lighting provided by these new lights has been designed to meet current recommended lighting standards.</p> <p>Zebra Crossing – Lodge Lane A zebra crossing is unlikely to be feasible in Lodge Lane close to Gainsborough Road. The current road layout means it would be necessary to locate a crossing some distance from the junction to meet</p>

Issue Raised	Response
	<p>design requirements.</p> <p>A crossing would inevitably require the loss of permit parking within the marked zig-zag areas that have to be provided each side of a crossing. Area committees have funded zebra crossings, but the cost is close to the committee limit for a single scheme. Provision of a zebra crossing is at the limit of the funding available</p> <p>Most other traffic management funding in Barnet is provided by Transport for London and unfortunately this has been significantly impacted by the public health emergency caused by Covid-19. Consequently, the normal funding arrangements have been paused, and available funding is focused on delivering Covid-19 response measures only.</p> <p>We can identify the location to be assessed against other requests for funding when suitable budgets are available.</p> <p>A 20mph speed limit was recently installed in Lodge Lane</p> <p>The Community Safety Team will contact the local Police Team in relation to the issues raised in relation to the crime concerns raised (Theft of catalytic converters, Street muggings, Increased break ins and possible drug dealing in Holden Avenue). Officers will provide a response within 20 working days.</p>

Contact: Email: f&gg.residentsforum@barnet.gov.uk

Salar Rida, Governance Service, Assurance Group, London Borough of Barnet, 2 Bristol Avenue, Colindale, London NW9 4EW

Future meeting dates:

Wednesday 6 January 2021, 7pm (venue TBC)

Wednesday 3 March 2021, 7pm (venue TBC)

Issues must be submitted to the Governance Service (f&gg.residentsforum@barnet.gov.uk) by 10.00am on the 5th working day prior to the meeting.