

	<p align="center">Finchley and Golders Green Area Committee</p> <p align="center">8 October 2020</p>
<p align="center">Title</p>	<p align="center">Results of Statutory Consultation - Proposed East Finchley ‘M1’ CPZ</p>
<p align="center">Report of</p>	<p>Executive Director, Environment</p>
<p align="center">Wards</p>	<p>East Finchley, Garden Suburb</p>
<p align="center">Status</p>	<p>Public</p>
<p align="center">Enclosures</p>	<p>Appendix A – Consultation Boundary Plan</p> <p>Appendix B – Consultation Plans on Proposals (SCR304-1, SCR304-2 and SCR304-3)</p>
<p align="center">Officer Contact Details</p>	<p>Sahil Dalsania, Engineer sahil.dalsania@barnet.gov.uk</p>

<h2>Summary</h2>
<p>The purpose of this report is to advise the outcome of the statutory consultation undertaken on proposals to remove the roads shown in Appendix A from the existing East Finchley ‘M’ controlled parking zone (CPZ) and re-designate those roads into the new ‘M1’ CPZ, and asks the committee to consider the Officer recommendations made as a result of these comments and objections received.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That having considered the feedback to the statutory consultation undertaken in respect of the proposed ‘M1’ CPZ, and minor parking changes as outlined in this report, the Committee gives instruction to the Executive Director - Environment to, through the introduction of signs and road markings and making of relevant Traffic Management Orders, carry out the following: <ol style="list-style-type: none"> (a) introduce the ‘M1’ CPZ into the streets shown in Appendix A as originally proposed, (b) convert the two resident ‘M’ permit and business ‘Q’ permit parking

- places in Durham Road adjacent to Nos. 56 and 58 Fortis Green, to resident 'M1' permit and business 'Q' permit parking places permit holder parking places,
- (c) make minor extensions to the lengths of the existing permit parking bays as follows:
 - (i) Baronsmere Road, outside no. 40 (0.8 metre)
 - (ii) Cedar Drive, opposite nos. 7 to 21 (0.7 metre)
 - (iii) Ingram Road, outside no. 1 (1 metre)
 - (iv) Ingram Road, outside no. 2 (0.85 metre)
 - (v) Summerlee Gardens, opposite the common boundary of nos. 1 Summerlee Gardens and no. 63 Summerlee Avenue (1 metre),
 - (d) make minor extensions to the length of the existing resident parking bay in Fairlawn Avenue, outside nos. 4 and 6 Fairlawn Avenue (0.6 metre) and
 - (e) make minor extensions to the length of the existing pay-by-phone parking bays in Baronsmere Road adjacent to no. 34 High Road (1.5 metres)

1. WHY THIS REPORT IS NEEDED

- 1.1 This report provides the Finchley and Golders Green Area Committee with the outcome of the statutory consultation carried out in October/November 2019 and asks the Committee to consider the recommendation made as a result of the feedback obtained through the consultation and seeks a decision from the Committee on how to proceed.

2. REASONS FOR RECOMMENDATIONS

- 2.1 On 4 April 2019 the Finchley and Golders Green Area Committee considered a report outlining the results of a questionnaire-based informal consultation carried out in the East Finchley / Garden Suburb wards on proposals to split two parts of the East Finchley CPZ so that streets in the all-day part of the zone be allocated a different code letter to the current 'M'. This would restrict parking in the all-day zone to only residents within this zone.
- 2.2 Having considered the results of the consultation, the Committee decided to carry out a statutory consultation on proposals to remove the roads shown in Appendix A from the East Finchley 'M' CPZ and re-designate those roads in a new CPZ permit code.
- 2.3 A total of 1130 letters were sent out 31 October 2019 to the addresses within the consultation plan shown in Appendix A within the orange boundary. Street notices advertising the proposals were also placed throughout the entire existing 'M' CPZ.
- 2.4 As part of the statutory consultation process the proposals were advertised 31 October 2019 on notices published in a local newspaper and in the London Gazette. In addition, similar notices were erected on-street in the affected

roads, and letters together with an associated plan outlining the proposals were delivered to properties situated within the extent of the proposals.

2.5 The proposals consisted of:

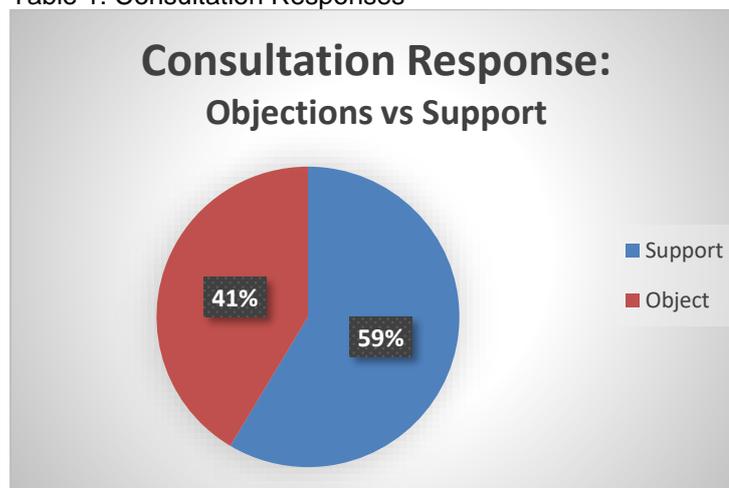
- (a) introducing a new East Finchley 'M1' CPZ as shown in Appendix A incorporating roads from the existing 'M' CPZ. The proposed CPZ would operate Monday to Saturday between the hours of 10am to 6.30pm
- (b) converting two resident 'M' permit and business 'Q' permit parking places in Durham Road adjacent to Nos. 56 and 58 Fortis Green, to resident 'M1' permit and business 'Q' permit parking places permit holder parking places
- (c) make minor extensions to the permit parking bays:
 - Baronsmere Road, outside no. 40
 - Cedar Drive, opposite nos. 7 to 21
 - Ingram Road, outside no. 1
 - Ingram Road, outside no. 2
 - Summerlee Gardens, opposite the common boundary of no. 1 Summerlee Gardens and no. 63 Summerlee Avenue
 - make minor extensions to the resident parking bay in Fairlawn Avenue, outside nos. 4 and 6
- (d) make minor extensions to the pay-by-phone parking bays in Baronsmere Road adjacent to no. 34 High Road

A copy of the detailed plans can be seen in the drawings in Appendix B of this report.

Consultation Responses

2.6 A total of 140 responses were received back which equates to a response rate of 11%. It should be noted that a total of 82 respondents wrote back in favour of the scheme and a total of 58 respondents had objected. This equates to 59% of residents in favour of the proposals.

Table 1: Consultation Responses



Support Received from residents inside the proposed M1 CPZ boundary

2.7 Support to the proposals was received from the community as per the Table 2 below.

Table 2: Responses in support of the proposals (originating from inside of proposed 'M1' CPZ)

Street Name	No. of Comments
Baronsmere Road	15
Edmunds Walk	14
Fairlawn Avenue	5
Ingram Road	24
Park Hall Road	7
Summerlee Avenue	8
Summerlee Gardens	4
Unspecified	5

2.8 From the streets listed in Table 2 above, comments were received in full support of the scheme. In addition, most of these comments acknowledged that there are existing problems in parking locally and also stated that:

- the proposals would reduce the current commuter parking issues which is the main cause of parking problems in the area.
- the proposals would massively reduce pollution in residential roads which in itself makes this proposal worth introducing.
- the proposals would reduce the risk of road traffic accidents, and congestion on residential roads.

Objections received from within the M1 CPZ Boundary

2.9 Objections were received from the residents within the proposed 'M1' CPZ boundary as shown in Table 3.

Table 3 Responses - neutral / in objection (inside of proposed 'M1' CPZ)

Street Name	No. of Comments
Baronsmere Road	1
Cedar Drive	1
Cherry Tree Road	4
Edmunds Walk	6
Fairlawn Ave	1
Fortis Green	4
Great North Road	1
High Road	1
Park Hall Road	2
Summerlee Avenue	1
Summerlee Gardens	2

The Causeway	2
Unspecified	6

2.10 The main themes to the objections were as follows:

Impact on the ability to park on streets closer to the High Street and other 'M' CPZ roads.

2.11 Comments were received from local residents who fear that the proposed changes, if introduced, would impact on their ability to park on streets within the 'M' CPZ, such as Lincoln Road, Leicester Road or Huntington Road for the purpose of shopping, visiting restaurants, the doctors' surgery, and dentist, and have stated that local businesses rely on local trade. A comment stating that elderly residents who do not qualify for a Blue Badge would be affected by these changes the most.

Displacement of the current parking problem on to other streets outside of the 'M1' CPZ boundary.

2.12 Comments received have stated that the problem will be pushed onto neighbouring streets. Commuters from Greenhalgh Walk and the bottom end of Brim Hill (who are mainly causing the problem will now park in and around Devon Rise and Harford Walk, which would fall just outside the 'M1' CPZ boundary.

2.13 That the new CPZ will seriously limit the choice of roads available to park in Roads near the Phoenix cinema (Fairlawn Avenue and Baronsmere Road) often fill up in the evenings.

2.14 A resident has stated that splitting the zones will create parking problems on Lincoln Road and Durham Road at the new boundary of the new CPZ and the existing CPZ which may also have a resultant negative effect on the rest of the county roads.

Request to extend the 'M1' CPZ boundary into the entire length of Deansway

2.15 A request was made for the entirety of Deansway to be included within the M1 CPZ boundary as residents of the 'M' CPZ section of Deansway may find their street is full of commuters .

2.16 A resident from The Causeway also stated that Deansway could be used as overspill parking and also requests its entirety to be included within the new boundary.

Request to allow 'M1' permit holders to be also able to park within M CPZ roads.

2.17 It should be noted that comments from residents of two streets have stated that they wish for 'M1' permit holders be allowed to also park in the 'M, CPZ as well as the 'M1' CPZ.

- Fortis Green residents have stated their wish to:

- be allowed to continue to park in the 'M' CPZ as well as in the proposed 'M1' CPZ with the resultant increase in their parking opportunity and reducing pressure on the smaller, more limited areas; or
 - that the proposed 'M1' CPZ be increased to include Lincoln Road and part of Durham Road to reduce parking pressure on the surrounding roads
- Edmunds Walk:
 - Two residents requested that 'M1' permit holders be also entitled to park in the 'M' CPZ as they are concerned about the limited proposed 'M1' spaces in the close vicinity of Edmunds Walk.

Requests for the reduction in annual permit charging.

- 2.18 Certain residents had raised concerns regarding annual permit prices, and requested that a reduction be made to the cost for residents of the 'M1' CPZ due to the proposals having reduced the number of roads that can be parked in and extending the CPZ periods, which in turn risks additional costs on visitor permits.
- 2.19 A resident from Edmunds Walk stated that should the existing permit parking bays become full, there would be no spill-over for visitors in adjoining roads, rendering paid-up permits redundant.

Other Issues raised during the consultation

- 2.20 Other issues raised during the consultation included concern that the proposed 'M1' CPZ is very small, over subscribed for permits and any road closures for utility works or carriageway resurfacing etc would make it impossible to park at all. Parking is usually available during normal weekday office hours, but is under pressure at weekends and at night. This suggests that there are already too few parking spaces; a situation that can clearly only be made worse with the proposed new zoning restriction.
- 2.21 Other comments suggest that the proposed 'M1' CPZ is the area that currently experiences the most parking demand. However, this is not during the CPZ hours – rather it is after 6.30pm that residents find it is particularly difficult to park.
- 2.22 A request was made to have the corners of the grassed area reduced to allow more turning space into the road, and for a tree be pruned again as branches are dangling dangerously into the road.

Comments received from residents outside of the M1 Zone

2.23 Objections received and recorded from the residents outside of the proposed 'M1' CPZ boundary is shown in Table 4 below.

Table 4 Responses (outside of proposed M1 Zone)

Street Name	No. of Comments
Abbots Gardens	1
Brim Hill	7
Deansway	4
Elmhurst Avenue	1
Gurney Drive	3
Huntingdon Road,	1
Lincoln Road	1
Talbot Avenue	5
Trinity Avenue	1
Vivian Way	2

Parking Displacement issues to the streets outside of the M1 Zone Boundary

2.24 On a road by road basis, a summary of the objections and comments received from outside the proposed 'M1' CPZ were as follows:

Brim Hill

- That the proposed change will shift the 'problem' from Edmunds Walk onto Deansway / Brim Hill.
- That Brim Hill would become congested, with large amounts of spaces appearing in the sub zone.
- That more parked cars would increase the danger for pedestrians as Brim Hill is used as a rat run where speed humps fail to slow the traffic. It is also a road with a large number of children walking to local schools every day.

Deansway

- That there would be displacement issues from the 'M1' CPZ and requests that holders of an 'M1' CPZ permit be allowed to park in the 'M' and 'M1' CPZs.
- A request to include the entirety of Deansway (the original area covered by the M zone before it was extended into Brim Hill).

Lincoln Road

- That the current parking problems are caused by commuters using the tube, accessing their place work or various other residents of the 'M' CPZ wanting to park close to the local shops.
- If the scheme were to go ahead more people would park on Lincoln Road, and the parking on Lincoln Road will worsen. Therefore the resident can't see any justification for alleviating the problem in one area, only to worsen it in another area. It would clearly favour the residents of the new proposed M1 zone, and usher their parking problem to the nearest "County Road" (Lincoln Road) where the residents already encounter parking problems.
- That the whole of the M zone should have 10am to 6.30pm restrictions.

Abbots Gardens

- That residents have a constant need to access services, GP surgeries, yoga studios, physiotherapy sessions in and around the affected roads and would be severely inconvenienced even though they live in East Finchley
- That local businesses would be adversely impacted
- That having already paid for permits residents should not now have to pay further for parking within areas of what are current permits allow.

2.25 Furthermore, a letter co signed by 14 households in Trinity Avenue / Talbot Avenue / Elmhurst Road/ Brim Hill / Gurney Drive / Vivian Way was received objecting to the scheme stating that:

- Whilst residents acknowledge the scheme proposals, they are upset that the Council did not feel it necessary to consult other holders of the 'M' CPZ permits – only those in the proposed 'M1' CPZ. Residents stated that it came as a complete surprise.
- Businesses in the proposed 'M1' CPZ will be affected and access to pharmacy, surgery, cinema, park etc will be limited to those who are actually within walking distance.
- Residents have also stated that if the scheme is approved.
 - It excludes older people who are less mobile.
 - Families wanting access to Cherry Tree Woods.
 - Attendance at the doctor's surgery.
 - A loss on education benefits of the Phoenix Cinema (which has excellent daytime activities).

Officer Comments

2.26 Officers consider that the feedback to the consultation has allowed Officers to consider the general feelings towards the proposal, and draw reasonable conclusions based on the responses received. In relation to the various comments that have been received in response to the consultation.

2.27 In considering the feedback, Officers note that the scheme was proposed in order to separate the south-eastern section of the East Finchley 'M' CPZ (in the vicinity of East Finchley Underground Station) from the northern and western sections in order to mitigate the intra-CPZ commuter/shopper parking issues caused by those resident permit holders who reside further afield, wishing to park in roads near the station.

2.28 Officers acknowledge that in order for the scheme objectives to be achieved, the introduction of the 'M1' CPZ would entail permit holders of the remaining 'M' CPZ would no longer be able to use their permits in the 'M1' CPZ, and similarly, permit holders of the 'M1' CPZ would not be able to use their permits in the existing 'M' CPZ. Therefore there will be no consideration at present to allow cross use of permits while zones are in hours of operation.

- 2.29 In response to the scheme impacting of local residents of the 'M' CPZ, who wish to use their vehicles to park in residential roads near to their destination, whether that be the local shops, pharmacy, surgery, cinema, park, Underground Station, it should be noted that Officers acknowledge that there will be an impact, as it is this parking, for these reasons which has resulted in the representations, and the subsequent consultations to amend the CPZs to protect kerbside space for residents of these roads, and their visitors.
- 2.30 It is noted that the drive from roads near the boundary of the existing 'M' CPZ to the affected roads in the proposed 'M1' CPZ, would take no longer than five minutes, so Officers consider that the proposed changes, if introduced, could deter unnecessary car journeys, and may encourage motorists to use alternative and more sustainable methods of travel, including walking, cycling and public transport.
- 2.31 Accordingly, it is considered that the changes, if implemented, would not necessarily deter local people from visiting local businesses.
- 2.32 Officers are mindful of the concerns raised from the residents of the roads who were concerned about displacement. In some cases, parking in roads may already be congested, although it is accepted that displaced parking could result from the introduction of the 'M1' CPZ, particularly in Deansway, Durham Road and Lincoln Road. It is considered however, that the concerns raised do not take away from the need and local desire for 'M1' CPZ to be introduced in the streets as shown in Appendix A.
- 2.33 With regards to the request for the 'M1' CPZ to be extended into additional streets such as Deansway, Durham Road and Lincoln Road, it is considered that the scheme should not being considered for further extension at this time.
- 2.34 However it is suggested that, if the proposals are introduced, the community could raise this with the Council, either through correspondence or the local Forum, post implementation, if there is a negative experience/impact based on the scheme's implementation.
- 2.35 With regard to other concerns about permits, there will not be a reduction in permit prices as the costing applies to all permits throughout Barnet regardless of the zone times or size, however if the scheme was to go ahead, existing holders of the M CPZ permit in the affected roads, would be obliged to transfer their permit into the new 'M1' CPZ permits.
- 2.36 With regard to the request to cut back the grass verge and redesign the grass on Edmunds Walk to allow easier vehicular access– this is currently not within the scope of this scheme and therefore this request will not be carried forward with regard to the proposed M1 CPZ, however the comments have been noted and passed to the relevant colleagues for consideration.
- 2.37 Regarding the concerns about the statutory consultation, the statutory consultation is targeted to the community to elicit feedback or further enquiry

so the community can engage with, and obtain more information from Officers if need be.

- 2.38 Letters were sent directly to residents within the 'M1' CPZ boundary as those residing and operating in those roads would be directly affected by the proposed changes. In addition, notices advising of the proposal were erected throughout the entire 'M' CPZ, and a similar notice was published in the local Times newspapers and in the London Gazette.
- 2.39 Furthermore, the Council's consultation website, "Engage Barnet" had details of the consultation, including detailed designs of the zone and presumably the residents in question were able to obtain information about the proposal by one of the above methods, which elicited their response.
- 2.40 Accordingly, Officers are of the view that this consultation was carried out as per the legal requirements, and was sufficient to signpost the community that there was a proposal relating to the CPZ locally.

Conclusion

- 2.41 In conclusion, although the statutory consultation process typically seeks to elicit negative comments than positive, the proposed introduction of the 'M1' CPZ appears to be well received, with more responses received in favour of the proposals than those against it.
- 2.42 Such a response shows the strength of feeling about this issue, for those encountering difficulty in parking near their homes, due to the parking of CPZ permit holding residents of other homes.
- 2.43 In objecting, a number of permit holding residents outlined their wish to continue parking in the affected streets to undertake visits to local shops, businesses and amenities, confirming the concerns raised by residents of those streets over the years.
- 2.44 In addition, some minor changes to parking bays were proposed and no adverse comments were received about those proposals.
- 2.45 Accordingly, it is recommended that the following measures be introduced:
- the introduction a new East Finchley 'M1' CPZ as shown in Appendix A incorporating roads from the existing 'M' CPZ. The 'M1' CPZ would operate Monday to Saturday between the hours of 10am to 6.30pm
 - the conversion of two resident 'M' permit and business 'Q' permit parking places in Durham Road adjacent to Nos. 56 and 58 Fortis Green, to resident 'M1' permit and business 'Q' permit parking places permit holder parking places
 - make minor extensions to the lengths of the existing permit parking bays as follows:
 - o Baronsmere Road, outside no. 40 (0.8 metre)
 - o Cedar Drive, opposite nos. 7 to 21 (0.7 metre)

- o Ingram Road, outside no. 1 (1 metre)
- o Ingram Road, outside no. 2 (0.85 metre)
- o Summerlee Gardens, opposite the common boundary of nos. 1 Summerlee Gardens and no. 63 Summerlee Avenue (1 metre)
- make minor extensions to the length of the existing resident parking bay in Fairlawn Avenue, outside nos. 4 and 6 Fairlawn Avenue (0.6 metre)
- make minor extensions to the length of the existing pay-by-phone parking bays in Baronsmere Road adjacent to no. 34 High Road (1.5 metres)

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Council could consider not introducing the proposed 'M1' CPZ, However, there would be on-going parking issues in these roads shown in Appendix A in the orange boundary which would continue, to the detriment of residents' ability to park near their homes. Therefore it is considered that a do nothing option is not considered viable.

4. POST DECISION IMPLEMENTATION

- 4.1 The implementation will be carried out as soon as practicable, in line with existing work programmes, and all necessary statutory requirements under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulation 1996 (as amended) will be complied with.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The consultation seeks to establish whether measures are required to particularly help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, inclusive of the free flow of traffic.

- 5.1.2 Effective management of the network is required to ensure the free flow of traffic. Collaborative working across the service area makes this achievable and supports the objectives of the Council.

- 5.1.3 In turn improving safety for all road users, including pedestrians. Additionally, traffic free flow reduces driver frustrations and conflict, making it a pleasant and safer environment.

- 5.1.4 Congestion, hindered access and inconsiderate parking is not desirable. Negative impacts affect public transport services and bus reliability, in addition to an increase in air pollution and other associated environmental impacts.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 The costs of introducing the 'M1' CPZ in the streets shown in Appendix A, and

the agreed minor changes, including the making of the relevant Traffic Management Orders, writing to all properties that were previously consulted and the work to introduce new road signs and road markings, are estimated to be £15,000 which can be met from the 2020/21 Finchley and Golders Green Area Committee (CIL) budget.

5.3 Social Value

5.3.1 The benefits would include an improved Council reputation due to proactively seeking to address parking as opposed to waiting for further problems to arise, would be detrimental to local residents.

5.3.2 The permit holder parking only bays will allow for a fair distribution of parking spaces for local residents by the removal of commuter parking.

5.3.3 Increasing capacity for local residents' and their visitors will create a more pleasant environment with fewer motorists trying to find parking spaces, especially during busy periods and managing the supply of on-street parking is a means of addressing congestion, resulting in reduced pollution.

5.4 Legal and Constitutional References

5.4.1 The Traffic Management Act 2004 places obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing their duty.

5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

5.4.3 Traffic Management Orders will be introduced in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.

5.4.4 The Council's charging powers are regulated by the general duty on Authorities under Section 122 of the RTRA. The Council must exercise the powers (so far as practicable having regard to the matters specified in section 122(2)) so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

5.4.5 The terms of reference for the Finchley & Golders Green Area Committee under Article 7 of the Council's Constitution includes responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees, and determine the allocation of Community Infrastructure Levy funding within the constituency up to a maximum of £25,000 per scheme / project in each case subject to sufficient budget allocated to the committee being unspent.

5.4.6 Under Article 9 and in accordance with Article 10 of the Council's Constitution,

the Executive Director – Environment has delegated authority and has further powers under the Scheme of Delegation.

5.5 Risk Management

5.5.1 It is not considered the issues involved are likely to give rise to policy considerations as any additional measures would improve safety and improve parking facilities in the area to the benefit of all motorists.

5.5.2 It is considered the issues involved proposing or introducing new parking restrictions has resulted in some level of public concern from local residents who do not wish for additional restrictions, or from residents of other roads in the area concerned about parking being displaced into their road or network of roads.

5.5.3 In response to this, it is considered that reporting the response to the implementation of the M1 CPZ, would allow the Council to consider what, if any, additional action may be appropriate to address any concerns raised.

5.6 Equalities and Diversity

5.6.1 Public sector equality duty (PEQD) under Section 149(1) of the Equalities Act 2010, requires the authority, in the exercise of its functions, to have regard to the need to advance equality of opportunity between persons who share relevant protected characteristics and person who do not share it.

5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share a relevant protected characteristics that are connected to that characteristics (b) take steps to meet the needs of persons who share a relevant protected characteristics that are different from the needs of person who do not share (c) encourage persons who share a relevant protected characteristics to participate in public life in any other activity in which participation by such persons is disproportionately low. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs, sex and sexual orientation.

5.7 Consultation and Engagement

5.7.1 Statutory consultation was undertaken as described elsewhere in this report.

5.8 Insight

5.8.1 None in relation to this report

6. BACKGROUND PAPERS

6.1.1 Item 15 of the Finchley and Golders Green Area Committee of 4 April 2019 – East Finchley CPZ
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MIId=9528&Ver=4>

- 6.1.2 Item 28 of the Finchley and Golders Green Area Committee of 15 February 2018 – Matters referred from the Finchley and Golders Green Residents Forum (if any)
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9274&Ver=4>
- 6.1.3 Item 9 of the Finchley and Golders Green Area Committee of 14 November 2017 – East Finchley CPZ
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9275&Ver=4>
- 6.1.4 Item 14 of the Finchley and Golders Green Area Committee meeting of 16 February 2017 - East Finchley CPZ review of the hours of operation in roads in the vicinity of Cherry Tree Wood, N2
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9126&Ver=4>
- 6.1.5 Item 11 of the Finchley and Golders Green Area Committee meeting of 6 July 2016 – East Finchley CPZ review of the hours of operation in roads in the vicinity of Cherry Tree Wood N2
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8749&Ver=4>
- 6.1.6 Item 11 of the Finchley and Golders Green Area Committee meeting of 21 October 2015 – An update on the review of Area Committee Actions (2015-2016)
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8265&Ver=4>
-