

Good morning – and thank you for the opportunity to speak.

I would like to build on the points made by Jerry Pattinson from Kennington Parish Council, in speaking for Kennington residents in urging you to please consider very carefully the exclusion of Kennington from the proposed Oxford permit area, when assessed through the lens of equality, inclusion and fairness.

As stated in this consultation, Transport plays a vital role in our everyday lives. It enables journeys to work, education, shops, and healthcare, and is also central to environmental sustainability.

Indeed in Kennington, as in Oxford City, North Hinksey Parish, South Hinksey and Cumnor Parish, residents are reliant on accessing Oxford for their lives – for work, healthcare, friends/ family and education.

The Traffic Filter proposals include an Oxford permit area, which includes all residents in Oxford City, as well as North Hinksey Parish, South Hinksey and the majority of Cumnor Parish. Hence residents from both Oxford East and Oxford West & Abingdon parliamentary constituencies, and both Oxford City Council and the Vale of White Horse District Council.

The proposal states that this is because, and I quote, “these residents will be most affected by the scheme”.

However, inexplicably, the Oxford permit area, does not include Kennington residents, which through the lens of equality, inclusion and fairness, there is no justifiable, legal, moral or objective reason for, as they will be “equally affected” as the residents in the proposed area.

As stated by Jerry Pattinson, Kennington is a suburb/ large village on the edge of Oxford, and unique as a village, in terms of its very close proximity (and thus connectivity and dependence) to Oxford. In addition, Oxford is the nearest town (versus for instance Abingdon, which is ~ +50% further away).

Councillor Jerry Pattinson rightly stated that Kennington is as close to Carfax as many areas of Oxford City and Cumnor Parish. Indeed, Kennington is not only as close, but actually closer than many of these areas. For example, as the crow flies, and as calculated from Google Earth, and as can be seen per the map on page 13 of the Traffic Filter Brochure, per below, the heart/centre of Kennington is 2.4 miles from Carfax.

This is approximately the same distance as Sunnymead, as well as closer than parts of Cumnor included in the proposed permit area, and closer than many areas in Oxford City, such as Blackbird Leys ~3.2 miles, Risinghurst ~3 miles, Barton ~ 2.8 miles, Cutteslowe Park ~2.7 miles, and Wolvercote ~ 2.6 miles

In summary, the current exclusion of Kennington residents from the proposed Oxford Permit area, cannot be justified through any objective, legal or moral lens, and will negatively, and in an inequitable way, impact Kennington residents, and even more so, older and disabled residents, for whom access to Oxford via a private car is often a lifeline.

Thank you for taking the time to listen, and I urge you, through the lens of equality and inclusion, both of which are 2 of the councils 9 stated priorities, to amend the proposals to include Kennington in the proposed Oxford Permit Area.

Kind Regards, Tim Warner

#### Traffic filter permit area

