

THAME GREEN LIVING PLAN

A 10-year plan for a cleaner, greener Thame

Summer 2020

How to read this plan

The plan starts with a background section which explains the context, and the main reasons to take action.

After this background the **Major Themes** of the plan are set out to explain the broad approach. This is followed by a table of specific **Recommended Actions** across the five colour-coded focus areas mentioned below. Finally, there is a brief **Actions Summary** bringing the key recommendations together.

Who has produced the GLP?

The GLP has been developed over six years by the RSA Thame Group, working as honorary consultants to Thame Town Council and supported by many other individuals and community groups listed in the **Acknowledgements**.

It is envisaged that this plan will be taken forward by Thame Town Council, with the support of a new community organisation, proposed to be called **Thame Green Living (TGL)**.

For the sake of brevity this plan does not duplicate the detail of the previous 2018 plan, which set out the basis for the consultation which informed this 2020 plan. The 2018 plan remains an important reference and is available at the Thame Green Living [Website](#).

Get in touch

Via **Thame Town Council** information office or website at www.thametowncouncil.gov.uk

Thame Green Living website www.thamegreenliving.org.uk

Thame Green Living Facebook group

www.facebook.com/groups/ThameGreenLiving

CONTENTS - *[Designers to add page numbers with hyperlinks. Ideally, to aid navigation or find specific detail, the key sub-headings could be marked to generate a fuller table of contents, as shown below for section 2. Designers to choose text and heading style etc.]*

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Section 2: MAJOR THEMES

Section 3: RECOMMENDED ACTIONS

Section 4: COMPOSITE ACTIONS SUMMARY

Acknowledgements & End Notes

Further information

Notes providing additional detail on specific topics in the GLP will be published from time to time.

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Section 1: BACKGROUND

What is the Green Living Plan?

It's a plan to protect and enhance our quality of life locally in the things that really matter – our air, our water, our overall well-being and the natural world that surrounds us.

Why do we need a Green Living Plan ?

The Green Living Plan (GLP) fills gaps that Neighbourhood Plans¹ can't fully cover. It does this by concentrating on our broader environment and by making *connections*. These include:

- Connections between short-term and longer-term effects
- Linkages between paths, routes and spaces
- Wildlife corridors that our natural world needs to survive and prosper
- Using renewable energy instead of fossil fuels for heating and transport
- Improving the quality of our air and helping reduce global warming

To help focus, the plan has five colour-coded main areas.

- *green* for open spaces, biodiversity and walking /cycling routes
- *blue* for water – our streams and rivers – and protection from flooding
- *grey* for our air and atmosphere – and the effect on air quality and global warming
- *red* for alternative (non-fossil fuel) energy, including electric vehicles
- *orange* for waste avoidance, waste management and recycling

The GLP for Thame is believed to be an original approach which, we hope, will inspire other towns and villages to act similarly. Further, while concentrating on Thame the plan explicitly recognises the vital importance of the town's links with its surrounding communities and countryside.

The GLP and Climate Emergency

In 2018 a detailed initial GLP (**the 2018 Plan**) was published to assist broader consultation and survey, see www.thamegreenliving.org.uk. Since then working groups have examined many of the issues in more detail while increased national and international recognition of environmental and climate challenges has now come to the fore. These aspects are reflected in this new 2020 Plan which is intended to sit alongside the future editions of the Thame Neighbourhood Plan, with the GLP recommendations incorporated where relevant.

What are the main proposals?

- A major shift in our environmental thinking and planning
- Tackling climate change by moving from fossil fuel to sustainable green energy
- Limiting street-level pollution that damages our health
- Stopping the collapse of our natural world from the destruction of habitats and species
- Transforming our approach to waste, re-use and recycling

How soon will the recommendations be acted on?

Three main factors will affect this:

- *Individual actions* – what each of us can do right now. Examples include garden planting for biodiversity, changing home heating arrangements, and using our own cars less or sharing them more with others.

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- ✚ *Community actions* – depend on groups coming together to work collaboratively on projects such as planting trees, creating communal green spaces or green walls, shared car clubs and community solar energy schemes.
- ✚ *Infrastructure changes* – greater structural changes, typically involving broader public consultation, local authority support and public funding. For example, anything involving roads or car parks will need clear backing from the community and our district and county councils. All this will make timescales more open-ended. But we need to start the process now. Policy initiatives² from government and other national bodies already align well with the infrastructure actions proposed in this Green Living Plan.

Some things will take time, but we need to get started **now** to achieve what is required.

How much do we want to change?

Much depends on how people who live or work in Thame react to this plan and their sense of urgency for change. In response to growing concerns, many local authorities have passed Climate Emergency resolutions; this plan provides a blueprint of how our local community will be able to respond in a coherent, practical way across its key focus areas.

The changes we need to make now for our communal longer-term well-being will involve some tough choices. If we believe these are the best way forward, individual and collective action will be required; we can't expect it all to be done for us.

Even if we can't change the politics of other countries directly, local personal and community efforts and success, well communicated, will inspire others. People often respond to cues from others before they change their behaviour: our actions can therefore shape wider opinions, while bringing us local benefits.

We believe that the need for a Green Living Plan – and to act on it – is greater than ever.

Section 2: THE MAJOR THEMES

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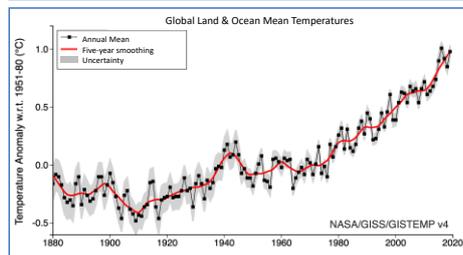
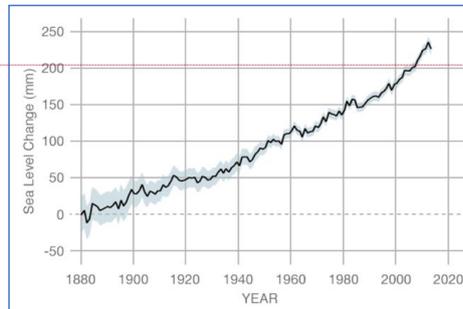
A NEW ENVIRONMENT in 2020

“It is clear that we are in a state of climate emergency... **We need to transform our whole society over the next couple of decades.** Because the science is very clear. Time is running out.” (Dr Emily Shuckborough² – Director of Cambridge Zero, University of Cambridge - Autumn 2019)

There is widely accepted evidence that human activities are prime contributors to the escalating rise in worldwide temperatures. We see disintegration of ice fields, a steady rise in overall sea levels, and dramatic new weather patterns.

Chart 1, for example, is data from NASA⁴ showing **average global sea level changes since the mid-19th century**, caused by water from melting ice sheets and glaciers and the expansion of seawater as it warms.

Global land and ocean temperature measurements are shown on Chart 2. Trends in temperature changes are complex to measure, but the overall upward movement can be seen in this Mean Temperatures diagram⁵. Temperature measurements are compared daily to what is ‘normal’ for that location and time, typically an average over a 30-year period. The differences, plotted here, are termed ‘anomalies’.



This GLP is, however, not just about climate change. It’s also about the quality of life in our streets, our homes and our communities. As things stand, we are not just clogging our upper atmosphere with greenhouse gases but harming ourselves at street level too.

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Individually we worry about our future, but do we care enough to act?

Polls suggest that, despite compelling scientific evidence, warnings and increasing levels of concern, most people remain uncertain as to what can and should be done. The result is that anxiety levels increase but behaviours largely remain unchanged.

Even so, it's not all bad news. For example, some species are making a comeback; green energy use is increasing, and technology is bringing down the cost of renewable power sources. Positive initiatives can also be seen from community groups and government bodies, including cleaner transport systems and new approaches to home heating.

Overall, however, the message is clear; we can't afford to go on as we are. We need to make major changes – and demonstrate our commitment with practical actions.

There are some things we can change locally, and others we can't. This plan identifies what we *can* do and how we can support one another to do so and make a real difference. Thame can contribute not only by helping tackle climate change locally but by leading the way in inspiring other communities too. Role models can be powerful at both town level and among individuals.

The need to act

We need to act, but first need an agreed plan to understand why and how, so that we act in a concerted way. That will require changes in thinking and behaviour.

Change will not happen overnight, but if we wait for everyone else or until we are compelled to change, it may be too late to save what we value most.

There is much we can do now and much else that will take time. So, this plan takes both a short-term and longer-term approach, combining immediate projects with a ten-year action plan. We need to take steps now and also decide between some critical options before implementing the changes that will be required – well within that ten-year period.

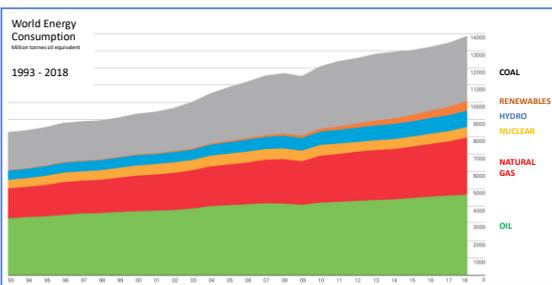
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Fossil fuels and renewable energy – an introduction

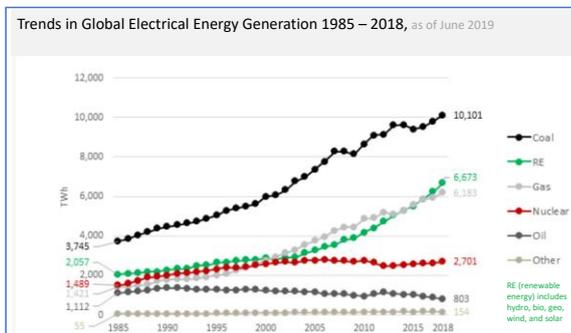
Before we can reduce our contributions to greenhouse gases that add to climate change, we need to understand what they are and where they come from. A major cause is use of fossil fuels.

Fossil fuel - The fossil fuels we use most are petroleum products (such as oil, petrol and diesel), coal and natural gas. We may use these directly, for example as fuel in our cars, or indirectly, for example through the use of electricity that's generated from these sources.

BP (British Petroleum) figures for 2018⁶ suggest that about 85% of global energy used fossil fuels. The mix of global energy sources can be seen in the World Energy Consumption diagram in chart 3. Note that on this chart green indicates oil consumption (not renewables!).



When fossil fuels are used they emit carbon dioxide (CO₂). This rises into the upper atmosphere as a 'greenhouse gas' and may remain there for 100 or more years. The consensus scientific view is that greenhouse gases are major contributors to global warming and climate change.



Renewable energy ('renewables' for short) by contrast refers to energy derived from natural resources that we regard as self-sustaining, such as solar, wind and hydro power. The term usually refers to energy used for electricity production. The graph⁷ shows a steady rise in global electricity generation (energy⁸) over the last 30 years, with an increasing contribution of renewable energy (the green line

in this case). Globally this is now some 25% of electrical energy while, encouragingly, in UK⁹ it is nearer 37%.

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UK's electricity production from all low carbon electrical energy sources, including nuclear power, is around 54%. There is much still to work for in regard to clean energy, but it is great to see that Britain has leading capabilities. (Technical note: There is a difference between *energy* and *power* – explained in endnote (8) – which is important for understanding these percentages and the issues to be resolved in moving to yet higher contributions of renewables. These are clean *energy* sources, but their *power* output inevitably varies with the conditions of sunshine and wind.)

Carbon dioxide and black carbon

The CO₂ which rises as a greenhouse gas is often just called 'carbon.' But there is also so-called *black carbon*, which is different. This refers to fine particles in the lower atmosphere and at street level known as *particulate matter* or PM. PM is formed through the incomplete burning of fossil fuels (including oil, diesel and petrol), biofuel and biomass. We might think of it as tiny fragments of soot; but unlike the great dark clouds of the past, black carbon today is usually invisible to the naked eye.

Black carbon also adds to the warming of the earth by absorbing sunlight and heating the atmosphere. The good news is that it dissipates over weeks; the bad news is that in that period it not only adds to global warming but can create air pollution that is toxic to humans and wildlife.

HIGH LEVEL POLLUTION - OUR CARBON FOOTPRINT ¹⁰

Most CO₂ emissions in UK come from our production and use of energy and from our cars, food, household appliances, commercial transport and manufactured goods. Agriculture¹¹ is also a source of emissions. One of our biggest challenges is therefore to reduce what is called *the carbon footprint* in our communities.

What is our carbon footprint?

This is the combined weight of greenhouse gases, primarily (but not exclusively) CO₂, released into the upper atmosphere from the carbon-generating activities of individuals, businesses and communities. Various websites enable you to calculate your own carbon footprint.

This affects things that are close to our hearts – our food, our homes, our cars and our holidays. If we are to tackle pollution effectively, we have to address *all* of these to protect something even more precious, our own well-being and that of future generations.

Where does UK carbon come from?

Subject to local variations, estimates for South Oxfordshire (Oct 2019) were:

- *Household*: 34% - e.g. heating, lighting, cooking¹², tumble dryers and cleaning products
- *Transport*: 35% - e.g. planes, ships, trains, buses, coaches, lorries, vans, cars
- *Commercial and industrial operations*: 31%

How much carbon do we produce?

This depends on how the figure is calculated. If the (embodied) carbon from imported goods is excluded the *UK average carbon emitted per person has been put at between 6 and 8 tonnes each year.*¹³ There will of course be considerable variations in individual levels of use. For example, the carbon per person from just one long haul return flight to Australia has been estimated at about 5.1 tonnes¹⁴ – close to the annual average personal carbon consumption for a single person!

For some, such flights are considered an essential to visit family. In other cases, it may be possible to make choices and recognise the real costs incurred by unnecessary travel.

What is carbon neutrality and when should we aim to achieve it?

Some carbon is released naturally, so we cannot eliminate all carbon. Many governmental and local plans therefore now seek to commit to achieving carbon *neutrality* (often known as *net zero*) by a specified date – typically anywhere between 2025 and 2050. It follows that reaching net zero will mean not just emitting less carbon but also capturing and holding back the carbon which will inevitably continue to be produced. This is *carbon capture*. We will need to decide as a community when we aspire to reach carbon neutrality and exactly how we plan to do so.

WHAT WE CAN DO

It can be seen that there are broadly two ways to lessen carbon – *reduction or capture*. Given the urgency we need to pursue both, noting that carbon capture at commercial scale is still in its infancy. In addition, we can *offset* our carbon emissions, typically by making a financial contribution for the carbon we emit. These offsets do not directly reduce carbon emissions but can help fund carbon-capture elsewhere, such as by intensive tree planting. A number of online organisations offer carbon offset services.

Reducing our carbon footprint

This plan highlights three big things we can each do to reduce our carbon footprint:

- *Change our travel and energy habits* to greener options
- *Change our home heating*, such as by better insulation, lower temperature levels, switching to green electricity and/or installing ground or air-source heat pumps
- *Consume more thoughtfully* by adapting our consumption and wasting less

Capturing carbon

We can plant trees, which capture carbon through their leaves. But there are limitations.

- We cannot plant enough trees to capture all the carbon we produce¹⁵
- We need to plant the right kinds of trees – and look after them
- We can't plant trees everywhere; roots can create structural problems, leaf canopies can block light, heavy leaf falls and even tree falls in high winds create other hazards

- We need to avoid over-intense lining of trees in otherwise open areas creating a ‘canyon’, restricting the dispersal of air pollution

Open spaces and fields around our town planted as woodland or copses can, however, overcome many of these drawbacks, and grants are available for such projects. Some trees are better at carbon capture than others, soil conditions vary, and the height of trees may also be a factor. So, we need to know what’s best to plant where and when.

And it’s not just trees. Hedges can be ideal both for capturing carbon and providing vital habitats for insects, birds and small mammals, a dual function. There are also moss or plant-covered ‘living walls’, highly effective in limited locations. Shrubs can also play a major role, as can simple wildflower meadows.

This links to the issue of maintenance. Nature does need a helping hand at times, so that tree support, soil sustenance, pruning and replacement of any lost plants are essential parts of the overall mix. However, while hedges are best trimmed before nesting time, harsh cutting back can destroy valuable wildlife habitats. So, cutting back the cutting back can give a dual benefit.

There is a social dimension here too. Many people care deeply about the natural world but may be deterred from active involvement by not feeling empowered, not knowing enough, or not wishing to interfere. If we can harness this potential energy, research has consistently shown the clear health and well-being benefits of closer links with nature and working together.

STREET LEVEL POLLUTION and AIR QUALITY

Quite apart from the growing health hazard of traffic noise, much pollution in our streets and communities is caused by vehicle emissions, both from vehicle exhaust and shards from tyre and brake wear. Whereas petrol exhausts primarily emit CO₂, which contributes to global warming and climate change, diesels produce less CO₂ but emit nitrogen dioxide (**NO₂**) and particulate matter (**PM**) as black carbon. The particulates in PM themselves come in different sizes; the smallest are especially dangerous in terms of their ability to be absorbed by and attack our bodies and even our brains, with serious long-term implications.

This is not to demonise cars, but to understand their impact and seek their more responsible use. And it’s not just the fact that we may own a petrol or diesel vehicle, but the capacity of its engine, the way we drive and how much we use it that all need to be taken into account. A powerful 4 x 4 can, for example, produce many multiples of the carbon output of a mid-engine car over the same distance. And 20,000 miles a year is obviously likely to produce close to twice as much pollution as 10,000 annual miles.

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One approach is to call for air quality (**AQ**) monitors. But there are issues over what they measure and over what periods. In any event, there is no safe level for PM. In the meantime, medical science has produced ever more reports and analyses showing just what damage tiny street level PM particles are doing to so many people. Spending considerable time and resource measuring only part of the problem could therefore just put off implementing a solution.

The importance of clean air

Clean air lies at the heart of a green town – and other benefits of this plan. For example:

- *vibrant green spaces* give us cleaner air plus well-being and better mental health
- *good walking and cycling routes* give us opportunities to exercise and keep healthy
- *green (alternative) energy sources* hugely reduce carbon and street-level pollution
- *buying better* with less packaging and waste and reduced carbon from the air miles in bringing food to our tables and goods to our homes

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There are other forms of pollution that need to be addressed, notably light and noise pollution. Both are factors that can progressively undermine not just human health but also the health of our natural world. Most of this pollution is unnecessary; it's another area where we can do much to improve on current norms with little extra effort.

THAME TOWN CENTRE - Travel and Traffic

The issues

An effective Green Living Plan for Thame must address the environment of the town centre. To keep this attractive and vibrant means maintaining a range of shops and attractions that people wish to visit and can access easily.

But vibrancy is also affected by the health of the local population.

Alongside the growth of the town there has been a great increase in traffic and parking in and around the town centre over recent years. Many side streets are now lined with parked cars all day, causing increasing aggravation in many areas. At peak periods traffic sits bumper to bumper along the High Street with engines puffing out pollution and noise. Can we afford to let this continue, let alone get worse?

The more attractive a destination Thame is, the more visitors it will receive. While visitors are very welcome, more traffic creates more congestion and more pollution, and inevitable further development will only make things worse. A centre choked by queuing vehicles will become a deterrent to visitors and will become neither accessible nor healthy.

Electric vehicles (EVs) will help over time. But it's clear that to close the pollution gap and approach net zero carbon *it will be essential to reduce car use substantially.* Yet despite this, car use has been continuing to rise.

Those who need to drive into town (and ideally only those who need) already have access to car parks in or close to the town centre. The future use of the Cattle Market site is uncertain and may be critical here as regards future town centre traffic flows.

Even if it may be convenient to do so, there is no need for most people to drive through the town centre.

There are other benefits in reducing traffic. It will not only reduce CO₂, NO₂ and PM, but also noise, congestion, accidents and much general frustration. Co-benefits from a less car-dominated environment also include replacing commuting time (and cost) by more home or community working, supported by video and meeting hubs in the town with close access to café and similar facilities. This indeed may be the future of town centres as retail comes under increasing pressure from online shopping.

People do need to be able to get around, which means a major increase in journeys by public transport, cycling and walking. For short distances, such as from Lea Park, walking or cycling (for those able to do so) can even be quicker. It's estimated that some 30% of private car journeys cover less than five miles. Given the right infrastructure this is an easy distance to walk or cycle for those able to do so. That could take a substantial percentage of the cars off our local roads at a stroke.

The 'ring road' – Maintaining good access to, and smoother flow on, the outskirts must be part of any scheme aimed at discouraging traffic in the town centre. The ring road has its issues, especially at peak times; it also operates as a huge barrier between Thame and its surroundings, particularly for those on foot.

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For example, there is only one traffic light-controlled pedestrian crossing (to the skateboard park) between the Oxford Road roundabout and the Phoenix Trail crossing on the diagonally opposite side of town. There is no safe crossing on the old Crendon Road and pedestrians and cyclists face a hazardous route to cross to Long Crendon or the Miller's Way route to Haddenham via Moorend Lane. It is little better by the Rugby Club and the potential health hub site. At present, the town is to some extent cut off from the countryside around it.

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The options

There is therefore a compelling need to act, but there are no easy answers. To tackle these issues, we need both to *reduce traffic in town* - most especially traffic simply passing through town - and also make that traffic *less polluting*.

To reduce traffic means providing viable alternatives. This includes reducing the dominance of the car and maximising the use of key streets for pedestrians and cyclists. We should treat the town centre as a leisure and business destination and not a through-route.

But for people to choose to walk or cycle they have to feel safe. If they don't, they will simply reach for their car keys. This plan therefore recommends infrastructure improvements to deprioritise motor vehicle use and provide safety improvements to walking and cycle routes. Other ideas include:

- *car sharing* - e.g. through private share, car clubs and shared workplace lifts
- *deliveries* - improving the efficiency of delivery and collection
- *mobility issues* - suitable provision for those less able to walk or cycle
- *community transport* - an electric hopper bus service around the main pick-up and drop-off points in town, especially valuable for the less mobile

Traffic management

- *20 mph limit* - Many people who responded to GLP consultations requested a lower speed limit through town and in selected other areas (such as Lea Park). There are others who have a contrary view. It is clear, however, that official opinion has changed, not least because the chances of being killed by a vehicle are put at five times greater at 30 mph than at 20 mph¹⁶. The lower limit is not only far safer, a paramount consideration, but also cleaner. Many civic authorities, including Transport for London, have therefore introduced mandatory 20 mph restrictions. To do so in Thame would require Highways Authority and police support, but could bring many benefits at limited inconvenience to drivers. Twenty is plenty.
- *Traffic calming measures* - This is an associated point. Road humps in the town centre, for example, create confusion and, by causing vehicles to brake, mount a hump and then accelerate, add further to pollution including brake and tyre wear.
- *Shared or segregated streets* - One possible approach to these issues would be to treat our central areas as shared space for all, whether on foot, on a bike or in a car, with all needing to look out for others and no one method having priority. This is a precedent used elsewhere, notably in central Oxford. An alternative is to have clearer pavements and separate, protected lanes for cycling. The impact of such arrangements on road crossings and personal safety would need careful consideration.
- *Safety* - Safe places to cross roads are seen as a key feature for encouraging walking and cycling. Feedback indicates that more crossings in the right places would make people feel safer out of their cars, an essential prelude to driving less.

Electric vehicles (EVs)

Commented [CB22]: Incidental note; as we'll point out, in car terms, although petrol cars are still the majority, sales of EVs have now overtaken sales of diesels! People will expect to have facilities to match when they choose where to shop.

- *Little pollution* – vehicles running on electricity have no exhaust emissions, so produce no exhaust particulates, CO₂ or NO₂. Many have ‘regenerative’ engine braking, further reducing dangerous particulates by minimising brake wear. But EVs, like other vehicles, produce particulates from tyre wear and some environmental concerns exist over the sourcing and manufacture of batteries and other components.
- *Financial* - Technology is moving forward rapidly, with a decreasing cost differential through a growing second-hand market and increased choice of new models. EVs will need to become generally affordable so that price is not a barrier to purchase, but government policies, such as salary sacrifice opportunities for EVs, will help this barrier to entry. However, anecdotal evidence suggests that some plug-in hybrids (PHEVs) are bought for tax benefits and used simply as petrol cars, negating the intended environmental benefits. We need to be responsible.
- *Charging facilities* - EVs need charging facilities that are convenient for their drivers, with spaces to park and recharge, ideally powered by 100% low carbon electricity.
- *Other electric transport* – Local students have suggested a form of electric tuk-tuk or auto-rickshaw as a possible low-cost ride option. We can also expect higher numbers of mobility scooters sharing routes with a varied range of travel options, such as electric bikes, scooters and three-wheeled cycles.

There will also be some important choices, such as selecting the appropriate type of charging facilities and the extent to which ‘normal’ car parking spaces are allocated to EV charging spots. The plan summarises many of the options available pending further research and consultation.

SUSTAINABLE ENERGY

Nationally, around a third of the energy we use as electricity is now produced through renewables, and individuals can easily switch to suppliers using 100% renewable sources. This will in turn add pressure on companies using fossil fuels to change their supply arrangements.

For many, gas boilers are their main source of space and water heating. But gas boilers produce major amounts of CO₂. We need to replace these, but of course few will wish to do so before they must, and legislation so far has lengthy adoption periods. Meanwhile there is wood (a reduced greenhouse gas emitter if the wood is kiln dried), electricity (with a 100% renewable supplier), ground or air-source heat pumps (which can be very effective but can still be expensive to install) and, perhaps in the future, hydrogen. This last option is still probably many years away from general use, although trials are taking place.

This plan proposes greater adoption of renewable energy and a range of options as to how we might generate our own electricity close to home. It includes recommendations on energy and EV charging issues, aligned with our proposed Energy Strategy for Thame¹⁷.

WATER

The principles and recommendations laid out in the 2018 Plan have been given new emphasis by variable weather and high winter rainfall resulting in renewed extensive flooding along the Thame valley. This 2020 Plan reinforces the need for effective drainage, water and flood management while taking a more holistic view of the natural world by including aquatic and riverside life within green spaces and biodiversity. It’s clear that with the River Thame Conservation Trust and the Cuttle Brook Conservation Volunteers (CBCV) the town has excellent support for its namesake river and its tributaries.

At the same time, we’d advocate a closer identity between these waterways and the town, with suitable opportunities taken to increase access to them. One example is the need to complete

the so-called 'riverside walks' on the new estates to the south-east of the town, either side of Thame Park Road. We also wish to seek opportunities to extend these routes as part of an intermediate route just outside the main town periphery.

Associated with this, this plan supports the extension of the Cuttle Brook Local Nature Reserve to Moreton. In these plans it will be appropriate to seek to balance the needs of biodiversity in times of crisis against the objective of more healthy walking and other routes and the utility of the adjoining farmland.

GREEN SPACES and LAND USE

Biodiversity is not just a 'nice to have' but an essential for our life as we know it. Without bees and other pollinators, we will lose our plants and flowers and ultimately the variety and resilience of our crops. For example, 70% of our fruit, vegetables and crops need pollination.¹⁸ Insect, animal and bird life can all be given a helping hand by growing and nurturing the right type of plants, shrubs and trees, which will also help capture carbon and reduce greenhouse gas.

Many of us can start at home by making our gardens and even our patios more supportive of insect, bird and animal life. There are many ways to do this which this plan is keen to promote.

Beyond that, Thame has an acknowledged shortage of parks, woods and orchards. This both restricts residents in the variety of green spaces available, while placing increasing and sometimes unacceptable pressure on the limited public open space that does exist.

One aspect of this pressure can be seen in the number of dogs in the town and surrounding areas. These are essential companions to many people, most of whom take seriously their responsibilities. But large numbers of dogs do add to pressure on open spaces and especially to delicate habitats, which can be damaged by chemicals that help keep dogs healthy. It is hoped that future plans and uses will enable the interests of all parties to be fairly accommodated.

The main roads surrounding the town isolate it both from the nearby villages, which use the town's services, and also from its countryside setting. It is in the interests of both the town community and the adjoining landowners to seek ways in which our common interests might be pursued. For example, as the Thame Neighbourhood Plan noted, the town is desperately short of parks and public open space. We have seen a strong desire to create orchards and plant trees (for all the reasons given in the plan), and should look at areas outside but close to town where this could occur.

Likewise, there is much scope for more and better footpaths and cycle routes to help reduce car use and increase access to surrounding areas. It is noticeable that many of the routes planned and even constructed through new residential estates do not join up with the main walking routes into town, or where they do, remain without signposts. This leaves residents more inclined to drive into town, adding to congestion and pollution. It is urgent that such active travel routes be provided for and completed, with new connections sought to encourage walking and cycling rather than car use.

There are many areas where new footpaths could be introduced without detriment to farming or other land use, for example by following natural features such as ditches or streams. Such an approach, based on respect for landowners' rights, could immeasurably improve the environmental amenities of Thame. It might also help to regenerate a sense of community that is otherwise harder to sustain at the edges of towns under constant development pressure.

TOWARDS A CIRCULAR ECONOMY

The main themes set out in this part of the 2020 Plan concentrate around the issues of air and energy because these are the areas where a) some of the greatest changes in thinking have taken place over recent years and b) many of the key issues involve community and local authority action.

This 2020 Plan does not cover issues relating to food and diet, subjects which also remain major concerns. This is partly because these are matters of personal choice, and partly because our group's limited resources have been directed elsewhere. There is therefore much else that could be added to this plan as and when time and resources are available to do so.

There is also the issue of internet shopping and its effect on our communities. Buying online has proved a great benefit to many, but in terms of our environment it comes at a cost. The complexity of the 'last mile' delivery means that far more traffic and thus pollution can be generated by individual deliveries than by purchases on broader shopping trips. It's worth noting that Amazon's composite carbon footprint in 2019 was stated to be 44.4 million tonnes, more than that of Denmark as a whole!

In broader terms, we endorse what is known as the *Circular Economy*, sometimes just called Circularity. The UK government says 'the circular economy (re-use, remanufacture, repair, recycle) will see us keeping resources in use for as long as possible. It will allow us to extract maximum value from them, then recover and regenerate products and materials at the end of their lifespan'. This regenerative approach is in contrast to the traditional linear economy, which has a 'take, make, dispose' model of production. Circularity certainly raises many questions; even if these may be beyond the scope of the present Green Living Plan, they are not beyond its future potential.

Here again, however, we need take care as cause and effect are complex. Recent reports, for example, suggest that, after an initial drop following the *Blue Planet* series, general plastic use actually *increased* again in 2019. One example is that instead of newly outlawed small plastic bags, people buy new supposed 'bags for life' (containing much more plastic) on a regular basis.

TIMING AND APPROACH

A community company

To make the choices and take the actions we need will require a broad and deep community involvement that bolsters the work of councils – town, district and county. To enable this it is planned to develop a suitable form of community organisation, provisionally called **Thame Green Living (TGL)**, to provide active local input into the work of Thame Town Council. This organisation will seek to work with other existing and future Thame voluntary organisations, together with Thame businesses, schools and churches. It will also look to develop good relations with landowners and farmers, building on the work of bodies such as the River Thame Conservation Trust.

Part of our approach is to improve knowledge and awareness of the challenges we face, which we propose to tackle through providing information and guidance on key aspects, with discussion groups and workshops on key green living issues. These will help heighten awareness of the choices we will need to make. All this will involve a recognition of the specific needs of young families, the less mobile, and those struggling to make ends meet. Different people are affected by different aspects; inevitably some proposals will be less convenient for some in the short term, but the aim is to achieve a future that is better for all in the long term.

Commented [CB23]: Note that this section does indeed cover the Circular Economy. It might also reasonably be expected that, following C-19, retail shopping habits will change and that High Streets may in the future need much more than retail shopping to sustain their vitality.

Commented [CB24]: A slight change of emphasis in this para., emphasising that the GLP will be TTC's plan.

This plan is just the start. There is a real need now to have the much broader public engagement that will be necessary to realise many of the objectives of this plan. This affects us all. There is no need to feel powerless as we can, by working together, make the changes we need. We'd urge everyone who feels the same way to get in touch, through the council or via the town information office, the Thame Green Living website or Facebook page, or direct contact. Without you this plan will remain just another set of ideas.

Rather than think of the inconvenience, we should concentrate on the benefits that adopting the recommendations of this plan will give us. We have much to gain by working together – and face an immeasurable loss if we do not.

We sincerely thank all who have worked with us to help produce this plan, which has been undertaken on behalf of Thame Town Council by a group of volunteers, initiated by members of the RSA Thame Group¹⁹. Many of those involved are mentioned in the Acknowledgements.

RSA Thame Group/ Thame Green Living

<http://www.thamegreenliving.org.uk/> and www.facebook.com/groups/ThameGreenLiving

Section 3: THE RECOMMENDED ACTIONS

Introduction to the Recommended Actions

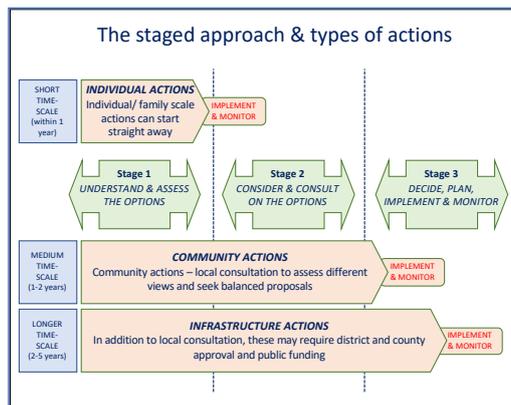
This section of the Green Living Plan summarises the Recommended Actions and is set out in tables, divided by the plan’s colour-coded focus areas:

1. **Green** for open spaces, green routes, cycling and biodiversity
2. **Blue** for water – our streams and rivers – and protection from flooding
3. **Grey** for our air and atmosphere – and the effect on air quality and global warming
4. **Red** for alternative (non-fossil fuel) energy, including electric vehicles
5. **Orange** for waste avoidance, waste management, re-use and recycling

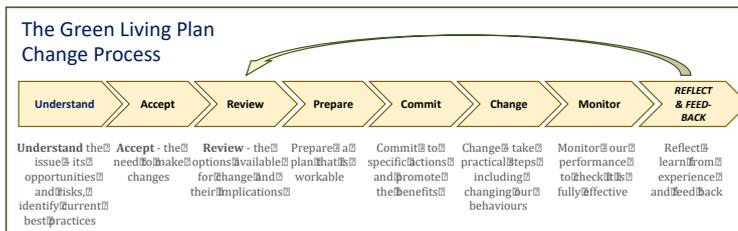
Managing Change

In recommending actions, this plan recognises that change comes in many forms and has a wide range of potential impacts and considerations. It is not a simple decision or process. Opinion can vary from those who, on the one hand, see no need for change, to others who are keen to develop and implement plans immediately. The previous sections set out many reasons to change what we currently do. This section assumes that we will want to act but that there are options and choices as to how and when we do so – as individuals and communities.

On the more major issues, adequate public involvement and consultation will be essential to ensure that the views of the broader community are heard. The actions recommended over the following pages therefore take a staged approach to give the chance for issues and options to be understood and fairly evaluated before bigger decisions are taken. The type of action chosen will in turn impact how much and how quickly change can occur. The diagram illustrates these stages and the different types of actions that have been identified.



To make the choices and take the actions needed will require not just a broad and deeper community



involvement, but also the active support of our councils – town, district and county. The Change Process diagram (above) shows the ongoing Green Living Plan approach to change.



Section 3: THE RECOMMENDED ACTIONS

1: Open spaces, Green routes and Biodiversity (Green)

Open spaces, Green routes and Biodiversity - In Summary

Compared with many communities, Thame is under-provided with parks and public open space. There is also much scope for more and better footpaths and cycle routes. These will encourage walking and cycling for better health, reduced car use and increased access to surrounding areas. Changes could immeasurably improve the environmental amenities of Thame and help strengthen a sense of community, particularly where development pressures are apparent. The panel below identifies key issues, which are taken further in the tables that follow.

Green Spaces & Biodiversity – Key Issues

- > **Inform and involve** - improve information, education and involvement in conservation
- > **Identify new areas for biodiversity** - create more nature-friendly areas
- > **Improve biodiversity in existing open spaces** - encourage wild flora and richer fauna
- > **Enhance green corridors and waterways** – let our natural world flourish
- > **Support agricultural practices** - encourage greater landowner focus on biodiversity
- > **Check planning policy and decisions** - scrutinise policy, decisions and outcomes

Cycling – Key Issues

- > **Encourage and support cycling** – improve options and help for cyclists and non-cyclists
- > **Create safe cycling routes** – especially through Thame Town centre
- > **Engage the Thame Town community** – safer and more direct links for cycling
- > **Revitalise connections** -- with Thame’s broader environment and our neighbours

Walking – Key Issues

- > **Promote walking routes into and through town** – as a healthier non-car alternative
- > **Improve walking routes** – by making them safe and pleasant
- > **Improve footpath connections** – from key residential areas into town
- > **Establish more walking routes** – and improve access to surrounding countryside
- > **Support for the less mobile** – with more seating and viable transport alternatives

Notes:

1. It is implicit that what follows should be integrated into an overarching strategy, such as a **Thame Travel Plan**, to ensure that initiatives work together seamlessly.

2. Timescales are initial suggestions only, subject to further discussion and agreement.

Green spaces and Biodiversity

Topic	Objective	Recommended Actions	Timescales & Dependencies
1.1 INFORMATION & INVOLVEMENT: Individual & Community actions			
Improve information and education on the importance of biodiversity and nature conservation	Seek greater understanding of our natural world and local biodiversity to our future well-being – and the benefits of taking action. Encourage developers and businesses to take more responsibility for the future of the natural world	<ul style="list-style-type: none"> > Create more explanatory information panels in key sites and where biodiversity action is taking place. > Support the conservation and biodiversity work of local conservation bodies. > Explore funding possibilities with various bodies. > Develop an information/ education programme, including success stories, via local conservation organisations. > Encourage local companies to engage in conservation work, e.g. as part of their corporate social responsibility policies. 	<p>WITHIN 12 / 24 MONTHS</p> <p>WITHIN 12 MONTHS</p> <p>WITHIN 12/18 MONTHS</p> <p>WITHIN 12/18 MONTHS</p> <p>WITHIN 12/18 MONTHS</p>
Private gardens and allotments	Promote more features to help biodiversity in our gardens	<ul style="list-style-type: none"> > Encourage actions such as: <ul style="list-style-type: none"> - grass cutting – leave grass longer - plant more shrubs and trees - plant more natural pollinators - leave room for hedgehogs and wildlife 	IMMEDIATE and ONGOING
Increase active involvement in conservation work	Seek more community involvement and volunteers interested in improving local biodiversity	<ul style="list-style-type: none"> > Promote existing volunteer opportunities more widely (21CT, CBCV, RTCT, REG) and foster partnership working. > Seek school and youth involvement with projects. > Examine social engagement and consider innovative ways of developing this. 	<p>ONGOING</p> <p>Involve heads, PTAs, governors</p> <p>ONGOING</p>
Supporting best ecological and environmental practice	<p>Long-term sustainability in conservation and biodiversity improvement work</p> <p>Measuring & monitoring progress</p> <p>Closer involvement with local landowners and farmers beyond Thame's immediate boundaries for mutual benefit</p>	<ul style="list-style-type: none"> > Seek specialist help in planning green infrastructure improvements in Thame and its environs. > Encourage clear procedures for approving new green infrastructure and commissioning relevant expertise. > Assess the value of existing metrics and how best to use them as a tool. > Consider new methodologies as proposed in new Environmental and Agricultural laws. > Support further engagement with the farming community and NFU and other landowners in developing and monitoring green infrastructure. 	<p>WITHIN 6 MONTHS</p> <p>WITHIN 12 MONTHS</p> <p>WITHIN 12 MONTHS</p> <p>WITHIN 12 MONTHS</p> <p>WITHIN 12 MONTHS</p>
1.2 IDENTIFY NEW AREAS FOR BIODIVERSITY ENHANCEMENT: Community & Infrastructure actions			
Create more nature-friendly zones in built-up areas	Contribute enhanced quantity and variety of native plant and animal species	<ul style="list-style-type: none"> > Complete the Google Earth survey of potential biodiversity enhancement areas > Seek Wild Oxfordshire involvement in a 	

Topic	Objective	Recommended Actions	Timescales & Dependencies
Support local initiatives	Seek community input into new proposals	<p>local biodiversity enhancement project.</p> <ul style="list-style-type: none"> > Develop community planting schemes. e.g. for Greyhound Lane and Lenthall Green > Work on enhancement proposals with partners (e.g. RAs, District and County Councils, 21C Thame). > Help to identify suitable sites and species to support 21C Thame tree-planting initiative > Organise public events on biodiversity enhancement in gardens etc. as part of education and awareness raising. > Explore a Mayoral commendation scheme (e.g. letter of thanks plus guidance on further sources of information). 	<p>ALL WITHIN 12 MONTHS</p> <p>with support of the Mayor and TTC.</p>
1.3 IMPROVE BIODIVERSITY IN EXISTING PUBLIC SPACES: Community & Infrastructure actions			
Improve existing green areas to encourage more beneficial wild flora and richer fauna	<p>Implement more sustainable working practices consistent with Thame Town Council's Environmental Policy</p> <p>Encourage biodiversity and greater carbon capture</p>	<ul style="list-style-type: none"> > Identify relevant areas and current approach for research and discussion, including more beneficial planting and mowing practices for wildlife and carbon capture. > Promote links with biodiversity experts. 	WITHIN 6/12 MONTHS
1.4 GREEN CORRIDORS & WATERWAYS: Individual & Community & Infrastructure actions			
Consolidate and extend Thame's green corridors and waterways	<p>Promote the success of the Cuttle Brook Conservation Volunteers (CBCV)</p> <p>Extend the Cuttle Brook Nature Reserve</p> <p>Enhance the role of the River Thame and its tributaries as valuable biodiversity reserves, recognising in some areas that biodiversity and local nature may need exclusive space</p>	<ul style="list-style-type: none"> > Continue dialogue to further joint aims of GLP with CBCV and RTCT > Progress Phoenix Trail links with Risborough Environment Group and Sustrans. > Liaise with CBCV on a planned extension south towards Moreton > Liaise with relevant parties including neighbours, CBCV and others to develop and implement a landscape, planting and public footpath plan for Rycote Meadow. > Seek to maximise the statutory role of the Local Nature Reserve in local biodiversity and flood control and harness the committee's expertise. > Resist proposed use of former Moorend Lane site for long term waste processing. 	<p>ONGOING</p> <p>ONGOING</p> <p>WITHIN 12/24 MONTHS</p> <p>WITHIN 12 MONTHS</p> <p>ONGOING</p> <p>DEPENDS on future of site and OCC waste plans</p>
1.5 SUPPORT FOR AGRICULTURAL PRACTICES: Individual & Community actions			
Local agricultural practices	<p>Encourage increased landowner focus on biodiversity and conservation measures to improve soil fertility, reduce pollution and foster wildlife</p> <p>Recognise importance of</p>	<ul style="list-style-type: none"> > In conjunction with RTCT and Wild Oxfordshire explore potential for a loose-knit local landowners' network to work with the community for mutual benefit. > Consider a "Nature-loving landowner" scheme as a forum for sharing best practice and celebrating success in association with 	<p>WITHIN 12/18 MONTHS</p> <p>WITHIN 12/ 24 MONTHS</p>

Topic	Objective	Recommended Actions	Timescales & Dependencies
	landscape scale conservation work Maintain momentum, celebrate successes, share best practices and engage the public	<i>appropriate bodies.</i> > Identify opportunities under new legislation.	ONGOING
1.6 IDEAS FOR THE FUTURE – Green spaces and biodiversity			
ESTABLISH HAM WOOD TO PHOENIX TRAIL GREEN CORRIDOR	A new biodiversity corridor to link up two sides of Thames	<ul style="list-style-type: none"> ▪ Identify areas of interest, expertise and funding and involve Woodlands Trust, Sustrans, CBCV as appropriate. ▪ Develop and seek agreement for a composite plan between local conservation bodies and landowners. 	WITHIN 6 – 12 MONTHS
A NEW 'GREEN HALO' SPACE FOR THAME	Create a major new 'Green Halo' space and corridor off Moorend Lane between Edge Hill/ skateboard park and Ham Wood as a green space/ nature reserve area	<ul style="list-style-type: none"> ▪ Explore funding opportunities through TOE (Trust for Oxfordshire Environment) and others. 	DEPENDS on future of former waste site and OCC plans

Cycling

Topic	Objective	Recommended Actions	Timescales & Dependencies
1.7 CYCLING - AWARENESS & ENCOURAGEMENT, FOR INDIVIDUALS			
Awareness & encouragement at Individual level	<p>Greater awareness of the value and benefits of cycling</p> <p>Higher standards and confidence in cycling as a safe means of travel</p> <p>New ways of travelling for the next generation – and others – to benefit the wider community</p> <p>Sustained behavioural change</p>	<p>> Encourage responsible cycling in and around the town.</p> <p>> Provide information and raise awareness through printed and online materials, town signage and general promotion.</p> <p>> Build cycling skills by 1:1 or group Bike-ability training, family events, holiday club, and maintenance training.</p> <p>> Help cycling to be more visible and a regular presence in the town centre.</p> <p>> Link to advice on cycling equipment and cycle maintenance (e.g. incl. pop-up maintenance workshops in town centre).</p> <p>> Promote school travel plans, cycle champions, Bicycle User Groups (BUGs), including the introduction of 'bike busses' to help increase safety of children until infrastructure is improved.</p> <p>> Discuss the creation of a Bicycle Mayor role for the town (https://bycs.org/).</p> <p>> Engage with businesses to promote 'bike to work' schemes and promote cycling to employees.</p>	<p>WITHIN 6/12 MONTHS</p> <p>WITHIN 12 MONTHS</p> <p>ONGOING</p> <p>12 – 24 MONTHS</p>

Topic	Objective	Recommended Actions	Timescales & Dependencies
1.8 CYCLING – IN THE TOWN CENTRE			
Thame Town Centre See also Air Quality section	<p>Make the town centre more pedestrian and cycle-friendly</p> <p>Maintain and improve the safety and air quality of the town centre to keep Thame a desirable and vibrant place to visit, live and work</p> <p>Reduction of vehicle through-traffic in town centre to help towards above objectives and reduce noise and impact/vibration damage to roads and buildings</p>	<p>> Establish principle of 'prioritising pedestrians over cyclists, over buses, over private vehicles' in the town.</p> <p>> Take steps to discourage vehicles driving unnecessarily through the centre of town.</p> <p>> Enhance cycling by dedicated or segregated cycle routes in key areas.</p> <p>> Examine options for infrastructure changes to the High Street to reduce car use and through-traffic generally.</p> <p>> Consider and consult on a 20mph speed limit across Thame town centre.</p>	CONSULTATION WITHIN 24 MONTHS
1.9 CYCLING – IN BROADER THAME			
Thame centre as a hub for the town	<p>More short-distance travel by cycle rather than by car (for those able to do so), for example from homes within Thame</p> <p>Clearer connections and route signage into town centre, with route continuity – without gaps</p> <p>Good surfaces, without obstructions, with safe road crossings for all levels of mobility</p>	<p>> Improve cycling connections from all residential parts of Thame.</p> <p>> Follow up direct cycle routes from new estates.</p> <p>> Improve bike access to and from Moreton.</p> <p>> Undertake a bike rack audit of potential locations to provide more racks and their spread around the town, including near social destinations, such as cafes and the library.</p> <p>> Consider provision of bike tool stations.</p> <p>> Develop metrics for monitoring short journeys.</p>	12 -24 MONTHS
	<p>Safe routes to school and other key facilities and destinations</p>	<p>> Consider and consult on the following options to create safer and more direct links:</p> <ul style="list-style-type: none"> - Set up a priority cycle route through Thame to link up between the Phoenix Trail (and points off it) on one side and the skateboard park/ Tythrop Way/ potential Haddenham Greenway access to Thame on the other - Create advantages for walkers and cyclists e.g. priority, shortcuts, & designated crossings with clear signage. - Protect Windmill Road and Nelson 	<p>WITHIN 2-4 YEARS</p> <p>MAY DEPEND ON ROUTES THROUGH ELMS PARK WHEN</p>

Topic	Objective	Recommended Actions	Timescales & Dependencies
		<p>Street as key cycling routes as part of a link between the Phoenix Trail and the town centre.</p> <ul style="list-style-type: none"> - Prioritise cycling on North Street to connect with Lea Park, access to Barley Hill School and beyond. - Development of the Cattle Market site to incorporate and prioritise cycle and foot access, both to and through the site. - Assess improvements to Oxford Road, to replace current road markings and create safer alternatives for access to Lord Williams's School and recent housing developments. 	<p>DEVELOPED</p> <p>DEPENDENT ON SODC PLANS</p> <p>WITHIN 18/24 MONTHS</p>
1.10 CYCLING – LOCAL CONNECTIONS			
Connections with Thame	<p>Enhance Thame as a hub for the surrounding towns/villages to reduce reliance on cars to access Thame</p> <p>Easier travel into Thame from nearby communities by foot or cycle, rather than car</p> <p>Good surfaces, without obstructions, with safe road crossings for all levels of mobility</p>	<p>> Develop a walkers/cyclists welcome scheme.</p> <p>> Continue to press for construction of planned 'Greenway' between Haddenham and Thame, (including a safe crossing of Tythrop Way.)</p> <p>> Provide a safe crossing of the ring road for the route to Long Crendon and add cycle route where road meets B4011.</p>	<p>WITHIN 12/18 MONTHS</p> <p>PRIORITY BUT DEPENDENT ON OXON/BUCKS COUNTY PLANS</p> <p>WITHIN 24 MONTHS</p>
1.11 IDEAS FOR THE FUTURE - Cycling			
A DEDICATED CYCLE ROUTE ALONG THE HIGH STREET	A viable and safe route to encourage all to cycle more	<ul style="list-style-type: none"> ▪ Develop a suitable dedicated and protected cycle route through the town centre and beyond. 	LINK TO NEW NEIGHBOURHOOD PLAN
EXTENSIONS TO THE PHOENIX TRAIL	<p>An extension of the Phoenix Trail that will connect with the Oxford cycle route</p> <p>Other linkages that improve cycling options from Thame</p>	<ul style="list-style-type: none"> ▪ Promote extension of the Phoenix Trail to Wheatley and connect to Oxford. ▪ Build on the success of the Phoenix trail - Consult with Sustrans. 	2 – 5 YEARS
IMPROVING THE AYLESBURY ROAD ROUNDABOUT	Improve the roundabout to allow better vehicle traffic flow and to be safe for cyclists (if alternative cycling routes aren't available)	<ul style="list-style-type: none"> ▪ Redevelop the A418/Tythrop Way (Travelodge) roundabout to encourage traffic to use the ring road rather than travel through the town centre. 	DEPENDENT ON HIGHWAY AUTHORITY ACTION

Walking

Topic	Objectives	Recommended Actions	Timescales & Dependencies
1.12 WALKING – INDIVIDUAL, COMMUNAL AND SHORTER-TERM ACTIONS - THAME TOWN			
Encouragement for walking	<p>Improved non-polluting means of getting around to limit high-level and street pollution</p> <p>Establish a strong walking culture in and around Thame, including children and young people, based on 4 principles:</p> <ol style="list-style-type: none"> 1. <i>Viability</i>- walking routes giving the most direct access to the town centre with suitable priority for pedestrians. 2. <i>Health</i> - Promoting awareness and use of the health benefits of walking and fresh air plus access to the countryside. 3. <i>Safety</i> - Making pedestrians feel safe. 4. <i>Signage</i> – showing main routes and walking times. 	<p>> Improve signage for pedestrians through key town centre areas, including</p> <ul style="list-style-type: none"> - Signposts to key town locations - Key link routes and the Phoenix Trail - Lea Park and other major housing areas - Walking times to key destinations <p>> Estate footpaths - take all reasonably practicable steps incl. with SODC a) to enforce proper completion and opening of footpaths through and around the three most recent major development sites (known as C, D and F) in accordance with terms of their respective planning consents, b) to develop more direct routes into town where possible, and c) to have these adequately maintained.</p> <p>> Establish priorities and protocols between pedestrians, cyclists, and other users on Phoenix Trail and other key routes.</p> <p>> Encourage schools and sports clubs to encourage walking as part of an overall exercise and well-being plan.</p> <p>> Safe routes to school – Seek volunteers to promote and organise walking buses and other forms of safe routes to school, including prioritising key routes for children to stay safe.</p> <p>> Lea Park - Identify and prioritise key walking routes into town and elsewhere.</p> <p>> Inner Thame Circuit – a new inner circuit route connecting St Mary's, Lea Park, the Phoenix Trail and the Cuttle Brook area</p>	<p>CURRENTLY IN HAND WITH WAYFINDING PROJECT 6-24 MONTHS</p> <p>12 -24 MONTHS</p> <p>12 – 24 MONTHS</p> <p>12 MONTHS</p> <p>12 – 24 MONTHS</p> <p>COMPLETED IN CONJUNCTION WITH LPRA</p> <p>COMPLETED</p> <p>WITHIN 12 MONTHS</p>

Topic	Objectives	Recommended Actions	Timescales & Dependencies
		<ul style="list-style-type: none"> - develop route and directions - publish details in new town leaflet <p>> Walkers' group – consider promoting a new group of walkers dedicated to walking in and immediately around Thame to pursue these ideas and encourage more, etc.</p>	12-24 MONTHS
1.13 WALKING – SAFETY and SECURITY – TOWN CENTRE and COMMUNITY – LONGER-TERM			
<p>Prioritising the safety and security of pedestrians in the Town Centre and other areas of Thame</p>	<p>To make those walking in and around town to feel safe and secure in doing so <i>see also cycling 1.7 & 1.8</i></p> <p>To have Thame town centre seen as a relaxed and healthy environment and a good place in which to spend more quality time</p>	<p>> Consider and consult on the following options:</p> <ul style="list-style-type: none"> - a policy for 'prioritising pedestrians over cyclists, over buses, over vehicles' in the town centre - broader pavements (a green corridor) to and through the town centre town - suitable road crossings at key points to ensure safe walking corridors - a 20 mph limit through Thame and on selected roads to enhance safety - level pavements/ surfaces to eliminate trip hazards (throughout and esp. on access walkways through Lea Park) - Cut back vegetation impinging on paths - Survey and establish clear pavement and road markings to indicate pedestrian priorities - Develop road signage at key junctions warning drivers of the new priorities - Consider suitable low level lighting to encourage greater use of passageways etc. - Review and replace as necessary over time pavement furniture acting as obstacles to pedestrians or sight lines - Where dual use, establish priorities and protocols between pedestrians, cyclists, mobility scooters and other non-vehicle users. - Ensure safe walking routes through redeveloped Cattle Market site <p>> Add new or improved footpaths (with suitable habitat protection where applicable) across Rycote Meadow and alongside or close to the proposed Cuttle Brook Nature Reserve extension towards Moreton</p> <p>> Integrate all these proposals within consultation on a proposed composite</p>	<p>12 – 24 MONTHS</p> <p>TIMESCALES FOR IMPLEMENTATION WILL DEPEND ON LOCAL AUTHORITY APPROVALS AND BUDGETS</p>

Topic	Objectives	Recommended Actions	Timescales & Dependencies
		<p>Thame Travel and Transport Plan</p> <p>> Develop links with Estate management companies once they have taken over communal grounds and facilities to encourage best practice and opening up of connections</p>	
1.14 WALKING – THE WIDER COMMUNITY – THAME’S ENVIRONS			
Thame Town’s connections with the surrounding communities	<p>Thame as a stronger hub for with improving connections to surrounding towns/villages and countryside</p> <p>see cycling 1.9</p> <p>Encourage those living outside but close to Thame to walk or cycle, rather than drive, into and out of town – enhancing Thame’s air quality</p> <p>Good surfaces and safe road crossings for all levels of mobility</p> <p>Longer walks available from and around Thame to encourage more people to extend their range and enjoy the local countryside</p>	<p>> Haddenham and Thame ‘Greenway’ – continue to press for implementation of planned route, including access to and through Thame / links to both town centres and H&T train station, to include safe crossing of Tythrop Way.</p> <p>> Tythrop Way and Moorend Lane - Re-align footpath adjacent to skateboard park to permit use of traffic lights to access Moorend Lane and routes beyond</p> <p>> Access to Long Crendon – Urgently plan for new pedestrian crossing/ refuge over A418 by-pass at route of Old Crendon Road to facilitate safe access to/from Long Crendon</p> <p>> Outer Thame Circuit – a new 20-mile outer loop around Thame on existing public footpaths, connecting outlying villages and using public transport, with 7-9 miles ‘segments’ connecting into Thame</p> <ul style="list-style-type: none"> - develop route and directions - publish route and directions as town leaflet and encourage use by all local communities 	<p>NOW UNDER ACTIVE PLANNING PRIORITY BUT DEPENDENT ON OXON/BUCKS COUNTY PLANS</p> <p>POSSIBLE NOW – DO WITHIN 6 MONTHS</p> <p>ISSUE TO BE TAKEN UP WITH OCC</p> <p>COMPLETED</p> <p>WITHIN 12 MONTHS</p>
1.15 IDEAS FOR THE FUTURE - Walking			
THE MID-THAME CIRCUIT	<p>Develop an aspirational mid-length riverside/ countryside circuit around Thame’s immediate environs, using new estate riverside walks and natural features of the surrounding open land</p>	<ul style="list-style-type: none"> ▪ Plan and seek to protect a route <ul style="list-style-type: none"> - Include within Neighbourhood Plan - seek initial discussions with landowners - assess and plan potential funding sources 	2 – 5 YEARS



Section 3: THE RECOMMENDED ACTIONS

2: Water and Flood Protection (Blue)

Water and Flood Protection – In summary

Water is essential for life and an increasingly precious resource. We must learn how to use it wisely, conserve it and take steps to ensure that there are adequate future supplies for all. We also need water to be clean, which means encouraging a clean water mind-set to assist long term health. Part of this means doing what we can to discourage any kind of water pollution which can have disastrous effects in and around our rivers and on life itself.

At the same time, and with more extreme weather now a regular feature of life, we need to be vigilant in mitigating the worst effects of flooding, both in built-up areas and in preserving our floodplains as essential parts of overall flood management.

In all this we also want to support our local charitable organisations, the River Thame Conservation Trust (RTCT) and the Cuttle Brook Conservation Volunteers (CBCV) who are helping to ensure these principles apply to Thame's greatest natural water assets, The River Thame, the Cuttle Brook and Kingsey Cuttle Brook.

Water & Flood Protection – Key Issues

- > **Water as a resource** – an essential but limited resource for all life forms
- > **Clean Water** – ensure water in our taps and rivers is clean and safe for consumption
- > **Flooding and Drainage** – effective flood management remains vital

Topic	Objective	Recommended Actions	Timescales & Dependencies
2.1 WATER AWARENESS - INDIVIDUAL ACTIONS			
Understanding that domestic water supplies are a precious resource	Better awareness, conservation and management of domestic water usage	<p>> Organise water awareness events in Thame and local schools</p> <ul style="list-style-type: none"> - Understanding why we need to conserve water. - Practical demonstrations – seek to engage Thames Water (TW). - Use TW website tool to calculate and manage water consumption. 	WITHIN 12 – 24 MONTHS
	Minimised risk of water rationing by effective home water management	<p>> Share successful methods for reduction of home water usage:</p> <ul style="list-style-type: none"> - Posts on TGL website or Facebook page 'watersavinghacks' etc - Reader tips included in TTC newsletter. - Setting targets for reduced water use. 	WITHIN 6/12 MONTHS
2.2 WATER AWARENESS - COMMUNITY AND INFRASTRUCTURE ACTIONS			
Understanding why clean rivers and streams are an important natural resource	A heightened awareness by individuals and families of the River Thame as a valuable local amenity	<p>> Elevate conservation profiles - of the River Thame Conservation Trust (RTCT) and Cuttle Brook Conservation Volunteers (CBCV) and general links with biodiversity parties by:</p> <ul style="list-style-type: none"> - Public Talks and Walks around the River Thame and Cuttle Brook - supported by RTCT and CBCV etc., especially at weekends and school holidays - Encouraging more volunteers to engage with RTCT and CBCV and their work, to build understanding of the link between water as a shared resource for biodiversity and people. 	WITHIN 6/12 MONTHS
	An increased awareness of the role of clean water in biodiversity, carbon capture and quality of life		
	Helping ensure that Thame continues to have an adequate and sustainable water supply	<p>> Neighbourhood Plan to stress importance of clarity with Thames Water as to adequacy of water supplies and drainage services before further development is permitted.</p>	1-2 years
Encourage all new developments to include water saving measures	<p>> Liaise with SODC and others to seek obligations for new domestic and business properties to include water saving measures such as water storage tanks, water harvesting, and grey water use.</p>	2-5 years	
2.3 FLOOD CONTROL AND DRAINAGE - INDIVIDUAL ACTIONS			
Flood Control and Drainage	Wider use of porous surfaces for driveways, paths and patios in private gardens to reduce rainwater run-off	<p>> Awareness & information to help individuals make the right choices when making changes to driveways, paths and patios.</p>	WITHIN 18/24 MONTHS
Avoiding water pollution	Increased rainfall storage and run-off capture in domestic gardens	<p>> Awareness & information to help individuals make good choices for patio and garden water storage.</p> <p>> Maintain campaigns that 'only rain goes down the drain' and promote responsible disposal of harmful products.</p>	WITHIN 18/24 MONTHS

Topic	Objective	Recommended Actions	Timescales & Dependencies
2.4 FLOOD CONTROL AND DRAINAGE - COMMUNITY AND INFRASTRUCTURE ACTIONS			
Clean Water	Public Water Fountains to encourage use of refillable bottles	> <i>Discuss options with TTC and TW for installation of fountains in the centre of Thame, Thame parks and other public spaces.</i>	1-2 years
	Support the work of the River Thame Conservation Trust, RTCT	> <i>Help increase community awareness of the need for effective and ongoing flood management.</i>	WITHIN 1-2 years
	Reduced flooding and run-off pollution	> <i>Encourage support for local landowners in cutting back on agricultural chemicals to reduce polluting run-off and improve water quality.</i> > <i>Press for scrutiny of planning applications and on-site follow up to ensure compliance</i> > <i>Support better construction methods to mitigate risks of run-off flooding from driveways, paths, patios etc.</i>	WITHIN 1-2 years
2.5 IDEAS FOR THE FUTURE			
LINKS TO OUR NATURAL WATER SOURCES	Establish a fuller understanding of water resources in Oxfordshire, the risks of future drought and the vital nature of available clean water to life	<ul style="list-style-type: none"> ▪ <i>Ongoing reminders and awareness-raising of water as an essential resource and seeing our town in the wider national and regional context</i> 	ONGOING



Section 3: THE RECOMMENDED ACTIONS

3: Clean Air and Pollution (Grey)

Clean Air and Pollution – In summary

Clean air should be the entitlement of all. We look out to blue skies or grey clouds and think there is clean air between us and them. But that's rarely the case. Our air is increasingly full of gases and particles that we can't see or even smell but which can harm us.

In view of the potential impact for making changes that will improve air quality, particular attention is given here to building support across the community, as outlined below.

Light and noise pollution are associated issues. 'Light blight' is increasingly recognised for its detrimental impact on wildlife and humans, with environmental and scientific organisations continuing to sound warnings about it. Disruption of sleep is a concern, as is the impact on creatures and eco-systems. Solutions are readily available.

The Recommended Actions in the table below address the following key issues:

Clean Air and Pollution – Key Issues

- > **Awareness & understanding** – understanding what we have to deal with
- > **Individual actions** – practical things we can do now, which will also encourage others
- > **Community and infrastructure projects** – what we need to think about communally and plan ahead for
- > **Developing a widely supported movement for change** – with broad appeal

Topic	Objective	Recommended Actions	Timescales & Dependencies
3.1 AWARENESS & UNDERSTANDING THE PROBLEMS: initial steps			
Better understanding of the key issues	Produce authoritative reference sources, including leaflets and website, on key air quality (AQ) issues	<p>> Produce leaflets and website information on:</p> <ul style="list-style-type: none"> - CO₂ impact on global warming - medical risks from black carbon - sources / dispersal of pollution - practical carbon capture - household pollutants - light pollution 	WITHIN 6 MONTHS (and update as ongoing)
Assessing the extent of the problem	Establish metrics for tracking the level of pollution in Thame and its potential impact	<p>> Undertake the following</p> <ul style="list-style-type: none"> - Selective AQ monitoring in key areas as available at modest cost - Traffic surveys at peak times - Collect examples of personal experiences - Seek medical advice & support - Build a model of pollution levels and times 	WITHIN 12 MONTHS (and update as ongoing)
Creating suitable events	To encourage people to learn more and engage with others	<p>> One or more suitable public events such as a carbon cutting workshop along the lines led in Henley – possibly as part of a Clean Air for Thame week</p> <p>> Light pollution - promote awareness including the CPRE guidance relevant to planning decisions. https://www.cpre.org.uk/resources/light-pollution-as-a-statutory-nuisance-a-how-to-guide/</p>	WITHIN 12 MONTHS
3.2 INDIVIDUAL ACTIONS (which can also encourage others to make changes)			
Transport & Travel	Less use of polluting vehicles More exercise for better health	<p>> Promote the following</p> <ul style="list-style-type: none"> - Don't use the car unless essential - Walk/cycle (allow time!) - Use train/ bus (get more done) - Go electric - Car share 	EVERYONE CAN DO NOW
A Healthier Town Centre	Reduction in air pollution by better driving	<p>> Promote the following</p> <ul style="list-style-type: none"> - Drive more smoothly and slowly - Switch to a more efficient model - Turn off engine – don't idle - Use car parks away from the High Street - Use ring road, not town centre 	EVERYONE CAN DO NOW
Cleaner 'outside' Air	More carbon capture or offset mechanisms	<p>> Promote the following</p> <ul style="list-style-type: none"> - Plant trees, hedges, shrubs at home see also Green Spaces focus area - Buy carbon offsets 	EVERYONE CAN DO NOW
Cleaner Air at Home	Less agricultural carbon Healthier cooking Avoiding polluting home products Reduce home heat loss & exhaust gases from boilers see also 4.2 Update boilers	<p>> Promote the following</p> <ul style="list-style-type: none"> - Reduce open frying of food - Reduce meat/ dairy consumption - Reduce use of tumble dryers etc. - Cut back harmful sprays - Don't use log fires except with kiln-dried wood - Install better home insulation - Turn down heating 	EVERYONE CAN DO NOW

Topic	Objective	Recommended Actions	Timescales & Dependencies
		> Consider replacing gas-fired or oil-fired boilers , e.g. with 'Air Source' or 'Ground Source' Heat Pumps without polluting exhaust gases	WITHIN 2- 5 YEARS
Holiday and business travel	Create greater awareness of and seek reduction of carbon emissions and greenhouse gases	> Promote the following <ul style="list-style-type: none"> - Don't fly unless you must or take steps to reduce your flights - Use Skype or video conferencing more - Don't drive if you don't need to – unless there are several of you - Book trains early for better fares - Adjust your mindset – change your mode of travel and take time to enjoy the journey - If you can't avoid plane or car, cut back elsewhere and consider paying for carbon offsets through one of several providers 	EVERYONE CAN DO NOW
Noise	Respect others and reduce all unnecessary or untimely noise	> Take precautions by <ul style="list-style-type: none"> - not using noisy equipment unless necessary - not using equipment at antisocial times - shielding noise where possible - warning neighbours where applicable 	EVERYONE CAN DO NOW
Dark skies	Acknowledge and mitigate light pollution Recognise serious effect on human sleep patterns and health and breeding patterns of insects and mammals	> Take remedial measures <ul style="list-style-type: none"> - reduce pollution from outside/ security lights - avoid upwards-facing outside lights - check positioning and control of street lights - install light timers - use less intense and warm (not cool) lights - use curtains and blinds to shield lights 	EVERYONE CAN DO NOW
3.3 DEVELOP A WIDELY SUPPORTED MOVEMENT FOR CHANGE ON AIR QUALITY			
Improved Air Quality awareness and proposals for actions	Establish a fuller local awareness and understanding of the dangers of air pollution and the options available to improve local air quality	> Progress the following <ul style="list-style-type: none"> - Summarise the options available (see below) and their respective benefits/ drawbacks - Hold a town hall Clean Air / carbon workshop event with discussion - Plan a Thame Clean Air Week – say, with a different emphasis each day (see below) 	WITHIN 12 MONTHS WITHIN 12 MONTHS
Vision and outline strategy	Put in place a shared and aspirational vision and framework to build a strategy for Thame as a fully clean, green town	> Progress the following <ul style="list-style-type: none"> - Agree parameters for vision - Prepare outline ideas and options - Engage interested parties - Seek levels of agreement on possible actions - Engage graphic designers to assist consultation and consider range of media 	WITHIN 12 MONTHS
Schools	Improved understanding of the issues at teacher and student level Fresh thinking and ideas that appeal to a younger	> Progress the following <ul style="list-style-type: none"> - Approach headteachers and school governors for their active involvement - Plan school projects to increase awareness of issues – including school 	WITHIN 12 MONTHS

Commented [CB25]: As previously suggested, we anticipate that councillors may need to take these processes a step at a time to ensure overall support for the changes that will be necessary. It is however, not suggested that further rounds of full public consultation will necessarily be required. Accordingly we've removed references to the need to consult so that councillors can consider each stage on its merits at the time.

Topic	Objective	Recommended Actions	Timescales & Dependencies
	group Agreement and volunteer support to effect change	<i>gates pollution</i> - Encourage parents to walk children to school or seek practical solutions - Promote a 'walking bus' and similar schemes	
Businesses and public transport vehicles	Consider the needs of business and commercial vehicle users plus public transport owners	> Progress the following - Identify the main users / owners of petrol and diesel commercial vehicles and consider their likely needs and options Contact Arriva and other bus/coach and taxi companies	WITHIN 12 MONTHS
Local authorities	Seek support (and clarify any limitations) from OCC, SODC and other competent bodies	> Progress the following - Promote the 'cleaner, greener Thame' message and principles with all relevant authorities - Engage at an early stage with SODC/OCC re parking/road/ highway strategies - Identify councillors and others able to help	WITHIN 12 MONTHS
Test the options	Observe and review the practical impact of the options available	> Progress the following options - A trial no idling day for Thame - A campaign involving volunteers and publicity and volunteers at school gates - A trial week for changing the pattern of school runs, including walking buses and less use of cars - An electric vehicle (EV) open day in the town with test drive opportunities - An EV only day in town centre see 4 below	WITHIN 6/12 MONTHS
Refine the Vision and strategy	To refine the outline vision and draft strategy for Thame transport based on findings to date	> Progress the following - Review all information received Consider other responses received to date - Refine vision in light of findings	WITHIN 24 MONTHS
New clean air transport strategy for Thame	Establish new 'green' transport strategy for Thame to cover designated key areas	> Finalise the green transport strategy in light of all information and responses received	WITHIN 24 MONTHS (by Dec 2022)
3.4 COMMUNITY and INFRASTRUCTURE PROJECTS: Consideration Stage (Note: this section 3.4 sets out some of the options that might be considered in developing an Air Quality and Green Transport Plan as referred to in 3.3. above)			
Traffic calming	Slower and smoother running traffic to improve safety, reduce vehicle pollution and enhance the amenities of the town centre	> Consider the following options: - 20 mph zone in central and other congested areas of Thame - Remove speed humps in High Street - Fewer turn-offs and pull-outs - Better parking (see below)	WITHIN 12 MONTHS - need to engage with SODC/OCC and police
Parking and	Reduce the High Street	> Investigate the feasibility and support	2- 4 YEARS

Topic	Objective	Recommended Actions	Timescales & Dependencies
pollution	<p>pollution caused by parking & waiting / manoeuvring to park</p> <p>Create a new cleaner and greener town centre without requiring major structural change</p> <p>Avoid growing frustration by strengthening illegal parking enforcement</p> <p>See also note under Traffic Zones below</p>	<p>for following options for Lower High Street (by Town Hall):</p> <ul style="list-style-type: none"> - No queuing permitted for parking spaces - Realign parking (perhaps centrally) to enable fewer movements (perhaps in conjunction with a High Street one-way system) - Reduce number of parking spaces on the High Street itself - Reduce parking time to 1 hr max to free spaces - Prohibition on idling for cars, buses and trucks - Limit parking to disabled and electric cars - Consider steps needed to enforce effective control of the chosen options 	<p>– likely to require police and/or SODC/OCC support and processes</p>
Shared streets (options only) Broader pavements	<p>Create safer, healthier and more pleasant conditions for walking/ cycling/ leisure in and around town centre</p> <p>see also 1.7 – 1.14 cycling and walking</p>	<p>> Investigate the feasibility and support for following options</p> <ul style="list-style-type: none"> - Priority for those on foot or bike - Segregated cycle lane - Wider pavements - More space for meeting and outdoor seating 	<p>WITHIN 12 MONTHS</p>
Traffic Zones (options only)	<p>Restrict the number or type of vehicles allowed to travel into or through the town centre, while ensuring adequate parking close to shops and town centre facilities for those who need it</p> <p>Achieve less pollution, more pavement space, greater safety and add to town centre vitality</p>	<p>> Investigate the feasibility and support for following options (and similar):</p> <ul style="list-style-type: none"> - One-way system in all or part of Lower High Street and surrounding roads - Access to town centre but restrict ability to drive through the centre - Prohibit any vehicles except electric or mobility vehicles or disabled badge holders from accessing the town centre 	<p>12 – 24 MONTHS</p>
3.5 IDEAS FOR THE FUTURE			
THE TOWN CENTRE WE WISH TO HAVE IN 2030	<p>Start the thinking early so that developments can take place in a timely and coordinated way</p>	<p>Review clean air and transport plan ideas with proposals for cleaner, safer walking and cycling, safe mobility scooter and electric vehicle use, more greenery and an open and vibrant town centre area for a broad range of uses and activities.</p>	<p>TIMESCALE TO BE AGREED</p>
WORKING TOWARDS CARBON NEUTRALITY FOR THAME	<p>Establish a realistic target date for carbon neutrality and how this can be achieved</p> <p>Recognise that this will be a significant commitment which will need careful analysis and planning</p>	<ul style="list-style-type: none"> ▪ Pursue specific recommended actions in this plan to contribute to decarbonisation ▪ Set up <ul style="list-style-type: none"> - a comprehensive carbon audit or similar exercise to establish the main local sources of carbon 	<p>TIMESCALE TO BE AGREED</p>

Topic	Objective	Recommended Actions	Timescales & Dependencies
		<p><i>emissions</i></p> <ul style="list-style-type: none"> - <i>suitable metrics to measure and monitor ongoing levels</i> - <i>practical implementation steps & timelines</i> <p><i>suitable links with local authority and government policies and initiatives</i></p>	



Section 3: THE RECOMMENDED ACTIONS

4: Energy, Energy Efficiency & Electric Vehicles (Red)

Commented [CB26]: Extended heading to reflect comments received.

Energy & Electric Vehicles - In Summary

There is potential for delivering many benefits regarding how we use energy, the types of technology and controls that we adopt, the sources of the energy we use, and the extent to which we ‘flex’ the timing of our use of energy, local generation and, in the future, energy storage.

The benefits include:

- Smarter use of energy resulting in better value for money
- Greater take-up of sustainable energy and electric vehicles with all their advantages
- Greener transport and home heating to support cleaner air and reduce global warming
- The opportunity for community investment in local clean energy sources

Energy & Electric Vehicles – Key Issues

- > **Energy awareness** – Improved understanding of energy uses and options
- > **Energy efficiency & sustainability** – Exploring and implementing better energy choices
- > **Clean transport** – Promoting steps to encourage electric vehicle use
- > **Low carbon energy sources** – Practical guidance on clean energy for homes and businesses

Note also:

AN ENERGY STRATEGY is now available on the Thame Green Living web site to ensure a joined-up approach to energy initiatives in Thame.

Topic	Objective	Recommended Actions	Timescales & Dependencies
4.1 AWARENESS & UNDERSTANDING OF THE OPPORTUNITIES: Individual, Community and Infrastructure Actions			
Energy Awareness	Involvement more people in using energy more efficiently Establish easy access to relevant information and mechanisms for questions and follow up	<ul style="list-style-type: none"> > Have a presence at town events such as the summer Carnival and the Christmas Lights. > Provide printed and online materials that prompt ideas for individual actions. > Encourage discussion and follow-up via TGL Facebook page. > Organise an EV awareness and Test Drive event in Thame. see 4.4 	<p>DO NOW (ongoing)</p> <p>DO NOW (ongoing)</p> <p>DO NOW (ongoing)</p> <p>WITHIN 12 months</p>
	Establish a green profile for Thame in energy, for all who live, work or visit here	<ul style="list-style-type: none"> > Make Thame energy initiatives visible, for example EV chargers signposted and with TTC & TGL 'branding'. > Establish a community energy company for Thame (by linking with established regional models or otherwise). 	<p>WITHIN 6 months</p> <p>WITHIN 12 months</p>
	Publish an Energy Strategy for Thame to ensure a coherent longer-term approach	<ul style="list-style-type: none"> > Publish and circulate the draft energy strategy for information and comment, through TGL website. > Identify sources of expertise and possible future energy project partners. > build on consultation feedback consistent with TTC and GLP strategy and lessons from practical projects. 	<p>DO NOW (ongoing)</p> <p>WITHIN 12 MONTHS</p> <p>WITHIN 6/12 MONTHS</p>
4.2 INDIVIDUAL ACTIONS			
Energy Efficiency & Sustainability	Promote personal actions that can improve energy efficiency	<ul style="list-style-type: none"> > Provide pamphlets & website information, including FB posts and promotion at events. > Encourage use of Smart Meters to take advantage of new services and deals. > Seek a link with Citizens Advice to assist their work in this area. 	<p>DO NOW (ongoing)</p> <p>DO NOW (ongoing)</p> <p>WITHIN 6 MONTHS</p>
	Improve the energy efficiency of existing homes	<ul style="list-style-type: none"> > Flag up government grants and programmes for individual homes (as part of the government Net Zero programme). > Identify Retrofit work programmes elsewhere that might be suitable for Thame. e.g. Better Homes Better Health and Cosy Homes. 	<p>WITHIN 6/12 MONTHS</p> <p>WITHIN 12 MONTHS</p>
4.3 COMMUNITY & INFRASTRUCTURE ACTIONS			
Energy Efficiency & Sustainability	Encourage businesses to improve their energy efficiency	> Link with TTC Business Forum to raise awareness of free energy audits and grants for making energy improvements. e.g. at a Business Breakfast event.	WITHIN 6 MONTHS
	Explore options that will enable TTC to improve the energy efficiency of their estate, vehicles and the town infrastructure	<ul style="list-style-type: none"> > Identify opportunities for free energy surveys and grants available to TTC. e.g. SALIX > Look at best practices elsewhere (e.g. LEDs for street lighting, security lighting, and restricted hours for street lighting). 	<p>WITHIN 3 MONTHS</p> <p>WITHIN 6 MONTHS</p>
	Achieve improvements to the energy efficiency of	> Encourage developers to build-in PV on suitable roofs, provide EV charging, and	WITHIN 18 MONTHS

Topic	Objective	Recommended Actions	Timescales & Dependencies
	new homes and businesses	<p>consider solar roofs for walkways and awnings.</p> <p>> Encourage local contractors to support a 'connected homes' initiative through training and business partnering</p> <p>> Support wider national moves to improve building standards.</p> <p>> Input to the revised Neighbourhood Plan to shape policy positions.</p>	<p>WITHIN 12/18 MONTHS</p> <p>REQUIRES alignment with government policies</p> <p>WITHIN 3 MONTHS</p>
4.4 INDIVIDUAL ACTIONS			
Clean Transport	Establish greater awareness and uptake of green transport for personal and business use (including electric and hydrogen fuelled vehicles)	<p>> Organise an EV awareness day and test drives for personal transport (e.g. MK's EV Experience Centre and local EV drivers and car clubs)</p> <p>> Track developments in cleaner commercial transport (e.g. EV and H2 vehicles) and alert local businesses</p>	<p>WITHIN 12 MONTHS</p> <p>WITHIN 18 MONTHS</p>
4.5 COMMUNITY & INFRASTRUCTURE ACTIONS			
Clean Transport	Establish if feasible a local EV car club as part of cleaner air and greener lifestyles	<p>> Research EV car clubs (incl. Bucks and Oxon organisations).</p> <p>> Assess local interest in a Thame EV Car Club.</p>	<p>WITHIN 3 MONTHS</p> <p>WITHIN 6 MONTHS</p>
	Establish if feasible an EV car-pooling/ sharing in Thame	> Find out more about EV car-pooling including local examples(e.g. Co-wheels in Oxford, Zipcar, Enterprise car club, and Tuo (peer to peer))	WITHIN 3 MONTHS
	Encourage business Vehicle Fleet conversion to EVs	> Work through TTC Business Forum to present information and impartial advice.	WITHIN 12 MONTHS
	Greater provision of business EV charging for their staff and visitors	<p>> Work with TTC Business Forum to present information and impartial advice.</p> <p>> Set up a business breakfast meeting to introduce key concepts / link with specialists.</p>	<p>WITHIN 6 MONTHS</p> <p>WITHIN 6 MONTHS</p>
	Make it easier for Thame's community organisations to make decisions about installing EV chargers	<p>> Provide information on TGL website and FB.</p> <p>> Provide a simple check list of starting points for organisations to consider.</p> <p>> Link interested parties who are willing to share experience.</p>	<p>WITHIN 3 MONTHS</p> <p>WITHIN 3 MONTHS</p> <p>WITHIN 3 MONTHS</p>
	Press for 'smart ready' EV chargers, geared to the local power grid to minimise upgrades, that have simple (contactless) payment	<p>> Consider these requirements for TTC-initiated charging points.</p> <p>> Consider adding these requirements to NP2 policy for car parks, homes and businesses .</p> <p>> Recommend business conversion to EV Fleets or workplace charging for staff and visitors.</p>	<p>DO NOW (ongoing)</p> <p>WITHIN 3 MONTHS</p> <p>WITHIN 3MONTHS</p>
4.6 COMMUNITY & INFRASTRUCTURE ACTIONS			
Low Carbon Energy Sources	Establish relationships with local commercial-scale clean energy production in and around Thame	<p>> Link up with the owners of the local PV arrays near Towersey and Ilmer villages.</p> <p>> Explore guided visits and real time information (e.g. with schools and others).</p>	<p>WITHIN 6 MONTHS</p> <p>WITHIN 6 MONTHS</p>

Topic	Objective	Recommended Actions	Timescales & Dependencies
	Make it easier for local domestic clean energy production to be installed in and around Thame	<ul style="list-style-type: none"> > Monitor costs of home solar PV and, when viable, hold a PV awareness event and link with providers and installers > Monitor 'whole street' PV discounts (incl. experience elsewhere (e.g. Henley TC)) > Seek co-operation to produce 'case studies' of local domestic installations for practicalities and economics. 	<p>DO NOW (ongoing)</p> <p>WITHIN 12 MONTHS</p> <p>WITHIN 6/12 MONTHS</p>
	Speed up change to low-carbon fuels for domestic, business and other buildings	<ul style="list-style-type: none"> > Track developments and experience in heat pumps and other alternatives as low carbon alternatives to gas and oil for heating. > Review government grants and installation trials and programmes and whether Thame might benefit from participating. 	<p>DO NOW (ongoing)</p> <p>DO NOW (ongoing)</p>
	Encourage other property owners to install clean energy (e.g. schools, offices, and sports and council buildings)	<ul style="list-style-type: none"> > Track economics of larger solar PV installations; where viable, hold a PV awareness event with links to providers and installers. > Explore opportunities for solar roofs, for example car parks or shopping walkways. > Seek Neighbourhood Plan support for siting of new installations – including large solar roofs and community funded installations. 	<p>DO NOW (ongoing)</p> <p>WITHIN 12 MONTHS</p> <p>TNP - REQUIRES identifying sites</p>
	Seek support for establishing a community-funded large-scale energy development in Thame	<ul style="list-style-type: none"> > Check options for new commercial scale renewable energy: generation (solar or wind), energy storage, and ability to offer flexibility. Include opportunities for new building developments that could include large solar roofs, perhaps community funded installations. > Work with an established organisation, such as the Low Carbon Hub in Oxford or the Community Energy Society being established in Henley, to gain access to professional expertise (technical, financial, and legal). 	<p>WITHIN 24MONTHS</p> <p>DO NOW (ongoing)</p>
4.7 IDEAS FOR THE FUTURE			
HIGH STREET POWER SUPPLIES	Reduce the need for noisy and polluting diesel generators when a fairground is in the High Street	<ul style="list-style-type: none"> ▪ Consider if power supplies can be made available in the High Street, perhaps linked to EV chargers, that could replace polluting diesel generators at Thame Fairs. ▪ Consult via TTC with fairground operators as to viability and cost. 	<p>WITHIN 24MONTHS</p> <p>Would need consultation with UKPN, the network operator.</p>
TRADING LOCAL ENERGY	<p>Create ways of surplus energy being traded locally to share the benefits of renewable sources</p> <p>Make surplus energy available to national energy markets to earn a return</p>	<ul style="list-style-type: none"> ▪ Look into trading energy locally, both within Thame and with national markets, to provide a financial return. This might include energy from solar panels, or energy in EVs or home batteries. This could form part of a 'community energy' initiative, a number of which are under way nationally. 	<p>ONGOING, DEPENDING ON MARKET & TECHNICAL DEVELOPMENTS</p>



Section 3: THE RECOMMENDED ACTIONS

5: Waste avoidance, Waste management and Recycling (Orange)

Waste & Recycling - In Summary

We live in a consumer society that has increasingly come to produce more than we collectively need. The result is that many of us frequently buy more than we require, leading to an excess that is often thrown away. Alongside this are two related factors. One is the level of packaging, sometimes multiple layers, surrounding much of what we buy. The other is that we are often induced to buy more than we need by promotional offers or sometimes simply being unable to buy smaller quantities. Further, we have moved away from being a 'repair society' towards a 'throw-away society', with consequent effects.

Apart from the sheer waste, much packaging is plastic, and of the 360 million metric tonnes of plastic produced annually (*Statista 2020*), it's estimated that 40% is used once only ('single-use plastic'). Plastic degrades extremely slowly, if at all, and can cause immense damage to rivers and marine life. Increasingly, and as a direct result, animals are also ingesting tiny particles of plastic and so in consequence are we in what we eat and through the air that we breathe.

The huge volume of all waste and packaging currently generated threatens to overwhelm our communal ability to dispose of it effectively and safely. How we limit and deal with waste is therefore something that affects us all and is also something each of us can proactively remedy by applying the principles of the 'Circular Economy'.

Waste & Recycling – Key Issues

Reducing Waste

- > **Buying less** – only buy what we need, in the quantities we need
- > **Buying better** – minimise carbon costs and reduce packaging
- > **Using less** – throw away less, repair rather than replace
- > **Minimising waste** – encourage the 'circular economy'

Increasing Recycling

- > **Awareness** – individuals and businesses
- > **Efficiency** – easy steps to improve what we do

> **Sustaining Efficiency** – challenge ourselves further and build on success

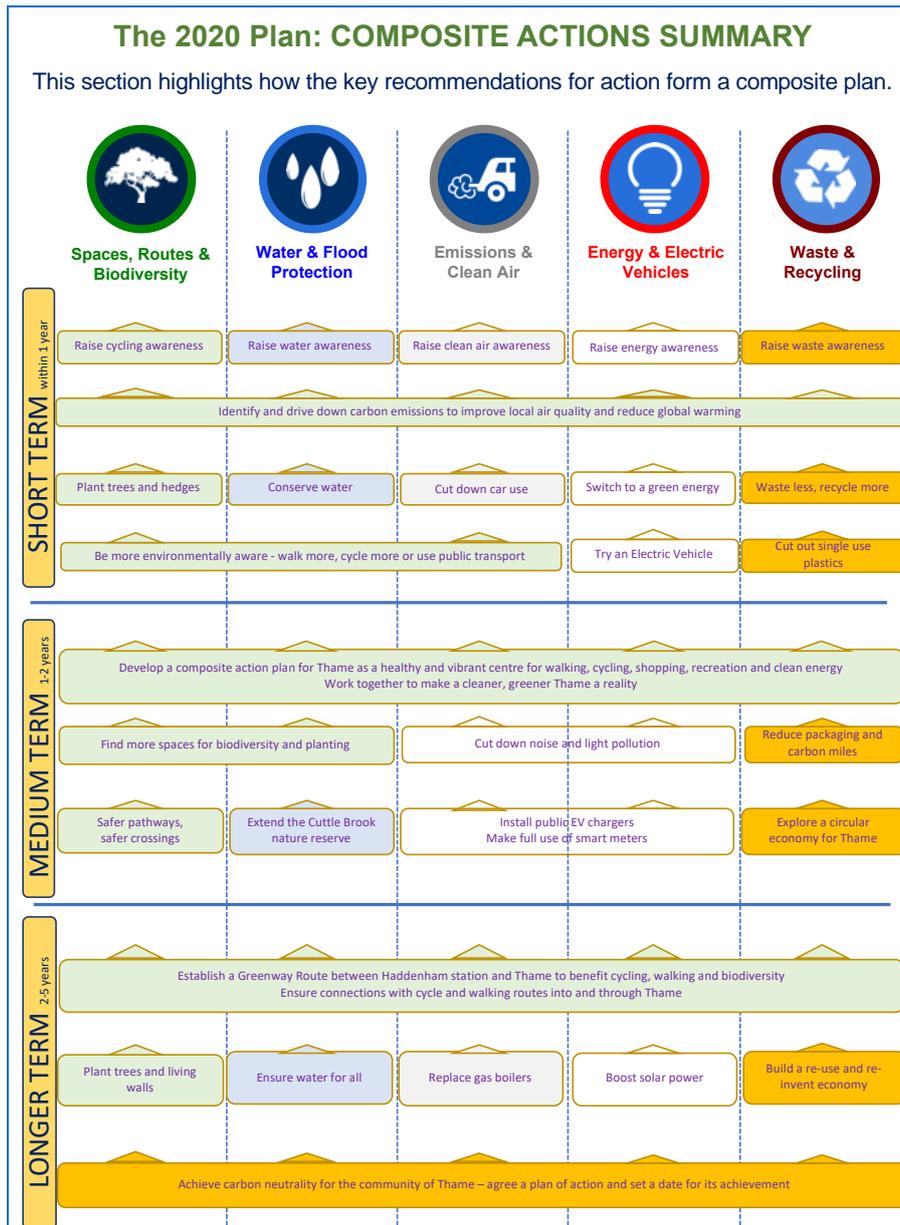
Topic	Objective	Recommended Actions	Timescales & Dependencies
5.1 INDIVIDUAL ACTIONS			
Reduce Waste and make informed purchasing decisions	Increase awareness of the benefits of better planning to buy only what we need	<p>> Encourage campaigns to monitor how much waste we produce and aim to reduce it by:</p> <ul style="list-style-type: none"> - buying products with 'plastic free' packaging only. - weighing the packaging we put in the bin daily and aiming to reduce this by 50%. - aiming to have a 'plastic free home' by joining and sharing ideas on Plastic-Free Thame FB and other relevant websites - using the local market and specialist shops to help buy the right quantities of products and avoiding pre-packaged products. - using local farm shops to obtain fresh and locally sourced products . - cutting back on cooked food waste. <p>> Only buy what we really need</p> <ul style="list-style-type: none"> - save money by seeing if you have something else that will do the same job. 	WITHIN 6 MONTHS
	Increase awareness of how to create garden compost from 'food waste'	<p>> Information campaigns on how to re-use unavoidable 'food waste' in a beneficial way</p> <ul style="list-style-type: none"> - information programmes held at local schools and public meetings supported by local gardening/allotment groups. 	WITHIN 6 MONTHS
5.2 COMMUNITY AND INFRASTRUCTURE ACTIONS			
Reduce waste by repair and better use of products	Reduce the volume of 'broken' items thrown away by greater use of repairs	<p>> Repair or repurpose broken items</p> <ul style="list-style-type: none"> - encourage local focus groups to hold Saturday repair workshops for sewing, gadgets, wooden items etc in the Town Hall. - encourage the use of online sites to find ways to repair and reuse items e.g. Pinterest, BuzzFeed YouTube etc by advertising these on TGL FB page, TTC newsletter and on LWS website. - explore the setting up of a 'Mend Shed' group in Thame. 	WITHIN 6 MONTHS
	Encourage local businesses to replace all single-use plastics with reusable alternatives	<p>> Hold Business Breakfast briefings to share best practices for plastic waste reduction in local businesses</p> <ul style="list-style-type: none"> - develop a questionnaire/help-sheet to share with the wider business community for plastic and other waste reduction practices. - open discussions with local supermarkets on how to minimise all product packaging. 	WITHIN 6 MONTHS
	Promote waste reduction by	> Launch awareness campaign to all local	1-2 YEARS

Topic	Objective	Recommended Actions	Timescales & Dependencies
	implementing the principles of the 'Circular Economy' into local businesses	businesses on how to keep items in a perpetual loop of use and re-use <ul style="list-style-type: none"> - TTC Business Website to support local businesses with informative briefings and useful links. - Local businesses encouraged to share implementation and successes. 	
5.3 INDIVIDUAL, COMMUNITY AND INFRASTRUCTURE ACTIONS			
RECYCLING AWARENESS	Establish greater individual and community awareness of what and how to recycle and seek greater involvement of young people.	<ul style="list-style-type: none"> > Hold public awareness-raising events (e.g. outside major shops at a weekend) to stimulate involvement. > Develop an easy way to capture local recycling data, e.g. by a short on-line questionnaire via TTC newsletter (5 to 10 questions). > Invite local school children to design the image for the on-line questionnaire. > Seek closer involvement of Lord Williams's School, possibly via a student questionnaire. 	WITHIN 6 MONTHS
	Establish a good level of recycling across all local businesses	<ul style="list-style-type: none"> > Work with TTC councillors and the Thame Business Forum and interested parties to carry out a voluntary audit of local business re-cycling practices. > Develop a simple questionnaire, based on the community version, for local businesses, including a means of following up. > Raise awareness of Supply Chain Audits and the specialists who can assist with this. 	WITHIN 6/12 MONTHS
	Research and review country-wide recycling approaches Connect with local groups in Oxfordshire to learn from their experiences	<ul style="list-style-type: none"> > Undertake desktop research to develop a database of best practice country-wide. > Connect with national bodies, such as WRAP in Banbury, BioRegional and local county CAG groups. > Liaise with 21C Thame and Plastic Free Thame to check alignment and offer support to relevant aspects of their initiatives. 	WITHIN 12 MONTHS
5.4 INDIVIDUAL, COMMUNITY AND INFRASTRUCTURE ACTIONS			
RECYCLING EFFICIENCY AND CONTINUOUS IMPROVEMENTS	Build meaningful recycling involvement across the community	<ul style="list-style-type: none"> > Raise awareness of Recycling as a major public opportunity by: <ul style="list-style-type: none"> - Publishing questionnaire (see above) results to keep the community informed. - Holding a competition for ideas and ways to improve recycling rates. 	WITHIN 6/12 MONTHS
	Encourage commercial recycling, household recycling, and school and community initiatives	<ul style="list-style-type: none"> > Implement greater spread and sharing of recycling information by: <ul style="list-style-type: none"> - Devising a Thame Town Council Recycling Award for best local business practice and community involvement. - Finding ways of publicly celebrating business benefits to the community. - Promoting home recycling such as food composting and wormeries. 	WITHIN 12 MONTHS

Topic	Objective	Recommended Actions	Timescales & Dependencies
5.5 COMMUNITY AND INFRASTRUCTURE ACTIONS			
SUSTAINING RECYCLING EFFICIENCY AND BUILDING ON SUCCESS	Use evidence from experience to develop long term plans	<p>> Develop management, consultation, metrics and feedback structures to share success stories:</p> <ul style="list-style-type: none"> - Use interim progress to set longer-term goals. - Develop metrics to monitor progress. - Form a 'Recycling for Thame' team of interested parties in the town, to meet, discuss, disseminate and respond. - Communications through, for example, involvement at community events (a float or stand at the Carnival?), public events – leafletting on weekends, music events etc. 	WITHIN 18/24 MONTHS
5.6 IDEAS FOR THE FUTURE			
EMERGING TECHNOLOGIES FOR WASTE MANAGEMENT	Keep an eye to the future for emerging technologies that could have application in Thame	<ul style="list-style-type: none"> ▪ Track new energy developments, e.g. small-scale local generation from waste, to provide electricity, heat or hydrogen. ▪ Consider eligibility for Thame to be a trial location for new technologies; this may provide openings for funding through government innovation support and public grants. 	ONGOING 24/36 MONTHS

Section 4: THE COMPOSITE ACTIONS SUMMARY

This graphic illustrates key examples of recommended actions from the tables in Section 3. It shows how they align with the five focus areas of the Green Living Plan, bringing out how the actions span the different areas. This “connectivity” is a key feature of the GLP.



Acknowledgements & End Notes

RSA and RSA Thame Group

The RSA (Royal Society for the encouragement of Arts, Manufactures and Commerce) was founded in 1754. It is a registered charity committed to finding innovative, creative and practical solutions to today's social challenges with some 29,000 Fellows (members) worldwide (www.thersa.org).

RSA Thame Group (also known as Thame Green Living) was established and is run by locally-based RSA Fellows to contribute to local issues of environment and sustainability, offering support to Thame Town Council in creating and supporting a Green Living Plan for Thame. The recently active members of the RSA Thame Group are:

Colin Bloxham*
Charles Boundy* (Chairman)
Anne Fisher
Robert Friel
Wendy Duckham*
Rich Henderson
Lisa Meaney
John Scott*
Mark Stockley

We are also pleased to record the valuable contribution made by former members: Anna Comino-James, George Westropp, Emma May and Phil Evans.

* RSA Fellows

Acknowledgements

Grateful thanks are due to all who have contributed to the discussions or research for this plan. Many of these are named in the 2018 Plan: others include (with apologies for any omissions)²⁰:

Cuttle Brook Conservation Volunteers (Mike Furness and colleagues)
EV Carshop
Greening Chinnor (Maureen Dyrhoff)
Haddenham Safe Walking and Cycling Group (Cynthia Floud and others)
Hazel Boundy (green spaces)
Lea Park Residents' Association (with Steve Brandish acting as invaluable link)
Len Davidson (walking routes)
Lord Williams's School
Ramblers Association (Tony Clark, Ruth Cornish)
Risborough Environment Group (Stephen Jeanes)
River Thame Conservation Trust (Nick Marriner)
RSA Head Office (via Claire Doran)
RSPB (Colin Wilkinson, Brian Fisher)
South Oxfordshire Sustainability (SOS) - esp. Sue Roberts, Richard Harding, Patrick Fleming and Gill Bindoff
Thame to Haddenham Commuter Cycling Group (Stuart Horsman, Oliver Graydon and others)
TTC Continuity Committee and GLP Working Group
TTC Mayor, Councillors and Officers
Twenty-First Century Thame (Sue Martin-Downhill and others)
Wild Oxfordshire (Roselle Chapman)

Commented [CB27]: Individual names omitted as suggested!

End Notes:

¹ Neighbourhood Plans are not a legal requirement, but something that communities in England can choose to adopt, subject to strict rules. See <https://www.gov.uk/guidance/neighbourhood-planning--2>

² Examples of relevant government policy initiatives that align with Thame's GLP are: i) the Climate Change Act 2008 that commits UK to Net Zero greenhouse gas emissions by 2050, ii) the national Transport Decarbonisation Plan, iii) English Nature's Species Recovery Programme, iv) Government proposals to end the sale of new diesel and petrol cars, including hybrid vehicles by the year 2035, v) the government's Clean Air Strategy, and vi) the influential and overarching work of the Committee on Climate Change, an independent non-departmental public body, that advises UK and devolved Governments on tackling and preparing for climate change.

³ <https://www.cisl.cam.ac.uk/directory/emily-shuckburgh>

⁴ Data source: <https://sealevel.nasa.gov/understanding-sea-level/global-sea-level/ice-melt>

⁵ From NASA Goddard Institute: https://data.giss.nasa.gov/gistemp/graphs_v4/

⁶ From BP: <https://www.bp.com/content/dam/bp/business-sites/en/global/corporate/pdfs/energy-economics/statistical-review/bp-stats-review-2019-full-report.pdf>

⁷ From Renewable Energy Institute, using BP data: <https://www.renewable-ei.org/en/statistics/international/>

⁸ Note: Power and Energy are not the same thing. Energy (kWh) is a measure of how much fuel is used by something over a specific period of time. Power (kW) is the rate at which energy is being used at any moment in time. The electricity system must deliver both the kWh we want over a period of time and meet the rate of consumption (kW) at every moment. This is particularly important when considering the electricity system which has virtually no energy storage within it, (unlike the gas grid), which means that the generation of electrical power must match the demand for electrical power at every moment in time. Electricity moves from a generator to our appliances at the speed of light (the ultimate just-in-time delivery system!). In UK, renewables are meeting 37% of our energy needs overall, but they can't be relied on for 37% of our power needs at each moment in time (after all, they will be contributing zero output at times when it's dark and there's no wind). This points to the growing importance of both demand 'flexibility' and the creation of more electricity storage by means of home batteries, grid-scale batteries, and finding ways to utilise EV batteries.

⁹ <https://www.carbonbrief.org/analysis-uk-low-carbon-electricity-generation-stalls-in-2019>

¹⁰ Unless stated otherwise the figures in this plan come from sources that include the government, scientific and medical reports, local authorities, Henley Climate Emergency Group, & Friends of the Earth.

¹¹ <https://www.forbes.com/sites/jeffmcmahon/2019/12/02/5-reasons-agricultures-greenhouse-gas-emissions-are-usually-underestimated/#3ea499eb6ac8> and <https://www.theccc.org.uk/publication/land-use-policies-for-a-net-zero-uk/>

¹² Also food consumption, e.g. mushroom production often uses peat with associated carbon emissions. Deforestation to produce meat and other food products, e.g. palm oil.

¹³ By contrast the town of Henley (which has a population broadly similar to that of Thame) with a last census population of around 11,000 people, has estimated that its population generates about 60,000 tonnes of carbon (CO₂) a year. This averages out at about 5.5 tonnes of carbon per person.

¹⁴ From www.calculator.carbonfootprint.com

¹⁵ Henley for example has calculated that it would take half a million trees to sequester (absorb) only 10% of its estimated carbon output. So, trees are very valuable – but on their own they will not be enough! **NB; CLOSE UP GAP HERE**

¹⁶ Transport for London announcement early 2020.

¹⁷ This strategy is available on the Thame Green Living website and provides further pointers to longer term potential actions.

¹⁸ 'Bee Active' leaflet from Wild Oxfordshire.

¹⁹ See <https://www.thersa.org/about-us> The RSA (Royal Society for the encouragement of Arts, Manufactures and Commerce) has been at the forefront of social change for over 260 years. It believes in a world where everyone is able to participate in creating a better future. It has a 30,000 strong Fellowship worldwide.

²⁰ Where individuals are named, we have accepted their contributions as personal views.