

Meeting between Troy Planning and Thame Green Living  
14 Oct 2021

Present: Jon Herbert (TP), Tom Leigh (TP), John Scott (TGL), Charles Boundy (TGL), Catherine Jones (TTC)

1. TGL were very pleased that the town still engaged with the vision and objectives set out in TNP1, especially the '20 minute town'. Connectivity, and safe walking and cycling routes are key parts of the GLP. TGL asked if developers might pay for improvements to connectivity in existing housing estates – lighting, signage etc? New developments must have well-signed active travel routes into the town.
2. Where routes go through/pass industrial areas, the buildings that front the route should be much more attractive with landscaping etc. Troy suggested CIL money might pay for this.
3. The retention/creation (the Green Halo near Moorend Lane) of green spaces is vitally important to greater bio-diversity. Examples include the open area between Thame and Moreton and the 'Green Halo' concept around Moorend Lane.
4. There is a desire to create a footpath that encircles the town (referred to in the GLP as the aspirational Mid-Thame Circuit.).
5. TGL want to see reduced traffic in the town centre while appreciating that Thame is the hub for many of the surrounding villages. To this end options include:
  - park and ride with a hopper bus )
  - cargo bikes ) would reduce vehicles in centre
  - EV hire club )
  - TP suggested that micro-mobility hubs around the town might also work, providing electric scooters, bikes, EV charging points, and other vehicle for hire.
6. The new NP should suggest EV points in all new builds and bike shelters. Not enforceable as not a National Policy but could be in TNP2 as something that Thame aspires to for both residential and business developments.
7. Shared bike/pedestrian routes need to be wider to enhance safety for the users.
8. Solar and EV points should be encouraged on all new industrial buildings. Large roofs, suitably oriented, could host PV arrays and car park areas could have EV chargers for staff, visitors and the public - and be economically attractive for the building owner.
9. There should be better landscaping of SuDS and bunds to encourage bio-diversity and attractiveness.
10. 20mph should be in the plan as an aspiration
11. There should be a cross-Thame cycle route – both east-west and north-south. The cycle lanes on the Oxford road are not fit for purpose and don't continue through the town. Any cycle lanes should be separated from traffic by a physical barrier not a white line.
12. School streets. None in Thame. Of debatable desirability as it often just shifts the parking problem elsewhere.
13. Troy questioned why the closest parking to the centre was free and the paid parking was further away. This does not encourage people to consider ways of coming into town other than by car.
14. Retro-fit rain gardens in existing developments and include them in the landscaping of new estates. More tree planting along roads to create avenues

The main thrust of TGL's wish list is pollution-free connectivity into the town centre, within the town, and out to the countryside