

Annex A: Strategic Document Review



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The table below provides a comprehensive overview of key European, national, regional and local strategy documents and their respective relationship with the LTP.

Table A.1: Relationship of LTP2 with other Strategies

Strategy	Key Content	Contribution of LTP2
European Documents		
European Spatial Development Perspective (ESDP)	<ul style="list-style-type: none"> The ESDP has three main objectives including the promotion of integrated transport and communications which support integration and the polycentric development of the European Union territory. 	<ul style="list-style-type: none"> The LTP promotes integrated transport at the local level and seeks to improve links to wider international markets via Nottingham East Midlands Airport (NEMA) and European rail links via St Pancras.
National Documents		
The Future of Transport: a network for 2030 (DfT, July 2004)	<ul style="list-style-type: none"> The White Paper promotes: <ol style="list-style-type: none"> Sustained investment in transport in the long term Improvements in transport management The need to plan ahead Underlying these themes is the need to balance the need to travel with the need to improve the quality of life Highlights the need for transport integration with different modes of transport and areas of development. 	<ul style="list-style-type: none"> Provides a national response to transport pressures and the LTP is the mechanism to deliver the priorities it promotes at the local level.
Walking and Cycling: an action plan (DfT, June 2004)	<ul style="list-style-type: none"> The Action Plan forms a guide to increasing levels of walking and cycling in highlighting best practice and successful initiatives. The basis of the Plan is that through increasing levels of walking and cycling the level of public health will be raised, it will benefit the transport network and increase the vibrancy and liveability of neighbourhoods. 	<ul style="list-style-type: none"> The LTP incorporates walking and cycling strategies that reflect the basis of the Plan. Targets contained in the LTP reflect the desire to increase walking and cycling as a means of improving health, improving accessibility and contributing to the vitality of areas.

Strategy	Key Content	Contribution of LTP2
<p>Delivering our Priorities: A National Public Service Agreement for Local Government (Central – Local Government Partnerships Committee, July 2002)</p>	<ul style="list-style-type: none"> • Forms a joint statement of shared public service delivery priorities between the Government and local authorities, which will improve people's quality of life. • These key priorities are: <ol style="list-style-type: none"> i. Raising standards across our schools ii. Improving the quality of life iii. Promoting healthier communities and narrowing health inequalities iv. Creating safer and stronger communities v. Transforming our local environment vi. Meeting local transport needs more effectively vii. Promoting the economic vitality of localities. 	<ul style="list-style-type: none"> • The LTP forms the basis for the authorities addressing the Government's shared priority for meeting local transport needs. • Also strongly related to this LTP are: <ol style="list-style-type: none"> i. Promoting healthier communities through more walking and cycling ii. Creating safer and stronger communities through accessibility planning iii. Transforming the local environment through quality street design, and iv. Promoting economic vitality through tackling congestion
<p>PPS 6 – Planning for Town Centres (ODPM, 2004)</p>	<ul style="list-style-type: none"> • The guidance emphasises the importance of promoting vital and viable town centres within a sustainable development context. • Also promoting the growth and management of change in town centres, defining a hierarchy of centres each performing an appropriate role, and the need for a pro-active plan led approach to planning for town centres. 	<ul style="list-style-type: none"> • The LTP encourages the development of local centres through investment in infrastructure and services that make them hubs of transport activity and easily accessible.
<p>PPG 13 – Transport (DETR, 2001)</p>	<ul style="list-style-type: none"> • The guidance emphasises the need to: <ol style="list-style-type: none"> i. Promote more sustainable transport choices for both people and goods ii. Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, iii. Reduce the need to travel especially by car. 	<ul style="list-style-type: none"> • The guidance provides a link between transport and land use planning, the principles of which are reflected in the LTP.

Strategy	Key Content	Contribution of LTP2
<p>'Our Cities Are Back': Third Report of the Core Cities Working Group (ODPM, November 2004)</p>	<ul style="list-style-type: none"> • The report focuses on increasing the competitiveness of the English core cities, of which Nottingham is one. • It sets out an action plan in terms of: transport connectivity, innovation, skills, governance and leadership, public realm investment, strategic spatial frameworks, city-region relationships, and economic linkages with London. • With regard to transport and connectivity, the action plan highlights an integrated transport agenda which meets the needs of major cities at three levels: <ol style="list-style-type: none"> i. Air links to international business and inbound tourist locations ii. Road and rail links between major cities and to international airports and ports iii. Multi modal links with major cities and their regions 	<ul style="list-style-type: none"> • The LTP has been developed with regard to the economic and spatial objectives of the City Region, • The LTP looks to build upon transport links developed to NEMA and other airports. • Implementation of the A453 improvement and upgrades to the Midland Mainline (MML) will support the strategy • The delivery of NET is recognised as a leading example of successful implementation, and LTP2 seeks to build upon this in the development of the Phase 2 extensions.
<p>The Future of Air Transport (DfT, December 2003)</p>	<p>The Government's White Paper sets out a regional approach to air transport provision over 30 years. In terms of the Midlands it highlights the key areas as being:</p> <ul style="list-style-type: none"> • A need for an additional runway at Birmingham with proposals for a new runway at NEMA to be kept under review. • Significant growth in both passenger numbers and freight at NEMA by 2030 	<ul style="list-style-type: none"> • The LTP seeks to complement the planned growth of NEMA by working with the airport in the development and delivery of a sustainable surface access strategy.
<p>Towards a Strong Urban Renaissance (Urban Task Force report, 2005)</p>	<ul style="list-style-type: none"> • Sets out how the areas of design quality, social wellbeing, environmental challenges and frameworks for delivery will contribute towards a lasting urban renaissance. • In terms of transport it emphasises the role that high quality public space, priority for non-car users and good transport planning can contribute towards regeneration. • It recommends public transport be funded based upon its potential to contribute to urban renaissance not just on a transport business case or job arguments. 	<ul style="list-style-type: none"> • The LTP draws strong links between transport provision and regeneration, and further emphasis on the contribution of the quality of public space to quality of life issues • The Plan sets out measures to balance the needs of road users and increase the priority given to non-car modes of travel. • Many of the initiatives put forward within the Plan draw upon the need to contribute towards urban renaissance, the Primary Pedestrian Route network development for example..

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Regional Documents		
<p>Smart Growth: The Midlands Way – a report for consultation (advantage West Midlands / emda, February 2005)</p>	<ul style="list-style-type: none"> • The delivery of economic and population growth across the Midlands is the basis of the strategy. • The action proposals are based around the themes of (a) productivity, (b) connectivity (including transport), and (c) renaissance. • The basis of transport improvements in a Midlands wide approach to economic growth are: (a) complementary development of Birmingham and NEMA, (b) access to the east coast seaports, and (c) more sustainable freight movements. 	<ul style="list-style-type: none"> • Improved connections to NEMA and implementation of the A453 trunk road improvements will support the strategy. • The LTP encourages sustainable City Region growth.
<p>Sustainable Communities in the East Midlands: building for the future (ODPM, 2003)</p>	<ul style="list-style-type: none"> • Forms an action plan to build sustainable communities. • It sets out the challenges for the region in terms of planning, housing, transport, economic growth, deprivation and liveability. • In terms of transport it highlights the key challenges as being: <ol style="list-style-type: none"> i. To relieve congestion ii. To reduce car use and increase the capacity and use of public transport • The subsequent actions it sets out are: <ol style="list-style-type: none"> i. A multi-modal approach to resolving problems in the M1 corridor ii. Upgrading the A453 iii. Extensions to NET iv. Supporting the bus network. 	<ul style="list-style-type: none"> • Tackling the problems of congestion, and increasing the accessibility of services via sustainable modes of transport are key priorities for LTP2, and the measures set out to address these are taken forward in the Plan.
<p>England's East Midlands Integrated Regional Strategy: our sustainable development framework (EMRA, January 2005)</p>	<ul style="list-style-type: none"> • The objectives of the Integrated Regional Strategy (IRS) are set out under the themes of social, environmental, economic and spatial issues. • The transport objective involves improving accessibility to jobs and services by increasing the use of public transport, cycling and walking, and reducing traffic growth and congestion. • Within the spatial and transport challenges field, the key transport issues are highlighted as being the congestion on north-south routes through the region, the need for additional investment in rail and other forms of public transport, and the importance of NEMA. 	<ul style="list-style-type: none"> • The basis of the LTP is on improving public transport provision. Specific areas relate to developing rail links and facilities at Nottingham Station and also developing the 'Link' bus network that includes services to NEMA.

Strategy	Key Content	Contribution of LTP2
Regional Spatial Strategy for the East Midlands (RSS8) (ODPM; March 2005)	<ul style="list-style-type: none"> • The spatial strategy is based on the 'sequential approach to development' to provide a framework to meeting the region's development needs in a sustainable way. • It contains the sub-regional spatial strategy for the Three Cities area and highlights the potential to support sustainable transport linkages within and between the cities to reduce commuter car journeys. • A review of this document has been launched in April 2005 and is expected to be published in its final form in early 2008. 	<ul style="list-style-type: none"> • The LTP looks to build closer transport links within the Three Cities area through looking at developing further bus priority along the Nottingham to Derby corridor and increasing capacity at Nottingham Station.
Regional Transport Strategy (RTS) (ODPM; March 2005)	<ul style="list-style-type: none"> • The core strategy of the RTS consists of: <ol style="list-style-type: none"> i. Reducing the need to travel, especially by car, and reducing traffic growth and congestion ii. Promoting a step change in the level of public transport, iii. Making better use of existing networks through better management, and iv. Only developing additional highway capacity when all other measures have been exhausted. • The objectives of the RTS are: <ol style="list-style-type: none"> i. Support sustainable development ii. Promote accessibility iii. Support regeneration priorities iv. Promote improvements to inter-regional and international linkages v. Improve safety and reduce congestion vi. Encourage opportunities for modal shift away from the car. • Sub-area objectives for the Three Cities: <ol style="list-style-type: none"> i. Reduce the use of the car and promote a change in the quality and quantity of public transport provision ii. Improve public transport links between the cities and other key national cities iii. Develop transport infrastructure to improve access to jobs and services iv. Improve surface access by public transport to NEMA v. Develop opportunities for freight modal shift 	<ul style="list-style-type: none"> • The LTP is an important delivery tool in achieving the regional transport agenda. • Schemes identified as being within the Plan area are: <ol style="list-style-type: none"> i. MML Route Utilisation schemes ii. M1 widening iii. A46 (Newark - Widmerpool) iv. A453 (Nottingham to M1) v. Public transport improvements to NEMA vi. Parkway Station vii. The Workplace Parking Levy viii. NET extensions including Park and Ride ix. Improvements to rail services between the Three Cities x. Intermodal freight terminal for the Three Cities xi. Development of an inland port at Colwick xii. Development of South Notts Rail Network schemes xiii. Nottingham Station Masterplan xiv. City Centre Major scheme xv. Ring Road Major scheme xvi. Gedling Transport Improvement Scheme

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	<ul style="list-style-type: none"> vi. Reduce congestion and improve safety • A review of this document has been launched in April 2005 and is expected to be published in its final form in early 2008. 	<ul style="list-style-type: none"> xvii. A6096 Ilkeston/Awsworth link xviii. Planning for a new crossing of the River Trent xix. A6211 Gedling Bypass
<p>Destination 2010: Regional Economic Strategy for the East Midlands 2003-2010 (emda, March 2003)</p>	<ul style="list-style-type: none"> • The RES provides a high-level strategic framework to establish the region as one of the top 20 in Europe. Transport is one of 12 strands through which this will be achieved. • Key transport activities highlighted are: <ul style="list-style-type: none"> i. Deliver the recommendations of the multi-modal and road based studies; ii. Secure the necessary surface access improvements to serve the forecast growth at NEMA; iii. Improve the movement of freight; iv. Increase investment in regional rail infrastructure improvements; v. Secure public transport improvements. 	<ul style="list-style-type: none"> • The plan supports the early implementation of multi-modal study schemes particularly NET, A453 and Station Masterplan. • The SkyLink bus service between the City Centre and NEMA is an important element of the 'Link' bus network (with funding secured until 2008/9). • The 'Link' bus network also addresses the issues of accessibility to employment opportunities highlighted by the RES. • Regional rail, freight and public transport proposals are also supported.
<p>A Flourishing Region: Draft Regional Economic Strategy for the East Midlands 2006-2020 (emda, January 2006)</p>	<ul style="list-style-type: none"> • "Transport and Logistics" is one of ten strategic priorities. Its aim is to improve the quality of regional infrastructure to enable better connectivity within and outside the region. • To achieve this aim, the Strategy sets 3 priority actions: <ul style="list-style-type: none"> i. Improve connectivity and accessibility (e.g. A453) ii. Travel demand management iii. Maximise benefits from airports 	<ul style="list-style-type: none"> • The plan supports the early implementation of multi-modal study schemes particularly NET, A453 and Station Masterplan. • The SkyLink bus service between the City Centre and NEMA is an important element of the 'Link' bus network (with funding secured until 2008/9). • Regional rail, freight and public transport proposals are also supported.

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<p>East Midlands Urban Action Plan 2005 - 2011 (Urban Partnership Group, 2005)</p>	<ul style="list-style-type: none"> • Focuses on the key themes of: (a) land supply, (b) public realm, (c) skills and business development, (d) transport, and (e) tourism, culture and sport as areas in which to improve the economic success of the regions priority urban areas. • The transport priorities highlighted in the delivery plan are: (a) rail enhancements, notably implementation of the Trent re-signalling scheme to increase capacity on the local rail network, (b) securing surface access improvements to NEMA through the development of the East Midlands Parkway Station and maintaining the SkyLink bus service from Nottingham, and (c) public realm gateway improvements as part of the Trent River Park / Waterside regeneration. 	<ul style="list-style-type: none"> • The improvement of capacity into Nottingham Station through the upgrading of the Trent junction re-signalling is a priority area identified in the UAP and this will be taken forward in LTP2. • The 'Link' bus network, including the SkyLink service, is an important component of the LTP, reflecting the UAP. • The LTP sets out the key links between transport investment and regeneration and highlights the Waterside regeneration area as an example of where the LTP will assist in its redevelopment.
<p>The East Midlands Draft Regional Freight Strategy (EMRA; February, 2005)</p>	<ul style="list-style-type: none"> • The strategy sets out to identify the key issues that must be addressed and seeks to provide a robust framework to allow the region to move towards more efficient and sustainable freight movements. • Key policies identified are: <ul style="list-style-type: none"> i. To establish a Regional Freight Advisory Group. ii. Reduce the environmental impact of freight. iii. Improve the efficiency of road haulage iv. Expand usage of inland waterways and coastal shipping v. Promote opportunities to shift freight from road to rail vi. Support growth of freight activities at NEMA vii. Support greater use of pipelines viii. Support for complementary land use, environmental and economic regeneration policies 	<ul style="list-style-type: none"> • The LTP supports measures to achieve more sustainable distribution and freight movements consistent with the key policies identified.

Strategy	Key Content	Contribution of LTP2
<p>Nottingham East Midlands Airport Masterplan: Consultation Draft (November 2005)</p>	<ul style="list-style-type: none"> • The masterplan sets out the vision for the airport until 2030 in response to the Government’s White Paper on Aviation ‘The Future of Air Transport’. • Forecasts for the growth of the airport up until 2016 indicate: <ol style="list-style-type: none"> i. Passengers numbers will grow from 4.5m to 9.2m per annum ii. Cargo handled will increase from 280,000 tonnes to 1.2m tonnes per annum iii. Car parking provision will increase from 7,500 spaces for passengers and 3,300 spaces for employees to 13,800 and 6,900 spaces respectively iv. 10% of passengers will be arriving by non-car modes v. 30% of employees will be arriving by means other than single occupancy cars • The masterplan includes a surface access strategy which includes provision for: <ol style="list-style-type: none"> i. A shuttle bus between the new Parkway rail station and the airport ii. Incremental improvements to the bus service to Nottingham iii. Develop a demand responsive transport system in the Gotham and East Leake areas 	<p>The LTP will seek to improve the accessibility of the airport, which forms an important source of employment. This will primarily be through identifying improvements to, and promotion of, the Skylink bus service.</p>
<p>Sub – Regional Documents</p>		
<p>Nottinghamshire and Nottingham Joint Structure Plan (Nottingham City Council & Nottinghamshire County Council, February 2006)</p>	<ul style="list-style-type: none"> • The objectives of the Plan include: <ol style="list-style-type: none"> i. Further social inclusion through the regeneration of disadvantaged areas and improved access to services ii. Promote health and social well being through the provision of good quality housing, designing safer and more attractive environments and improving accessibility to facilities iii. Produce good quality environments in urban and rural areas iv. Improve economic prosperity and employment opportunities v. Further integrate land use and transport vi. Protect the environment vii. Ensure that finite natural resources are managed prudently and to encourage efficient patterns of development. 	<ul style="list-style-type: none"> • The Structure Plan incorporates the Countywide response to the transport and development issues identified at the regional level, and provides further strategic context for addressing these pressures. The LTP reflects the broad transport, social and environmental themes it promotes.

Strategy	Key Content	Contribution of LTP2
<p>Three Cities Action Plan (Nottingham, Derby and Leicester City Councils, March 2005)</p>	<ul style="list-style-type: none"> • The action plan forms the basis for the joint lobbying of Government for Nottingham, Derby and Leicester. • The policies under which this is undertaken are: <ol style="list-style-type: none"> i. Raising productivity through smart use of technology and knowledge. ii. Developing gateways and linkages nationally and internationally,. iii. Creating conditions for choice and growth through improved living environments and infrastructure, employment and skills, land assembly and use and improving public realm. 	<ul style="list-style-type: none"> • The LTP has been produced in collaboration with the cities of Derby and Leicester to ensure the thrust of the strategies are complementary.
<p>The Development Strategy for Greater Nottingham (Greater Nottingham Partnership, May 2004)</p>	<ul style="list-style-type: none"> • The strategy highlights the need to improve connectivity as one of 7 key elements in improving the competitiveness of the conurbation. • Within this need to improve connections to markets, priorities for action are included in a transport investment programme. This sets out the transport priorities for Greater Nottingham as: <ol style="list-style-type: none"> i. Road: implementing the Multi Modal Studies recommendations, particularly the A453; improved gateways to the City; the development of the 'Big Wheel' package; and the need for a 4th Trent crossing. ii. NET: the development of extensions to NET to Clifton and Chilwell via Beeston. iii. Rail: the creation of a new transport hub centred around Nottingham Station, creating a demand for improved rail links iv. Air: improving surface access to NEMA; lobbying to expand the number of destinations served and unlocking the potential for its expansion as a freight hub. 	<ul style="list-style-type: none"> • The strategy has particularly informed the development of the Vision and the Big Picture which underpins the Greater Nottingham LTP.
<p>Greater Nottingham Partnership Business Plan 2005 – 2008 (January 2004)</p>	<ul style="list-style-type: none"> • The priorities of the plan are: <ol style="list-style-type: none"> i. To reduce congestion ii. To join up thinking on land and transport development iii. To achieve behavioural change in the use of transport iv. To achieve positive impacts on health, social issues and inclusiveness, the environment and the economy v. To enhance business competitiveness and economic growth 	<ul style="list-style-type: none"> • The priorities of the GNP business plan are reflected in the objectives of the LTP.

Strategy	Key Content	Contribution of LTP2
Local Documents		
<p>2003 Urban Renaissance and competitive prospectus for Nottingham (Nottingham City Council & emda)</p>	<ul style="list-style-type: none"> • The document is the City’s response to its position as a Core City and the national Core Cities strategy. It sets out the long terms growth of the City region, one of which is connections to markets. • The key transport challenges highlighted are: <ol style="list-style-type: none"> i. To consolidate NEMA’s role and secure better transport links to it ii. Achieve an effective, integrated public transport system iii. Improve inter-regional rail services 	<ul style="list-style-type: none"> • The development of an integrated transport system is central to the LTP, and its ability to deliver the LTP objectives.
<p>Nottingham Local Plan (Nottingham City Council, November 2005)</p>	<ul style="list-style-type: none"> • The objectives of the Local Plan are: <ol style="list-style-type: none"> i. The development of a truly inclusive city where all members of the community have access to a wide range of services, ii. Provide as wide a range of housing as possible, to develop more balanced communities, iii. Improve the economic competitiveness of the City, and encourage development which will provide a range of jobs which are accessible to everyone, iv. Make Nottingham a city of European importance, realising its qualities, strengths and potential, v. Revitalise the role, function and appearance of district centres, vi. Improve the built environment and ensure that the City’s heritage and its local distinctiveness are protected and enhanced, vii. Ensure that Nottingham has an attractive range of public spaces and a network of open spaces which provide a variety of recreational activities, viii. Develop an approach to land use planning which improves accessibility and provides real transport choices while reducing the need to travel, reducing pollution and helping to improve health. 	<ul style="list-style-type: none"> • The Local Plan provides the framework for development. The allocation of specific sites for development is done in a way that reflects the sustainability and environmental priorities of the authority that are further developed in the LTP.
<p>Borough / District Local Plans</p>	<ul style="list-style-type: none"> • The Local Plans produced by the boroughs of Broxtowe, Gedling and Rushcliffe, together with the Ashfield District Local Plan form the basis for the allocation of land for development in the areas surrounding Nottingham. • The themes of sustainability and access to jobs and services are central to these plans. 	<ul style="list-style-type: none"> • The Local Plans and the LTP are produced to complement one another. As such the LTP will reflect the allocations of land for development in locating new public transport services and investment.

Strategy	Key Content	Contribution of LTP2
Nottingham Regeneration Limited Business Plan 2005 – 2009 (2nd draft, January 2005)	<ul style="list-style-type: none"> The aim of NRL is to deliver positive and sustainable change to the physical environment in order to increase economic activity and enhance the conurbation's offer. 	<ul style="list-style-type: none"> The LTP will coordinate investment in transport infrastructure and services to reflect the priority areas for regeneration highlighted.
Nottingham's Neighbourhood Renewal Strategy (OCPN, May 2003)	<ul style="list-style-type: none"> The aims of the strategy are to: <ol style="list-style-type: none"> Narrow the gap between the most deprived neighbourhoods and the rest of the City Provide a focus for joint action between the public, private and voluntary sectors Achieve accelerated improvement against the Government's floor targets Base actions on a clear understanding of needs and aspirations Re-focus mainstream expenditure and attract external funding Implement locally developed action plans Promote local economic development in disadvantaged areas The outcomes of the strategy are based upon the themes of employment, education, crime, health and housing. 	
Experience Nottinghamshire: transitional business plan (Experience Nottinghamshire, August 2004)	<ul style="list-style-type: none"> Sets out the future of tourism in the conurbation and rest of the County up until 2008/09. The key aims of a tourism strategy for the conurbation are to develop the area as a premier league conference destination and establish the City as a primary European short break destination. 	<ul style="list-style-type: none"> Links to NEMA are important to developing the attraction of the conurbation for visitors together with the provision of improved facilities at Nottingham Station.
Nottingham City Centre Masterplan 2005–2011 (Nottingham City Council, November 2005)	<ul style="list-style-type: none"> Sets out the ten-year vision for the development of the City Centre focusing on the public realm, transport, development sites, views and conservation, drawing together each area of investment to ensure a joined-up approach is undertaken. It highlights the vision for the development of a network of public spaces and pedestrian improvements, as well as the relationship of transport improvements to development sites. 	<ul style="list-style-type: none"> The LTP will be the key tool through which to deliver the public realm and transport elements of the vision set out in the masterplan. The Turning Point and Eastside Transport Strategy are two schemes contained within the LTP that are reflected in the masterplan. The allocation of resources for the development of walking schemes will influence when many of the public realm improvements will be delivered.

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<p>One Nottingham – One Plan, 2006 – 2009 (One Nottingham, March 2006)</p>	<ul style="list-style-type: none"> Sets out a vision for Nottingham to offer opportunities to all who choose to live, work, learn, invest in and visit the City. Developed by the Local Strategic Partnership, it identifies issues that are priorities in readdressing social inequalities to be addressed through partnership working across all agencies and communities. 	<ul style="list-style-type: none"> Accessibility planning has assisted One Nottingham in the identification of priorities and will form a tool for ensuring those people most in need can access services. The strategy supports schemes such as 'Safer Routes to School', increasing accessible bus stops and demand responsive buses.
<p>All Together Better: Nottinghamshire Community Strategy 2005-09 (Nottinghamshire County Council, July 2005)</p>	<ul style="list-style-type: none"> The priorities of the LSP are to make Nottinghamshire: Safer - helping to make Nottinghamshire safer Stronger - helping to build a strong sense of community and enrich lives Healthier - improving health and wellbeing Learning and earning - helping everyone to reach their potential Cleaner and greener - protecting and improving the environment Travel - travelling easily and safely Access and affordability - accessing all the services people need 	<ul style="list-style-type: none"> The LTP also addresses crime and the fear of crime, through measures such as lighting and CCTV. The LTP and the related Building Better Communities programme both focus resources on improving local environmental quality and neighbourhood renewal. The LTP places a high priority on accessibility to work and essential services. The LTP contains measures to improve local environmental quality, noise and air quality. Effective traffic management, improved transport choice, improved public transport services, effective maintenance of transport infrastructure, better information and measures such as travel plans in businesses and schools are all components of the LTP which meet specific commitments within the Community Strategy.