

Link & Place Spectrum

The LTP is structured around a number of travel corridors, each of which has distinctive transport issues and opportunities set out in six spatial strategies entitled Connecting Place Strategies (CPS). The CPS areas are tailored to address; transport priorities in different parts of the county and identified based on shared economic, social and environmental features. A ‘**Link and Place**’ approach was applied with the aim to identify travel focused strategy areas based on connections, moving away from a district based perspective ([Table A](#)).

Gloucestershire’s ‘Link and Place’ Spectrum was identified through defining characteristics, set out in [Table A](#). This approach advocates the consideration of roads and railways as movement conduits (links) between places, illustrated in [Figure A](#). The Link and Place Spectrum will inform future investment decisions by recognising those links which are essential to securing conditions for sustainable economic growth and demonstrating Gloucestershire is a place to do business and attract investment. This approach will ensure efficiency and value for money, which comes through the prioritisation of network investment via the Link and Place.

The Link and Place Spectrum will inform future investment decisions by recognising those links which are essential to securing conditions for sustainable economic growth as well as the place function of our streets. As evidence from the local plan process emerges, this will inform the need for other network pinch points to be addressed.



Annex 4.0: Gloucestershire Local Transport Plan (2020-2041) - Link and Place Spectrum

Figure A - Gloucestershire's Link and Place Spectrum

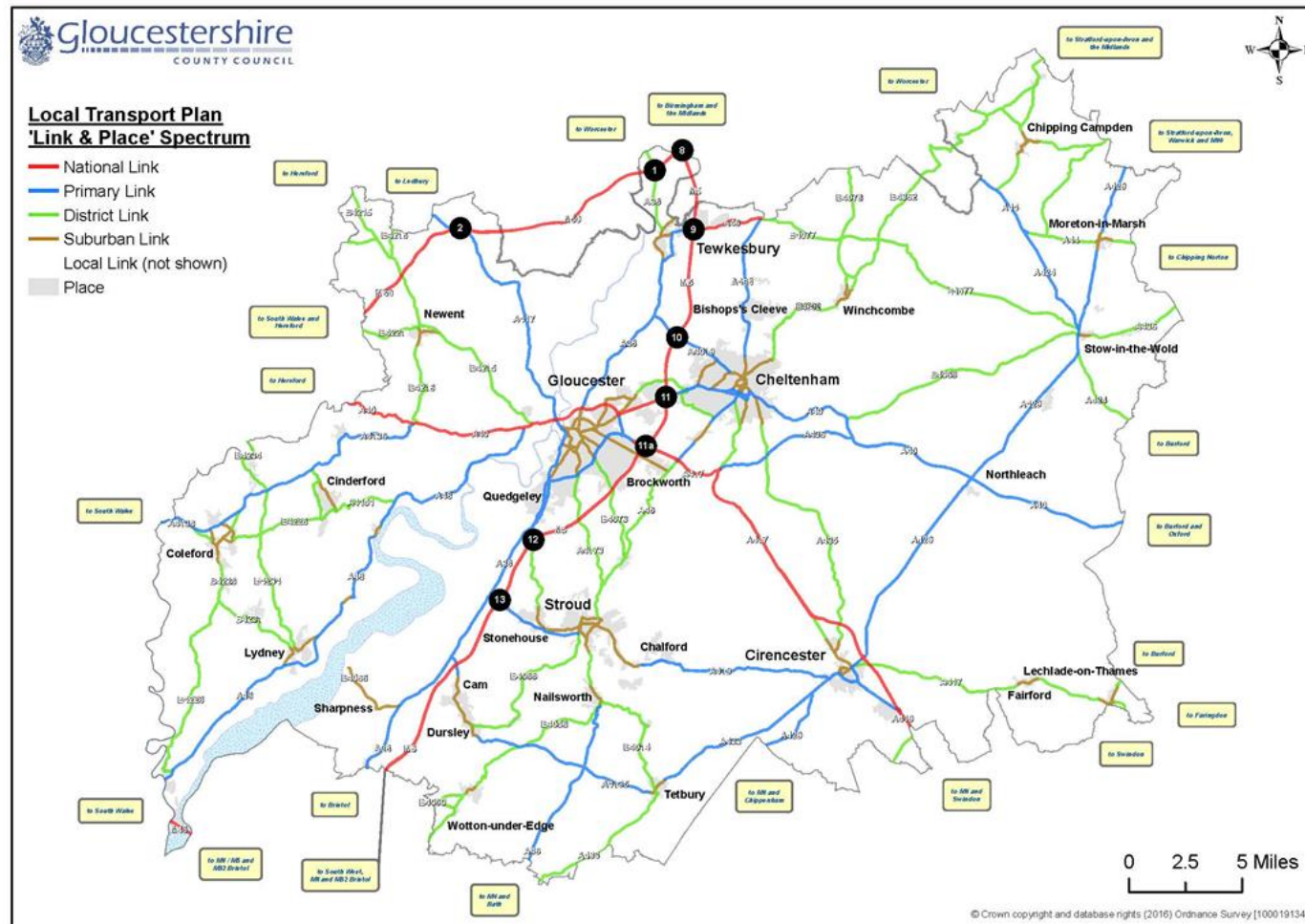


Table A – Gloucestershire’s Link and Place Spectrum – Defining Characteristics

Link Type	Highway Characteristic	Journey time reliability	Road environment	Typical speed	Bus network	Streetscape	Ambience and Place	Example
National Link	Strategic Road Network (SRN) Managed by Highways England High vehicle flows Designated freight route	Critical for national economy	Motorway Dual Carriageway Small section bisects local communities	70-30	Limited bus access	Mainly no community interaction Where this exists results in linear community severance	Function is for traffic only	M5, M50, A417, A46, A40
Primary Link	Major Road Network (MRN) Strategic route within the county High vehicle flows Designated freight route	Critical for local economy	A roads Dual carriageway Single carriageway	70-30	Strategic bus service High frequency services linking key destinations (places)	Mixed Rural routes with minimal community interaction Urban through routes	Mixed Function is for all highway users vehicles dominate	A38, A48, A4136, A419, A4019, A429, A40



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Link Type	Highway Characteristic	Journey time reliability	Road environment	Typical speed	Bus network	Streetscape	Ambience and Place	Example
District Link	Distributor link Rural road Some freight traffic	Critical for local access – reliability good	A or B road Single carriageway	60-30	Strategic and non-strategic services	Rural routes where communities are bisected this results in linear severance	Mixed Function is for all highway users vehicles dominate	A46, A417, B4633, B4077, B4088, B4231, B4234
Suburban Link	Residential or commercial areas High level of use Very busy in peak times	Moderate delays to be expected	Dual carriageway Single carriageway	40-20	Destinations for many services	Highway part of built form – significant interactions between highways users and place usually journey end points	Busy with increased pedestrian and cyclist interactions	Town or village centres
Local Link	Residential Rural link	Access only	Single carriageway Cul-de-sacs	60-20	Limited to non-strategic local services	Highly built up or rural No severance caused by highway	Low vehicle numbers Agricultural vehicles Horse riders High pedestrian or cycle use	Housing estates or quiet rural routes

