

Table 1: Recommendation that interventions are taken forward for development and delivery in RIS3 period (2025-2030)

Ref	Intervention location	LTA	Network Performance / Network Drivers / Network Impact	Assessment based on strategic alignment & Level of Service Indicators	Deliverability Assessment (High level qualitative assessment based on initial view of potential infrastructure options)	Cost estimate (Low <£50M; Medium £50M-£200M; High £200M to £500M; V. High > £500M)	Potential RIS delivery timescale (1) (Programme level interdependencies will need to be considered as plans develop further)
40	A194(M) Whitemare Pool Junction Improvements	Transport North East	Journey time reliability issues High housing growth NIA, Medium / High TRSE	B	Good	Low	3
41 / 27	A19 Seaton Burn & Moor Farm Junction Improvements (NH intervention name: A19 North of Newcastle)	Transport North East	Journey time reliability issues - particularly at weekends, V/C high & significant increase in V/C shown in NoHAM model High Jobs & housing growth No Network Impacts	B	High	Medium	3
43	A19-A193 Howdon interchange signalisation	Transport North East	Limited data available - small scheme improving access to Port of Tyne	B	Good	Low	3
62	M65 Junctions 2 to 6 improvements	Lancashire	Poor Journey time reliability, high V/C High Jobs & housing growth NIA	B	Good	Medium / High	3
123	A595 optimisation including Egremont Junctions	Cumbria	Journey time reliability issues and high V/C Housing growth & Jobs growth Poor Connectivity	B	High	Low	3 & 4
130	A590 route optimisation M6 to Barrow	Cumbria	Journey time reliability and resilience issues Jobs growth Poor Connectivity	B	High	Low / Medium	3 & 4
157	A15 junctions (A63 to M180)	East Riding of Yorkshire	High V/C Housing & jobs growth NIA	B	High	Low	3
89 / 19	Manchester North West Quadrant Improvements Package including and M62 to A57 Junction Link Road	Transport for Greater Manchester	Journey time reliability issues and high V/C Very High Jobs & housing growth AQMA & NIA and High TRSE	A	Substantial complex issues to address	High/Medium	Packaged interventions in 3 & 4 - developed as part of urban SRN Strategy for Greater Manchester
197	M60/M67 Denton Island improvements	Transport for Greater Manchester	High Co2 per vkm, Medium / High risk of TRSE	A	Some external factors to address	Medium	3 - developed as part of urban SRN Strategy for Greater Manchester
212	M1 Leeds Eastern Gateway	West Yorkshire	Journey time reliability issues. Significantly increased V/C in NTEM High housing growth, Jobs growth High Co2 per vkm	B	Good	Medium	3 - developed as part of urban SRN Strategy for Leeds

248	M6 Junctions 16 to 19 corridor improvements (RIS3 focus on M6 J17)	Cheshire East	Journey time reliability issues and high V/C High Jobs & housing growth NIA, limited potential for active travel	A	Good	Medium	M6 J17 improvement to support jobs & housing growth
268	A64 Hopgrove	North Yorkshire	Significant Jobs & housing growth Significant Jobs & housing growth	A	Good	High	3
630	Chester & Cheshire West M53J10	Cheshire West & Chester	Poor Journey time reliability High housing growth, Highest level of TRSE and poor access to active travel	B	Good	Low	3
57	A69 De-Trunking / A689 Trunking to improve the route function	Cumbria	Proposal to de-trunk Warwick Bridge section of A69 and designate A689 as part of the SRN; waiting on decision from DfT	B	High	Low	3
44	A19/A1056 Killingworth junction	Transport North East	Journey time reliability issues at weekends High housing growth Medium / High TRSE	C	High	Low	3
93	A174 Greystones Roundabout Improvements	Tees Valley	Journey time reliability data indicates satisfactory level of performance in base year High jobs growth, Housing growth Highest risk of TRSE, Poor active travel accessibility to jobs	B	High	Low	3
96	Tees Dock Road Roundabout Improvements	Tees Valley	Journey time reliability data indicates satisfactory level of performance in base year High jobs growth, Housing growth Highest risk of TRSE, Poor active travel accessibility to jobs	B	High	Low	3
122	A595 Bigrigg Bypass	Cumbria	Journey time reliability issues and high V/C Housing growth & Jobs growth Poor Connectivity	B	Good	Low	3
147	A66 Darlington to Teesport capacity improvements	TVCA	Poor Journey time reliability, high V/C Housing and jobs data missing NIA & High TRSE	B	Good	Medium	3
191	M66 Improvements	Lancashire	Poor Journey time reliability, High Jobs & housing growth NIA	A	Some significant and complex issues to address	Medium	3
219	M62 Junction 24a	West Yorkshire	Journey time reliability issues at weekends Housing & jobs growth AQMA & NIA, High Co2 per vkm	B	Good	Low	3
610	A628 / A616 corridor improvements including potential Hollingworth-Tintwistle Bypass	Transport for Greater Manchester	High V/C , Medium risk road Poor connectivity, high housing growth, jobs growth V. High Co2 per KM, AQMA, NIA, High TRSE	A	Significant and complex issues to address	Medium / High	Packaged interventions in 3 & 4 - focusing on safety, reliability & resilience

Table 2: Recommendation that current development work progresses as part of a pipeline of RIS4 interventions

Ref	Intervention location	LTA	Network Performance / Network Drivers / Network Impact	Assessment based on strategic alignment & Level of Service Indicators	Deliverability Assessment (High level qualitative assessment based on initial view of potential infrastructure options)	Cost estimate (Low <£50M; Medium £50M-£200M; High £200M to £500M; V. High > £500M)	Potential RIS delivery timescale (1) (Programme level interdependencies will need to be considered as plans develop further)
269	A1 Doncaster-Darrington	South Yorkshire	High V/C Significant Jobs & housing growth AQMA & NIA	A	Substantial complex issues to address	Very High	4
442	New Tees Crossing	Tees Valley	Journey time reliability issues and high V/C High Jobs & housing growth No substantial network impact issues	B	Substantial complex issues to address	High / Very High	4 - developed as part of urban SRN Strategy for Tees Valley
271	Further improvements on A595	Cumbria	Journey time reliability issues Poor Connectivity , jobs growth Highest risk of TRSE	B	Significant and complex issues to address	High	4
123	A595 optimisation	Cumbria	Journey time reliability issues and high V/C Housing growth & Jobs growth Poor Connectivity	B	High	Low	3 & 4
N/a	Smart Motorway programme in RIS3 Pipeline	N/a	N/a	Locations across the Motorway network	Decision on future of Smart Motorways waiting on outcome of safety review	High	4

Table 3: Recommendation that further consideration is given on options for improving network performance at these locations

Ref	Intervention location	LTA	Network Performance / Network Drivers / Network Impact	Assessment based on strategic alignment & Level of Service Indicators	Deliverability Assessment (High level qualitative assessment based on initial view of potential infrastructure options)	Cost estimate (Low <£50M; Medium £50M-£200M; High £200M to £500M; V. High > £500M)	Potential RIS delivery timescale (1) (Programme level interdependencies will need to be considered as plans develop further)
270	M1 Junction 35A to 39 Sheffield to Wakefield Extra Capacity	West Yorkshire	Journey time reliability issues High housing growth, Jobs growth AQMA & NIA, TRSE Medium/High	A	Significant and complex issues to address	High	4
34	M6 Junction 26 to 32 Improvements	Lancashire	Journey time reliability issues and high V/C Significant Housing & jobs growth High Co2 per KM, AQMA, NIA	A	Proposed Smart Motorway - decision on future of Smart Motorways waiting on outcome of safety review	High	4
42	A19 junction and on-line improvements between Killingworth interchange and Coast Road/Silverlink interchange	Transport North East	Journey time reliability issues at weekends and increased V/C in NTEM scenario High housing growth NIA	B	High	Medium	4
58	A69 route improvement, climbing lanes and targeted junction improvements (including the B6351 Hexham west junction)	Cumbria / Transport North East	Journey time reliability data indicates satisfactory level of performance in base year High housing growth, Jobs growth High Co2 per vkm, poor active travel accessibility to jobs	B	Some significant and complex issues to address	Medium /High	4
61	M62 Junctions 5 to 10	Liverpool City Region	Poor Journey time reliability High Jobs & housing growth AQMA & NIA	A	Proposed Smart Motorway - decision on future of Smart Motorways waiting on outcome of safety review	High	4
75	M62 Junctions 32 to 30 westbound capacity improvements	West Yorkshire	Journey time reliability issues High housing growth NIA, High Co2 per vkm	B	Good (interdependencies with plans for Lofthouse Interchange)	Medium	4
97	M57 Junctions 4 and 5	Liverpool City Region	Indication of some journey time reliability issues and high V/C High housing growth, Jobs growth NIA	B	Good	Medium	4

98	Switch Island (M57/M58/A5036)	Liverpool City Region	Poor Journey time reliability, safety rated as medium Significant Housing & jobs growth NIA & High TRSE	A	Significant and complex issues to address	High	4
122	A595 Route optimisation	Cumbria	Journey time reliability issues and high V/C Housing growth & Jobs growth Poor Connectivity	B	Good	Low	4
128	A66 Scales/Troutbeck climbing lanes	Cumbria	Journey time reliability data indicates satisfactory level of performance in base year Some housing growth No substantial network impact issues	C	Significant issues to address	Low	4
176	A550 Chester Box Route Enhancements	Cheshire West & Chester	Poor Journey time reliability High housing growth Noise Impact Area	B	Some significant and complex issues to address including consideration of impact of Welsh Roads Review	Medium	4 , Need to consider implications of the pause on Welsh Government investment in roads, including Deesside crossing.
192	M60/M56 interchange improvements	Transport for Greater Manchester	Journey time reliability issues. Significantly increased V/C in NTEM Housing & jobs growth AQMA & NIA	B	Some significant and complex issues to address	High	4
214	M1 Online Improvements Junction 43 to Hook Moor	West Yorkshire	Journey time reliability issues at weekends Very High Jobs & housing growth	B	Some significant and complex issues to address	High	4
253	M56 Chester Box Improvements (Smart Motorway J11-14)	Cheshire West & Chester	Poor Journey time reliability, high V/C High housing growth NIA & High TRSE	B	Proposed Smart Motorway - decision on future of smart motorways waiting on outcome of safety review	High	4
266	A663 Broadway / M60 Junctions 21 Upgrade	Transport for Greater Manchester	Journey time reliability issues at weekends Housing & jobs growth AQMA & NIA	B	Significant and complex issues to address	Low	4
267	M1/M62 Lofthouse Interchange	West Yorkshire	Poor Journey time reliability, high V/C Housing growth NIA & TRSE Medium/High	B	Significant and complex issues to address	Medium / High	4
423	Darlington Northern Link Road	Tees Valley		B	Significant and complex issues to address	High	4
28 & 62	Colne Bypass	Lancashire	Poor Journey time reliability at weekends and high V/C Housing and jobs data missing, Poor Connectivity AQMA & NIA, High TRSE	B	Significant and complex issues to address	Medium / High	4

Locations within each Table (1-3) are sorted by the reference number within each category , this refers to TfN's Intervention Log - and has no other meaning.

(1) Delivery timescales are based on the potential for an intervention to be delivered within the five year RIS period, this does not take into account interdependencies between schemes within a specific corridor or area.

Categories	
A	Substantial number of 'levels of service' measures identified as performing poorly or presenting a substantial issue, across environmental, economic, and
B	Significant number of 'levels of service' measures identified as performing poorly or presenting a substantial issue, across environmental, economic, and
C	Some 'level of service' measures identified as performing poorly or presenting a substantial issue.