

What is the scheme?

Located south of Bradford and Leeds, the scheme opened to traffic in October 2013 and consists of three main elements to provide additional capacity as follows:

- **Controlled Motorway** – J28- 29 in both directions
- **Controlled All Lane Running** – on J25 - 26 in both directions and J29 - 30 westbound
- **Dynamic Hard Shoulder Running (DHSR)** –J26– 27– 28 in both directions and J29-30 eastbound






What are the main findings from the study?

- **Journey time reliability has improved** for the worst 10% of journeys in both directions during the peak periods.
- Use of variable mandatory speed limits (a Smart Motorway feature) has led to **higher average speeds and an improvement in journey times in peak periods**. Speeds at times of lower congestion (eg interpeaks) have reduced slightly. Traffic flows have increased slightly, but not to the levels expected. Smart Motorways operate most effectively in periods of congestion. More benefits are anticipated on this scheme as traffic flows increase in the future.
- There has been a **significant improvement in safety** in the opening year, with a 34% reduction in collision rates, which is higher than forecast.
- The impact of the scheme on the **environment is as expected or better than expected** for the environmental indicators assessed.
- The investment cost of building the scheme was **17% less than forecast**.

Does the scheme meet its scheme specific objectives?

Objective	Has the objective been achieved?
To provide additional motorway capacity, making best use of existing infrastructure where possible	✓
To reduce the number and severity of accidents per vehicle-kilometre	✓ Too soon to assess severity
To minimise the detrimental effects on traffic on the surrounding road network where possible	✓
To improve journey time reliability, as measured by the average delay experienced in the worst 10% of journeys	✓
To improve journey times	Improved during peak period but not in inter-peak
To offset the detrimental environmental effects of the scheme through mitigation measures where technically and economically feasible	✓
To improve the quality of information provided to drivers about the state of traffic flow in the motorway	✓

How does the scheme support Highways England's current strategic objectives?

 01 Supporting Economic Growth	Much needed additional motorway capacity has been provided at key part of the network.
 02 A Safe and Serviceable Network	Collisions have reduced since the scheme opened.
 03 A More Free-Flowing Network	Journey time reliability has improved since the scheme opened.
 04 Improved Environment	The impact of the scheme is as expected or better than expected.
 05 An Accessible and Integrated Network	The scheme has not had a detrimental effect on severance impact for vulnerable users.

If you want more detail about the outcomes of this scheme then please refer to the One Year After Opening Evaluation Report on the Highways England website.