

From: [Clerk](#)
To: [M4 Junction 3-12 Smart Motorway](#)
Subject: FW: M4 Junctions 3 to 12 Smart Motorways (TR10019)
Date: 01 June 2022 11:57:02
Attachments: [image002.png](#)
[image003.png](#)

From: Clerk [REDACTED]
Sent: 01 June 2022 08:52
To: 'M4J3to12smartmotorways@highwaysengland.co.uk'
<M4J3to12smartmotorways@highwaysengland.co.uk>
Subject: M4 Junctions 3 to 12 Smart Motorways (TR10019)

Good Morning

Please see below for comments from Cllr Marie Hammon, Chairman Burnham Parish Council:

RE: THE MOTORWAY (JUNCTIONS 3-12) (SMART MOTORWAY) DEVELOPMENT CONSENT ORDER 2016 (S.I. 2016/863)

CONSULTATION ON AN APPLICATION TO MAKE A NON-MATERIAL CHANGE TO THE ABOVE DEVELOPMENT CONSENT ORDER

I wish to object to the use of All Lanes Running configuration in which the hard shoulder is permanently turned into a running lane and where Emergency Refuge Areas are spaced up to 2.5kms apart. The Dynamic Hard Shoulder configuration which opens up the hard shoulder to traffic during busy times (currently in use on sections of other motorways) has a proven record of improved road safety. Whereas the configuration where the hard shoulder is permanently turned into a running lane and where Emergency Refuge Areas are spaced up to 2.5 kms apart will not deliver the road safety benefits of the Dynamic Hard shoulder configuration.

The motorway users are at greater risk when a vehicle breaks down or stops in a running lane for any other reason compared to a conventional motorway.

Personal Testimony: Cllr Marie Hammon (Chair of Burnham Parish Council).

'My 18 year old son was shunted off the inner lane of the M4 (when the hard shoulder was in use) by a large articulated lorry as it overtook him and cut in too early. It was proven that the lorry driver was at fault. My son

was able to stop on the hard shoulder in comparative safety from passing vehicles. If the hard shoulder was not in use my son's car would have been crushed by the lorry and he could have been killed.'

Highways England has indicated that Emergency Refuge Areas (ERAs) will be spaced no more than 2.5kms apart on future Smart Motorways, which RAC believes is too big because someone breaking down or needing to stop in an emergency is unlikely to have an ERA in line of sight so is more likely to stop in a running lane.

The section of the M4 that is the subject of this enquiry will be configured to All Lanes Running and we believe (with the RAC recommendation) that on safety grounds, Highways England should reconsider this aspect of the proposal. We would therefore urge the enquiry to require Highways England to reconsider implementation of the Dynamic Hard Shoulder configuration on this section of the Smart Motorway because of its proven record of safety.

Evidence: The latest data shows that there have been 63 fatalities on stretches of Smart Motorway between 2015 and 2019 and a BBC Panorama investigation showed near misses between broken down and moving vehicles on one stretch of the M25 had risen 20-fold since the removal of the hard shoulder.

Smart Motorways using the All Lane Running configuration must be stopped to prevent the catastrophic growth in fatal accidents to continue.

Kind regards,

Louise Hayday
Parish Clerk

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