

4.10 The results of the analysis demonstrate that changes in traffic flows arising from the development proposals would result in negligible impact on the operation of the M4 Junction 4 and Stockley Road / Cherry Lane junctions.

4.11 Queues on the eastbound off-slip are predicted to remain at 5 vehicles per lane based on local traffic generation rates. Furthermore, the application of TRICS data is likely to result in only one additional vehicle queuing per lane. Queues on the westbound off-slip are likely to remain constant at 10 vehicles with a possible queue increase of only 1 vehicle with the application of TRICS data. Queues of these magnitudes on these approaches to Junction 4 would only occur during the busiest time of the day and could be safely accommodated within the highway without interfering with the flow of traffic on the M4.

4.12 Elsewhere saturation levels and queues remain fairly constant in all assessment scenarios with the results demonstrating that the junction would continue to perform within normal operational constraints using both locally observed traffic generation rates and TRICS national generation rates.

4.13 During the evening peak hour, traffic travelling south on Stockley Road towards the M4 Junction 4 is also critical. The results of the evening peak hour development impact and baseline assessments are presented in Table 4.2 for both the northbound and southbound critical links. Full details of the evening peak hour analyses are provided in Appendices F and G for Scenarios 1 and 2 respectively.