



Traffic Management and Site Logistics Plan – Phase 3

1. Purpose and Scope of Traffic Management Plan

This document details the measures which will be implemented on the Pinewood Phase 3 Project to ensure the safe management of vehicles, plant, site personnel and members of the public whilst the demolition and construction works are being undertaken.

Pinewood Studios Phase 3 traffic management plan will cover all areas associated with the project. These include all locations for the construction of new stages as well as onsite and offsite parking, induction and security clearance facilities. Transport arrangements for deliveries to site and waste removal from site are covered as is travelling to site for operatives using motor vehicles, public transport, cycling and walking.

The plan will outline construction traffic routes and pedestrian routes throughout the estate and in its immediate vicinity.

2. Site Location & Boundary

The project will be undertaken within the historic Pinewood Studios. The Pinewood estate is approximately 3.5 miles West of Uxbridge and 5.0 miles North East of Slough and is situated to the West of Pinewood Road.

To the south the site is bounded by Pinewood Green, a residential development of predominantly two storey dwellings. The north facing rear gardens of the adjacent dwellings form a boundary with the existing grass field. The proposed application boundary is set in from the outer edges of the site to include only the development itself and associated landscaping. The site is bound to the west by Pinewood Road, a public highway which bisects the east and west sides of the Pinewood Studios estate. This boundary is tree lined with mature vegetation. The site is bound to the east by a large woodland area known as The Clump. To the north the site forms a continuation of the PSDF Phase One and Phase Two development, with a variety of sound stage and workshop buildings visible through the tree lined northern boundary (see Fig.1).

The proposed development consists of sound stage buildings and a modular workshop building with an associated welfare provision. The four sound stage buildings are organised in a courtyard arrangement, responding to the north and western boundaries of the site. An area of hard standing for surface car parking is proposed to the north of the buildings, to serve the development. A total of 148 car parking spaces will be provided. Areas of hardstanding and external set down space will be provided, in addition to segregation of pedestrian and vehicular routes around the site. (see Fig.2).

Pinewood East itself is fully secure with full height fencing to all perimeter boundaries complete with CCTV and 24-hour manned security guards. Pinewood Phase 3 will be secured with a perimeter fence line to prevent access as a security fence to 2040mm high and be lit to LA public hoarding standards. All gates will be positioned to mitigate site traffic impact on the client's day

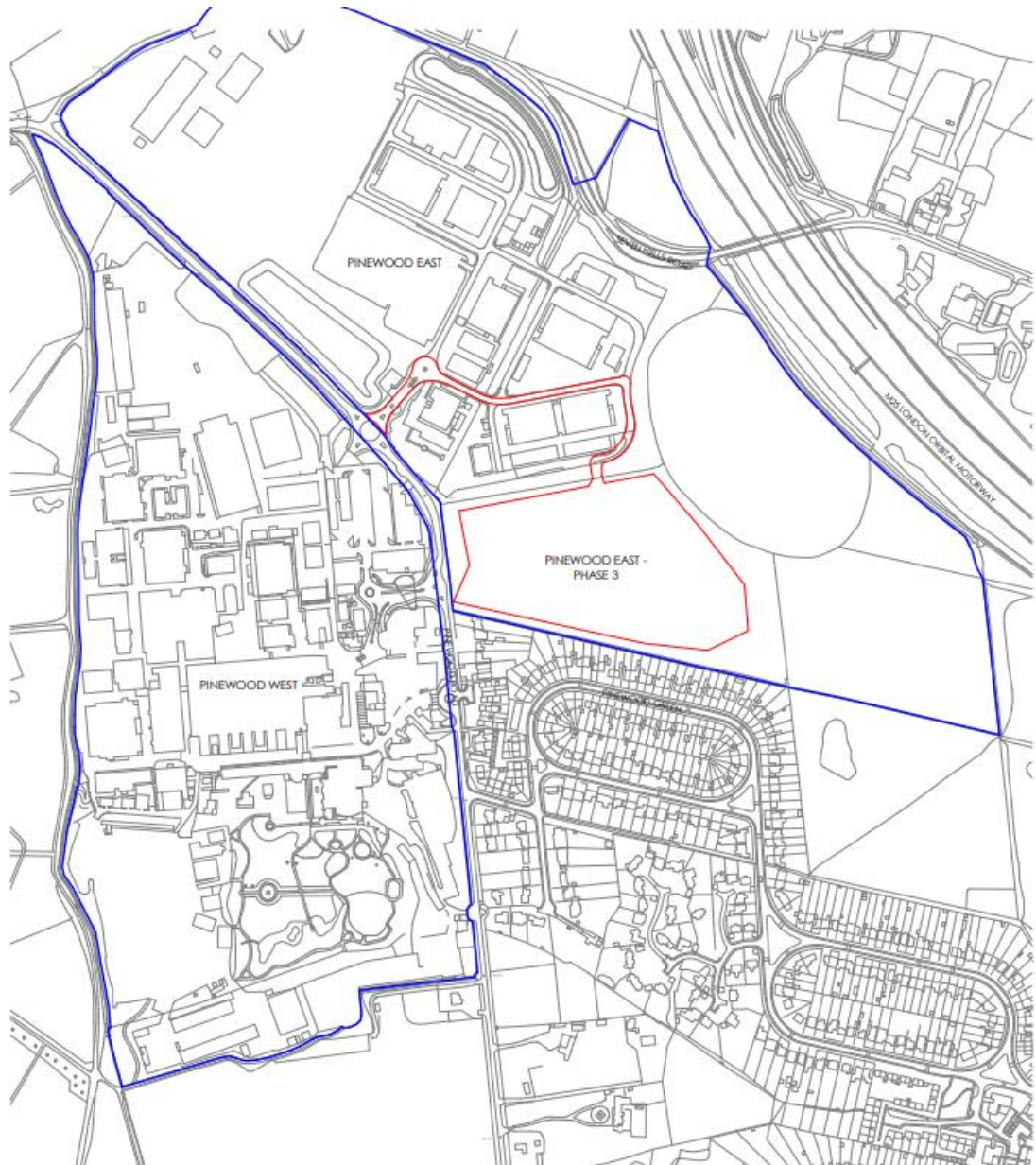


Fig.2. Pinewood Estate with Pinewood Phase 3 outlined in red.

See below the Master Traffic Management Plan (Pinewood Environs) below detailing the overall approach to the project including:

- Visitor Pass Collection Points
- Construction Personnel Parking
- Security Control Points
- Construction Traffic Routes Entry and Exit



Fig.3. Phase 3 Master Traffic Management Plan (Pinewood Environs)

See below the Master Traffic Management Plan (Site Layout) detailing the overall approach to the project including:

- Site Cabin Layout
- Security Control Points
- Pedestrian Free Holding Bay for construction traffic
- Construction Traffic Routes Entry and Exit and routing once onto the site
- Site hoarding

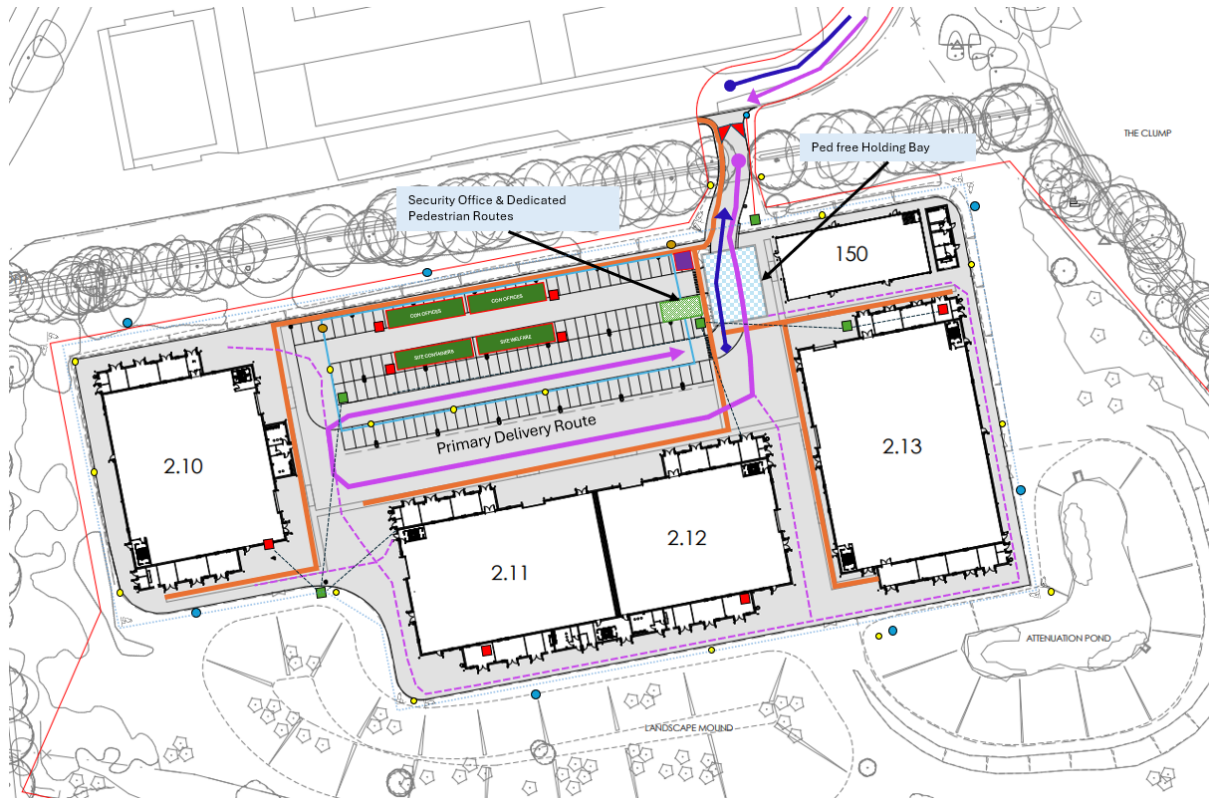


Fig.4 Phase 3 Master Traffic Management Plan (Site Layout)

3. Site Travel Plan

Site operatives/ pedestrians:

The Project Team encourage the use of public transport to commute to and from site for staff, visitors and operatives. The site is located to the North West of London and has excellent transport facilities to and from London and the surrounding towns:

- Train: The following regional and London Underground train stations are all located within a 5-mile distance of Pinewood Studios:
 - Slough train station,
 - Uxbridge Underground station (Metropolitan and Piccadilly lines),
 - Langley train station,
 - Iver train station,
 - Denham train station, and
 - Gerrards Cross train station,
- Bus: Pinewood Studios offer a free shuttle bus services to and from the following locations:
 - Slough train station,
 - Uxbridge Underground station (Metropolitan and Piccadilly lines),
 - Gerrards Cross train station, and
 - West Ruislip train and Underground station (Central Line)

The current shuttle bus timetable is included within Appendix A of this document.



- The number 3 Berkshire and Thames Valley bus between Uxbridge and Slough stops at the A4007 at Iver Heath. This is approximately 20 minutes' walk to Pinewood Studios.
- Cycling: The site will make specific provision for the secure storage of bicycles for those able to commute by this mode.
- Car sharing

Due to site constraints there is limited car parking allowed within the Pinewood estate. If sub-contractors wish to drive to work, they must park in the West Gate Car Park and security facilities located off the Pinewood Road northern traffic island.

4. Pedestrians

4.1 Access & Egress

It is a primary aim to segregate vehicular traffic and pedestrians wherever possible and appropriate signage will be used to direct traffic, pedestrians and operatives. The Site Logistics Plan (Appendix B), provides details of the segregated pedestrian/vehicle routes both within the Pinewood estate.

These plans will be updated as required as the construction work progresses.

Visitors to site will be directed to Pinewood Security Office located at the main gate, clearance will be given, passes issued by Pinewood then the visitor will be chaperoned to the Project Office.

4.2 Site Routes

It is acknowledged that it is vital to provide designated routes for workers to access their place of work. Pedestrians and site workers will enter the site through a set of turnstiles with electronic key-card access located within the secure hoarding line. Pedestrian access to the work site will be situated as far away as possible from the main vehicular access and egress points, construction traffic and Pinewood estates traffic.

Primary pedestrian routes and crossing points will be clearly identifiable to ensure safe access and egress.

Any changes to these routes will be communicated on a marked-up site plan, which will be displayed on the site notice board and communicated to the relevant parties. This plan will be updated daily by the Works Manager or Logistics Manager (or nominee), to identify the current access routes and any restricted areas.

As the construction develops, additional way finding signage, temporary barriers, hazard warning tape, etc will be established, to identify pedestrian routes to site personnel however the following will always apply:



- All plant operators will be made aware of pedestrian's right of way, site speed limits and areas where plant can be operated in their induction.
- All site operatives will be made aware of pedestrian walkways and cross over points with haulage roads.
- All plant operators will be made aware of the speed restrictions- 10 mph - any operators breaching this will be removed from site.
- All plant operators will be made aware of the restriction of utilising mobile phones and similar when operating site plant- any operators breaching this will be removed from site.
- Site visitors without site experience not holding current CSCS card and attending full site induction) will be escorted around site by a member of the site team or a member of the respective sub-contractors site team. Visitors who have site experience and who have received a site-induction may be allowed to access areas of site without being escorted.

5. Vehicles

5.1 Phased Access Plans

All deliveries and collections from the Pinewood Phase 3 project will be booked in with the Logistics Manager 2 days in advance of general deliveries and 7 days in advance of special deliveries. Suppliers will be issued a copy of the Traffic Management and Logistics Plan and receive a briefing from the Logistics Manager prior a delivery to site being made. It is imperative that delivery drivers are aware of the routes to and from Pinewood West estate to ensure that any impact from site deliveries/collections to surrounding roads is minimised. The contractor will ensure:

- Construction traffic will be directed in via designated route, notably as **Fig.5.** below
- Signs will be erected from the main road links to the site to help in the above
- Deliveries will be restricted to site working hours to reduce disruption to local residents and businesses.



Fig.5. Preferred routes into and away from Pinewood West

Any vehicles delivering to Pinewood Studios will be required to display a 'Delivering to Pinewood' sign on the dashboard of the vehicle with a contact number to report any anti-social driving or other concerns.

Vehicular movements across the Pinewood estate will be strictly controlled and all delivery drivers will receive a drive induction and route map prior to access to the site for the first time.

Access through Pinewood estate to the Pinewood Phase 3 site has been planned to utilise the existing roadways and traffic route wherever possible and to avoid the need for turning anywhere on site – effectively creating a one-way system, through the site and out of site/Pinewood West.

As Vehicular access and egress onto Phase 3 will be via a singular point careful management under dedicated separate Gateman and Banksman control will be necessary to manage incoming and exiting deliveries. To minimise risk a further one-way system for deliveries once entered onto site will be laid out to reduce the need for vehicles to reverse once on site. This methodology ensures that vehicle movements are always through the site which removes the need for potentially dangerous turning or reversing procedures. All access and egress gates will be kept shut at all times when not in use to prevent unauthorised access to site and will always be under the control of a CPCS qualified Vehicle Banksman.

Vehicles and pedestrians will always be segregated. The following Site Traffic Management Plans are indicative of how the site will be established to manage vehicular and pedestrian traffic on to site. These plans will develop as work progresses throughout the design stage and during site operations. Any changes to these routes will be communicated on a marked-



up site plan, which will be displayed on the site notice board and communicated to the relevant parties during Daily Activity Briefings (DAB's). This plan will be updated daily by the Works Manager or Logistics Manager (or nominee), to identify the current access routes and any restricted areas.

During periods of inclement weather and in particular snow or ice, it's the responsibility of the contractor team as to assess site conditions and instigate remedial action as to ensure safe access and egress is maintained. If this is not possible or practicable, the site will be closed until such time as safe routes are reinstated.

5.2 Delivery Site Rules

To ensure the safe access & egress of vehicles and pedestrians it is imperative that the following procedure is always followed.

The first principle is to limit the number of articulated vehicles that require access to site. The Subcontractor is to limit the number of articulated vehicles accessing site and to arrange for deliveries on smaller, rigid wagons wherever possible.

Deliveries will be booked in by Datascope where the subcontractor inputs into the system their requested deliveries identifying required resources. Deliveries that are not booked in will be turned away. For training on the booking procedure please do not hesitate to get in touch with the project team.

General Deliveries [Vans/ rigid wagons etc.].

- **Notify:** All General deliveries **must** be notified & booked in, **2 days** in advance. This process will be managed using Datascope once established on site but via the Logistics Manager during initial site set up.
- **Restricted Times:** General deliveries to and from site can only take place between the hours of **07:30 & 16:00**.
- **Route:** Vehicles **must** pass through the entrance gates in a forward direction and exit site through the directed exit gate. Turning shall only take place within the site boundary if permission is granted by the Logistics or Works Manager
- **Resources:** The Subcontract must provide suitably qualified banksmen in order to assist the directing of their vehicles. This will require a **minimum 1no banksmen during normal operations and a minimum of 3no banksmen** during any reversing operations.

Special Deliveries [Articulated or particularly large vehicles/ mobile cranes etc.]

- **Notify:** All 'Special' deliveries must be notified & booked in, **7 days** in advance. This process will be managed using Datascope once established on site but via the Logistics Manager during initial site set up.
- **Restricted Time:** Special deliveries should arrive & depart at a suitable time, when traffic/pedestrian flow is at a minimum. This will generally mean be **before 08:00**.
- **Route:** Special deliveries may need to reverse into site. Subsequently All Special deliveries will leave site driving in a forward direction.



- **Resources:** The Subcontract **must** provide suitably qualified **banksmen** in order to assist the directing of their vehicles. This will require a **minimum of 3 banksmen** during all operations.

Once a vehicle has entered site, unloading will not commence until the entrance gates are closed.

Sub-contractors must ensure their suppliers, etc, are informed of the access routes and procedures discussed in this document.

All vehicles must observe the site speed limit of 10mph and comply with all warning signs.

All personnel associated with working plant and equipment (including delivery drivers) are prohibited from using mobile phones whilst driving or working on site (including receiving both calls and texts).

All drivers must have the necessary PPE when arriving on site and will not be allowed to exit their vehicle without wearing it.

Wheel cleaning provisions will be maintained throughout the duration of the construction works. Provision & use of such facilities will be the responsibility of the Sub-contractors.

All vehicles leaving the Pinewood Phase 3 site must do so with properly cleaned wheels and body work, so as not to deposit spoil, materials or waste on the public highway. Loads must also be secured before leaving site, again to prevent any spoil, materials or waste being deposited on the public highway. The sub-contractor shall be entirely responsible for the cleanliness of his own vehicles, and for the securing of all loads. Any costs for road cleaning incurred as a result of materials or waste from the sub-contractors' vehicles will be notified, and charged, to the relevant sub-contractor. The sub-contractor is reminded that it is an offence to deposit debris of any sort on the public highway, and it is entirely his responsibility to ensure that this does not occur.

6. Materials

Materials are to be delivered to site in a just in time basis.

As the project progresses, materials will need to be planned and delivered in line with the requirements set out in Section 5.2 of this plan. It is the subcontractor's responsibility to ensure deliveries are booked in as the delivery site rules prior to turning up on site. Deliveries that are not booked in or turn up at the incorrect time or location will be turned away.

Abnormal Loads – Should these be identified during the design stage as a requirement, then a dedicated plan in conjunction with the client team will be issued and agreed to accommodate such loads.



6.1 Loading & Unloading

There are several different means of loading/unloading materials to and from delivery vehicles:

- Self-loading/unloading i.e., concrete & skip wagons
- Lorry loaders
- Forklift
- Manual Handling

The method chosen should be as the result of a Risk Assessment, details of which must be included within the Subcontractors Method Statements. In addition, Lifting Plans must be submitted by Sub-Contractors for all lifting including loading and unloading of deliveries.

6.2 Horizontal and Vertical Distribution

On the Pinewood Phase 3 project subcontractors are responsible for the distribution of their materials both horizontally and vertically around site (as detailed within Volume 1 & 2 of the Subcontractors Conditions of Contract). Materials will be distributed by a variety of methods. Subcontractors will undertake a Risk Assessment to determine the most appropriate method for their Works, minimising where possible the need for manual handling. Material distribution options will develop as the project progresses and this will be reflected in future revisions to this plan. The dates when each of the item of plant will be required are identified on the latest revision of the Programme.

The following items of plant are envisaged for use during the works:

Mobile Crane

Mobile cranes are envisaged to be used for: the erection of the structural steel frame (including high level walkways and gantry's), pre-cast elements, the loading out and distribution of cladding and roofing panels, installation of AHU's etc. A lift plan compiled by a fully qualified Appointed Person for lifting operations must be completed for each planned lift on site. This must be issued at least 4 weeks prior to any planned lifts to allow for review and any associated temporary works controls to be implemented.

Forklift

It will be the responsibility of the individual subcontractors to provide fork lift truck attendance if identified as required. A lift plan will be required at least 4 weeks prior to any planned lifts for any subcontractor supplied forklift trucks. Only fully qualified operators holding the relevant, in date CPCS card will be allowed to operate this equipment on site.

Pallet trucks/trolleys/buggies

Subcontractors are to provide mechanical aids as necessary to assist with horizontal distribution of materials. The Subcontractor should be aware of the varying levels across



some floor slabs which will restrict horizontal distribution by this method. Thorough examination certificates to be provided in line with LOLER.

6.3 Material Storage

Due to there being limited storage areas on site Sub-contractors are instructed to arrange for materials to be delivered “just in time”, such that they can be incorporated directly into the works.

Sub-contractors must adhere to any pre-arranged storage areas for their materials, ensuring all materials and equipment are stored in good order, with waste and packaging promptly and suitably disposed of.

7. Road Closures & Traffic Restrictions

Due to the nature and use of the surrounding roads it is highly unlikely that road closures, outside those highlighted within this plan will be permitted. Subcontractors are to ensure their methods and programme do not rely on obtaining road closures and that all works can be undertaken within the confines of the site boundary.

8. Implementation

The implementation, coordination and surveillance of the content of this Plan, will be managed on site by our Works and Logistics Managers, or their nominee, for the duration of the Project. They will be responsible for ensuring that all work is carried out in accordance with the agreed permits and current legislation.



Appendix A

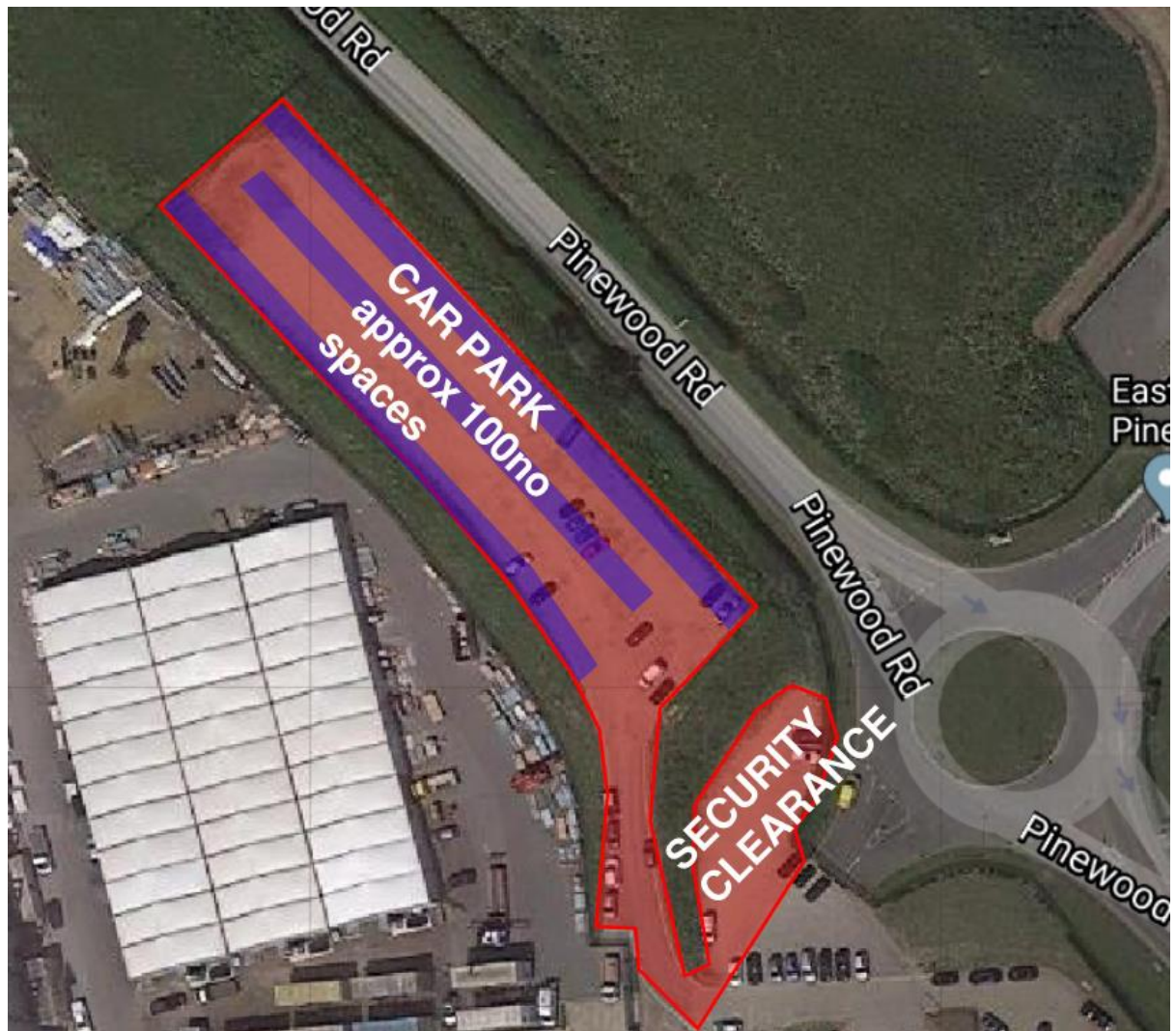
Site Travel Plan Supplementary Information

- **West Gate Car Park and Security Facility**
- **Pinewood Shuttle Bus Timetable**
- **Number 3 Berkshire and Thames Valley bus timetable**



PINEWOOD

Offsite Car Parking, Induction and Security Facility at West Gate Car Park





PINewood STUDIOS SHUTTLE BUS

**FOR ALL STUDIO EMPLOYEES, PRODUCTIONS, TENANTS, VISITORS
AND AUTHORISED LOCAL COMMUNITY**

This free Shuttle Bus service operates Monday to Friday,
excluding Bank Holidays.

Admission to the Shuttle Bus is upon presentation of your
authorised pass.

By accessing and using the Shuttle Bus service you acknowledge
you have been notified on the contents of the Terms of Use and
will abide by them at all times whilst using the service.

The Public Terms of Use can be found at
www.pinewoodgroup.com/shuttleterms

Replacements for lost or damaged passes may be charged.

CONTACT

Pinewood Studios

Email: environmental.services@pinewoodgroup.com

Tel: 01753 651700

Passenger Plus (operator of the shuttle buses)

Email: info@passengerplus.co.uk

Tel: 01737 300205



PINEWOOD



PINEWOOD
STUDIOS

STUDIO SHUTTLE BUS UXBRIDGE STATION

FOR ALL STUDIO EMPLOYEES, PRODUCTIONS, TENANTS, VISITORS
AND AUTHORISED RESIDENTS

**Uxbridge Station
to Pinewood Studios**

Time	Pick Up	Set Down
0630	Uxbridge	Pinewood
0645	Uxbridge	Pinewood
0700	Uxbridge	Pinewood
0710	Uxbridge	Pinewood
0720	Uxbridge	Pinewood
0740	Uxbridge	Pinewood
0750	Uxbridge	Pinewood
0800	Uxbridge	Pinewood
0810	Uxbridge	Pinewood
0825	Uxbridge	Pinewood
0835	Uxbridge	Pinewood
0845	Uxbridge	Pinewood
0900	Uxbridge	Pinewood
0910	Uxbridge	Pinewood
0920	Uxbridge	Pinewood
0930	Uxbridge	Pinewood
1000	Uxbridge	Pinewood
1100	Uxbridge	Pinewood

**Pinewood Studios
to Uxbridge Station**

Time	Pick Up	Set Down
0650	Pinewood	Uxbridge
Service runs every 10-20 minutes	Pinewood	Uxbridge
	Pinewood	Uxbridge
	Pinewood	Uxbridge
	Pinewood	Uxbridge
	Pinewood	Uxbridge
	Pinewood	Uxbridge
	Pinewood	Uxbridge
	Pinewood	Uxbridge
	Pinewood	Uxbridge
	Pinewood	Uxbridge
0940	Pinewood	Uxbridge
1040	Pinewood	Uxbridge

Pinewood Pick Up Point

Pinewood Road, outside Double Lodge

Uxbridge Pick Up Point

AM – Bakers Road

PM – High Street



STUDIO SHUTTLE BUS UXBRIDGE STATION

FOR ALL STUDIO EMPLOYEES, PRODUCTIONS, TENANTS, VISITORS
AND AUTHORISED RESIDENTS

**Pinewood Studios
to Uxbridge Station**

Time	Pick Up	Set Down
1500	Pinewood	Uxbridge
1610	Pinewood	Uxbridge
1630	Pinewood	Uxbridge
1645	Pinewood	Uxbridge
1700	Pinewood	Uxbridge
1710	Pinewood	Uxbridge
1720	Pinewood	Uxbridge
1740	Pinewood	Uxbridge
1750	Pinewood	Uxbridge
1800	Pinewood	Uxbridge
1815	Pinewood	Uxbridge
1830	Pinewood	Uxbridge
1845	Pinewood	Uxbridge
1900	Pinewood	Uxbridge
1930	Pinewood	Uxbridge

**Uxbridge Station
to Pinewood Studios**

Time	Pick Up	Set Down
1510	Uxbridge	Pinewood
1640	Uxbridge	Pinewood
Service runs every 10-20 minutes	Uxbridge	Pinewood
	Uxbridge	Pinewood
	Uxbridge	Pinewood
	Uxbridge	Pinewood
	Uxbridge	Pinewood
	Uxbridge	Pinewood
1810	Uxbridge	Pinewood
1840	Uxbridge	Pinewood
1910	Uxbridge	Pinewood
1940	Uxbridge	Pinewood

Pinewood Pick Up Point
Pinewood Road at Double Lodge

Uxbridge Pick Up Point
AM – Bakers Road
PM – High Street



STUDIO SHUTTLE BUS SLOUGH STATION

FOR ALL STUDIO EMPLOYEES, PRODUCTIONS, TENANTS, VISITORS
AND AUTHORISED RESIDENTS

Slough Station to Pinewood Studios

Time	Pick Up	Set Down
0710	Slough	Pinewood
0740	Slough	Pinewood
0810	Slough	Pinewood
0840	Slough	Pinewood
0910	Slough	Pinewood
0940	Slough	Pinewood
1010	Slough	Pinewood

Pinewood Studios to Slough Station

Time	Pick Up	Set Down
0725	Pinewood	Slough
Service runs every 30-40 minutes	Pinewood	Slough
	Pinewood	Slough
	Pinewood	Slough
	Pinewood	Slough
0955	Pinewood	Slough

Pinewood Studios to Slough Station

Time	Pick Up	Set Down
1410	Pinewood	Slough
1600	Pinewood	Slough
1640	Pinewood	Slough
1720	Pinewood	Slough
1800	Pinewood	Slough
1840	Pinewood	Slough
1910	Pinewood	Slough
1940	Pinewood	Slough

Slough Station to Pinewood Studios

Time	Pick Up	Set Down
1425	Slough	Pinewood
1620	Slough	Pinewood
Services run every 30-40 minutes	Slough	Pinewood
	Slough	Pinewood
	Slough	Pinewood
	Slough	Pinewood
	Slough	Pinewood
1955	Slough	Pinewood

Pinewood Pick Up Point

Pinewood Road, outside Double Lodge

Slough Pick Up Point

Outside Station Entrance



PINEWOOD



STUDIO SHUTTLE BUS GERRARDS CROSS

FOR ALL STUDIO EMPLOYEES, PRODUCTIONS, TENANTS, VISITORS
AND AUTHORISED RESIDENTS

**Gerrards Cross Station
to Pinewood Studios**

Time	Pick Up	Set Down
0700	Gerrards Cross	Pinewood
0730	Gerrards Cross	Pinewood
0800	Gerrards Cross	Pinewood
0830	Gerrards Cross	Pinewood
0900	Gerrards Cross	Pinewood
0930	Gerrards Cross	Pinewood

**Pinewood Studios to
Gerrards Cross Station**

Time	Pick Up	Set Down
0715	Pinewood	Gerrards Cross
0745	Pinewood	Gerrards Cross
0815	Pinewood	Gerrards Cross
0845	Pinewood	Gerrards Cross
0915	Pinewood	Gerrards Cross

**Gerrards Cross Station
to Pinewood Studios**

Time	Pick Up	Set Down
1645	Gerrards Cross	Pinewood
1715	Gerrards Cross	Pinewood
1745	Gerrards Cross	Pinewood
1815	Gerrards Cross	Pinewood
1845	Gerrards Cross	Pinewood
1915	Gerrards Cross	Pinewood

**Pinewood Studios to
Gerrards Cross Station**

Time	Pick Up	Set Down
1630	Pinewood	Gerrards Cross
1700	Pinewood	Gerrards Cross
1730	Pinewood	Gerrards Cross
1800	Pinewood	Gerrards Cross
1830	Pinewood	Gerrards Cross
1900	Pinewood	Gerrards Cross

Pinewood Pick Up Point
Pinewood Road at Double Lodge

Gerrards Cross Pick Up Point
Outside Station Entrance



PINEWOOD



STUDIO SHUTTLE BUS WEST RUISLIP STATION

FOR ALL STUDIO EMPLOYEES, PRODUCTIONS, TENANTS, VISITORS
AND AUTHORISED RESIDENTS

**Pinewood Studios to
West Ruislip Station**

Time	Pick Up	Set Down
0700	Pinewood	West Ruislip
0800	Pinewood	West Ruislip
0900	Pinewood	West Ruislip

**West Ruislip Station
to Pinewood Studios**

Time	Pick Up	Set Down
0730	West Ruislip	Pinewood
0830	West Ruislip	Pinewood
0930	West Ruislip	Pinewood

**Pinewood Studios to
West Ruislip Station**

Time	Pick Up	Set Down
1630	Pinewood	West Ruislip
1730	Pinewood	West Ruislip
1830	Pinewood	West Ruislip

**West Ruislip Station
to Pinewood Studios**

Time	Pick Up	Set Down
1700	West Ruislip	Pinewood
1800	West Ruislip	Pinewood
1900	West Ruislip	Pinewood

Pinewood Pick Up Point
Pinewood Road at Double Lodge

West Ruislip Pick Up Point
Station Car Park



Timetables for Berkshire & The Thames Valley Service Number 3

Valid from 29/01/2024 until further notice

3: Slough - Uxbridge

Monday to Friday

Service No.:	3	3	3	3	3	3	3	3	3	3
Notes:										
Slough, Wellington Street [B] Stop code: 03700324	0530	0600	0630	0700	0730	0806	0841	0915	0947	1017
Langley, Harrow Market Stop code: 03700117	0538	0608	0639	0710	0741	0822	0854	0924	0956	1026
Iver, King's Church Stop code: 040000001815	0544	0614	0646	0717	0748	0832	0903	0932	1003	1032
Cowley Mill Road St Johns Road Stop code: 490005689E	0554	0624	0656	0729	0800	0843	0914	0943	1013	1042
Uxbridge Rail Station Stop code: 490000246N	0604	0635	0709	0744	0816	0859	0930	0958	1025	1057

Service No.:	3	3	3	3	3	3	3	3	3	3
Notes:										
Slough, Wellington Street [B] Stop code: 03700324	1047	1117	1147	1219	1249	1319	1349	1419	1449	1520
Langley, Harrow Market Stop code: 03700117	1056	1127	1156	1228	1258	1329	1359	1429	1501	1537
Iver, King's Church Stop code: 040000001815	1103	1134	1203	1235	1305	1335	1406	1435	1509	1546
Cowley Mill Road St Johns Road Stop code: 490005689E	1113	1145	1213	1245	1315	1345	1416	1446	1520	1557
Uxbridge Rail Station Stop code: 490000246N	1125	1156	1227	1257	1327	1358	1429	1459	1535	1609

Service No.:	3	3	3	3	3	3	3
Notes:							
Slough, Wellington Street [B] Stop code: 03700324	1555	1630	1706	1742	1812	1842	1912
Langley, Harrow Market Stop code: 03700117	1614	1640	1715	1751	1821	1851	1921
Iver, King's Church Stop code: 040000001815	1622	1648	1722	1758	1828	1857	1926
Cowley Mill Road St Johns Road Stop code: 490005689E	1633	1659	1733	1808	1838	1907	1935
Uxbridge Rail Station Stop code: 490000246N	1647	1715	1748	1825	1855	1923	1947

3: Uxbridge - Slough

Monday to Friday

Service No.:	3	3	3	3	3	3	3	3	3	3
Notes:										
Uxbridge Rail Station Stop code: 490000246N	0610	0640	0715	0750	0828	0906	0936	1006	1036	1106
Cowley Mill Road St Johns Road Stop code: 490005689S	0614	0644	0722	0756	0834	0911	0941	1011	1041	1111
Iver, King's Church Stop code: 040000001816	0624	0653	0733	0806	0845	0920	0951	1021	1051	1121
Langley, Harrow Market Stop code: 03700118	0630	0700	0744	0817	0856	0929	0957	1028	1058	1128
Queensmere Car Park [H] Stop code: 03700340	0639	0710	0758	0833	0907	0940	1008	1039	1109	1139

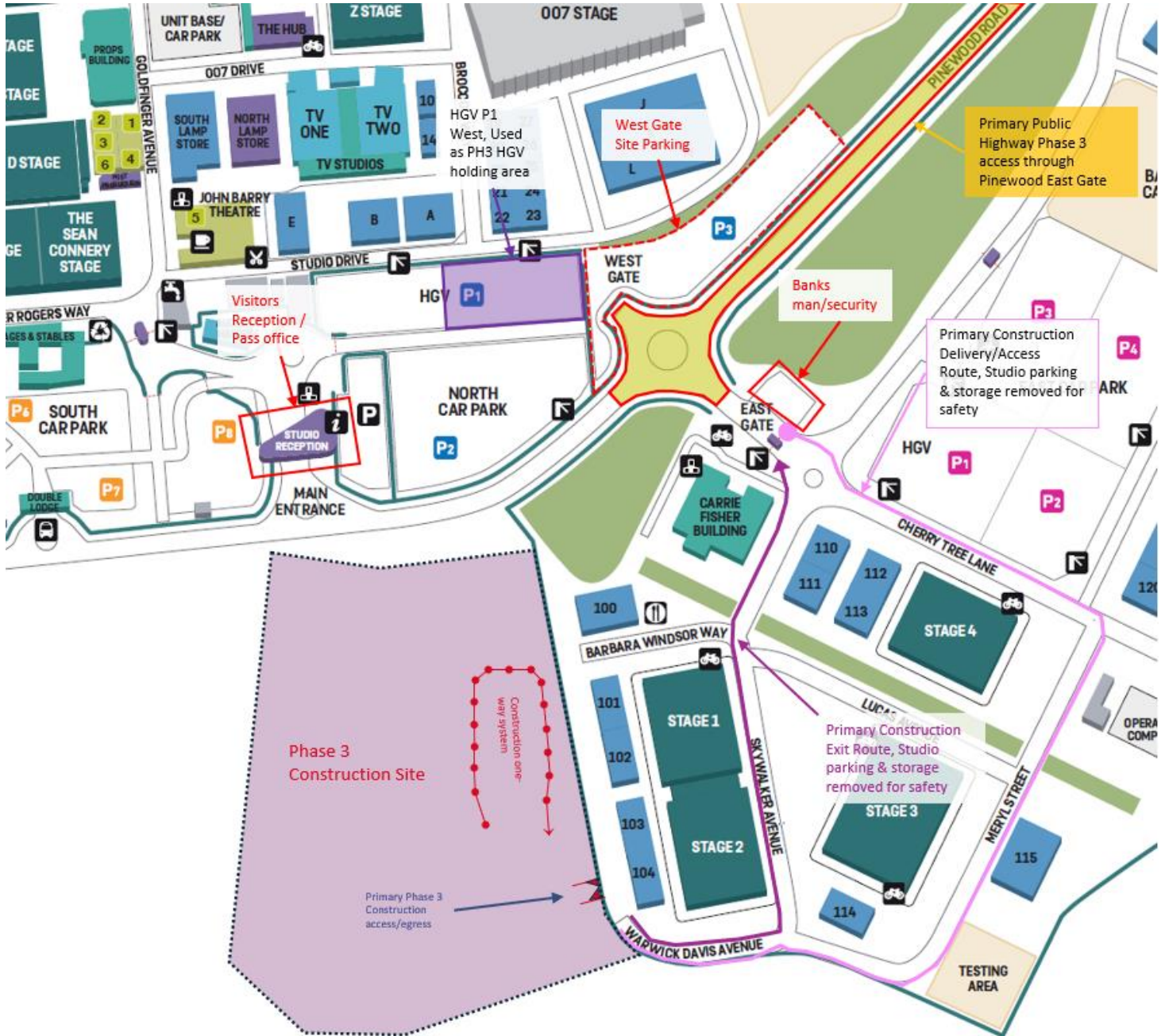
Service No.:	3	3	3	3	3	3	3	3	3	3
Notes:										
Uxbridge Rail Station Stop code: 490000246N	1136	1206	1236	1306	1336	1406	1436	1506	1541	1615
Cowley Mill Road St Johns Road Stop code: 490005689S	1141	1212	1241	1312	1341	1411	1441	1512	1547	1621
Iver, King's Church Stop code: 040000001816	1152	1222	1251	1321	1351	1421	1452	1523	1558	1632
Langley, Harrow Market Stop code: 03700118	1200	1229	1300	1329	1359	1429	1459	1533	1609	1641
Queensmere Car Park [H] Stop code: 03700340	1212	1240	1310	1340	1410	1439	1513	1547	1622	1652

Service No.:	3	3	3	3	3	3	3
Notes:							
Uxbridge Rail Station Stop code: 490000246N	1653	1723	1754	1830	1901	1931	2001
Cowley Mill Road St Johns Road Stop code: 490005689S	1659	1729	1800	1835	1905	1935	2005
Iver, King's Church Stop code: 040000001816	1711	1740	1810	1845	1915	1944	2014
Langley, Harrow Market Stop code: 03700118	1721	1750	1820	1854	1922	1950	2020
Queensmere Car Park [H] Stop code: 03700340	1733	1802	1832	1905	1931	1958	2028



Appendix B

- **Phase 3 Traffic Management Plan (Pinewood Environs)**
- **Phase 3 Traffic Management Plan (Site Layout)**





PINEWOOD

