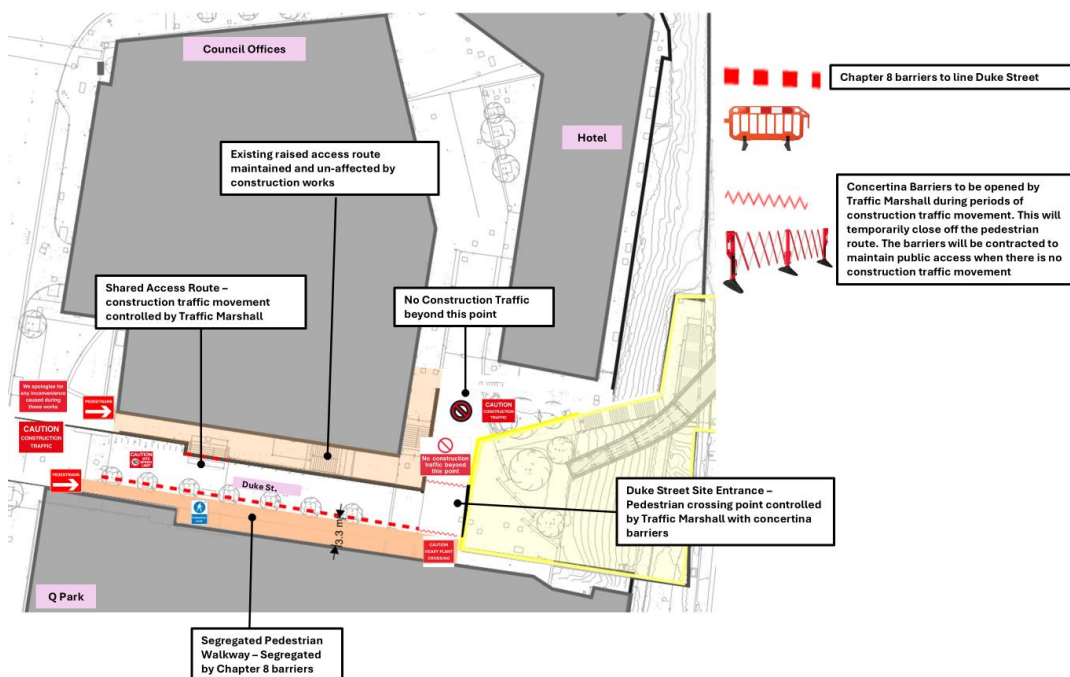




Pedestrians will be directed via clear signage along the existing elevated pedestrian access route in front 3 Knowsley Place or along a segregated access route to the South of Duke Street adjacent the Q Park.

Pedestrian using this second route would have to cross in front of the site access gates. When no construction vehicles are using the site access, the gate will remain closed and secured. When construction vehicles are using the gate, the traffic Marshall shall temporarily close the pedestrian route in front of the site entrance by opening a concertina barrier. Once the vehicle has passed, the concertina barrier will be closed and the site gate closed and secured re opening the pedestrian access route.

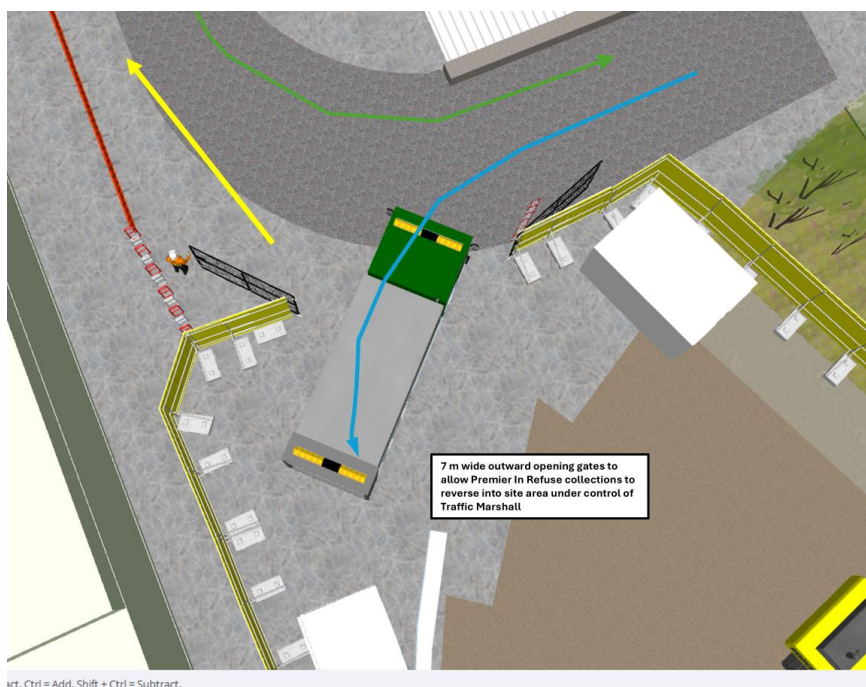


Pedestrians and Vehicles using Duke Street will be notified of the presence of construction works and proposed access points by a series of appropriate warning signs located in the vicinity and along the route of Duke Street.

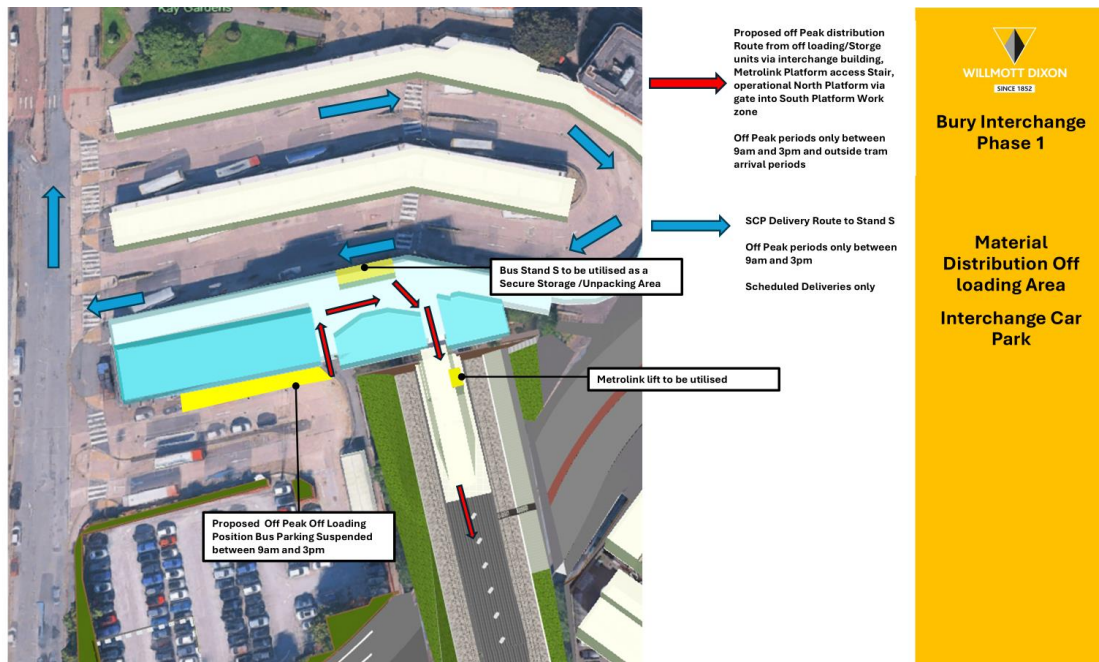


As noted previously Duke Street is a shared service road and we will need to maintain vehicular access to existing building served by Duke Street. The current arrangements for vehicle on Duke Street will remain unaffected with the exception where vehicle will need to use Union Square to reverse to allow forwards travel up Duke Street back onto Knowsley Road.

Our site hoarding will block the existing turning point. Therefore to maintain this facility we will install an outward opening 7m wide gate. When delivery vehicles and refuse wagons need to leave Union Square, our Traffic Marshall located on Union Square, will open the site gates to provide the required turning point onto our site, Vehicles can then reverse onto site under the supervision of our Traffic Marshall allowing the vehicle to turn around and travel in a forward motion up Duke Street.



Access to the platform work area will be via the existing interchange building. A method and procedure to deliver small handheld deliveries has been agreed with the Bus Station Management team. Delivery vehicle will be permitted to off load materials either on the carpark approach road or via the bus station apron, to Stand S. Where handheld material will be carried through the interchange and along the operational North Platform to the segregated South Platform Work Area. Deliveries will be strictly restricted to off peak periods only between the hours of 9:00 am to 15:00pm



3.2 Site Security

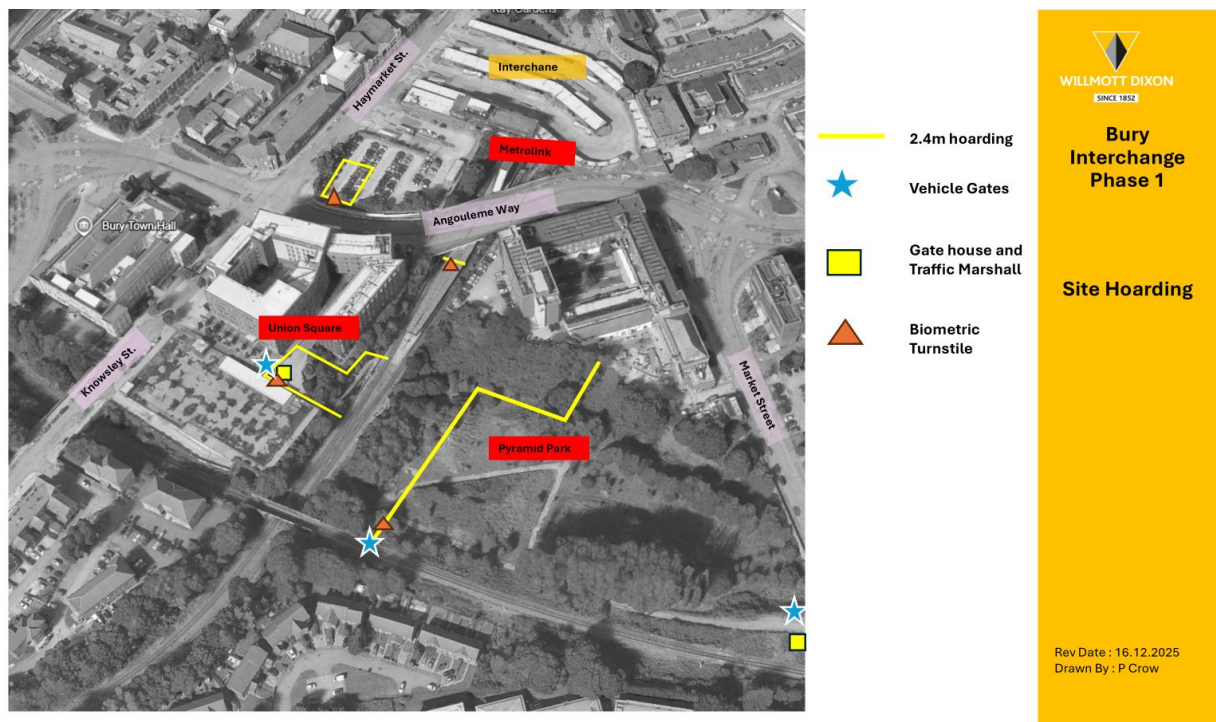
The site perimeter to all work areas will be secured with 2.4m high solid hoarding, vehicle gates and secure pedestrian turnstiles.

The Hoarding will be either secured in ground [Pyramid Park] or on Ground with 750kg ballast every 2.4m. The platform segregation will also be formed with Go Hoard, but supported by Water filled Ballast blocks to aid the hoardings construction on an 'island' location. Go Hoard is a highly robust hoarding constructed using recycled PVC waste, providing a more sustainable alternative to Timber hoarding. Vehicle access to Pyramid Park and Union Square will be via 2.4m high welded mesh metal gates, which will be secured when not in use.



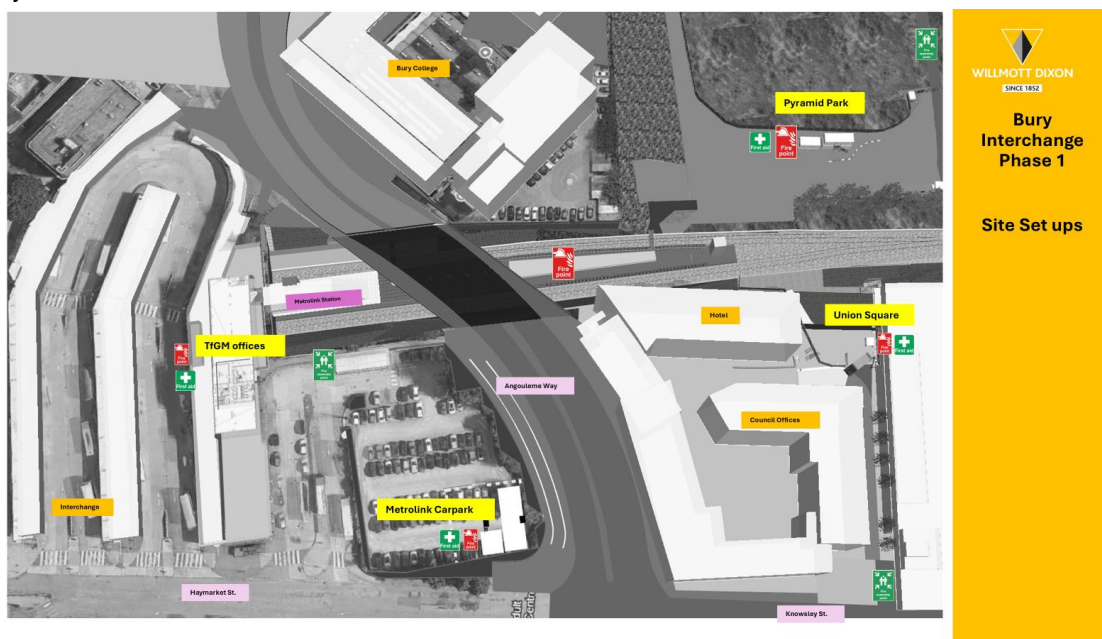
Out of hours site security will be provided through monitored CCTV cameras, covering all site boundaries. All access points to the site will be gated and secured whilst not in use. Pedestrian site access will be controlled

through a biometric turnstile with a facial recognition facility which will always record activity and personnel on site. Only authorised personnel who a pre-registered with the Willmott Dixon's site management team will be able to gain access to any work area.



3.3 Accommodation and Welfare Arrangements

Due to the split site nature of the project a single site welfare and accommodation position would not be possible. Therefore appropriately sized site accommodation and welfare facilities will be provided across the project.



Willmott Dixon's main site administration hub will be located on the first floor of the existing TfGM offices located within the Bury Bus Interchange.

