

West Ham Station Enhancement

Client: Olympic Delivery Authority

Location: West Ham, London

Value: £3.7m

Duration: 2 Years, 6 Months



Steel structure to form walkway from the station platform



New steel bridge lifted in place over railway

In Brief...

Barhale were contracted by the Olympic Delivery Authority to undertake the £3.7 million scheme to install both temporary and permanent access structures to West Ham Station. This provided a pedestrian route for travel between West Ham Station and The Greenway for access to the Olympic Park. The temporary structures were dismantled post-Olympic Games and stored for possible re-use in the future.

Customer Benefits...

- Barhale provided an alternative design for the walkway, which was compatible with the existing bridge and walkway structure. The alternative design had a smaller carbon emission impact and excellent re-use potential and /or buy back value
- Kerbing in the compound/pedestrian lay down area was changed to fully recyclable plastic kerbing providing the same strength with reduced carbon footprint
- Barhale provided a 'drop in' centre and liaison service to over 200 flats directly affected by the works at the station
- The scheme was registered with the Going For Gold Scheme set up by the ODA to award operatives who go beyond the call of duty in their normal work. This was awarded to John Walsh and Gary Emerton for on-site security site tidiness. John Hood was also recognised at the awards for his presentation on a piece of safety equipment called Gotcha, a safety harness rescue system
- Smarter construction techniques were adopted through the use of polystyrene filling blocks to mitigate the use of steel and concrete
- The steel used in all of the structures was 90% recycled, and the long term goal is to re-use the structures after the Olympics by recycling for use in other projects

Technical Features...

The project was split into three phases:

Phase 1

Barhale installed a long temporary footbridge with two flights of stairs over the West Ham District Line. The walkway was positioned on 50No Screw Piles embedded in the East Bound LU Embankment.

Phase 2

Construction of a temporary staircase with a 16 passenger disabled lift between Manor Road and the Greenway. Barhale reconstructed a 300m permanent step free DDA compliant access ramp from Manor Road, running parallel to the Greenway.

Phase 3

Barhale dismantled part of the temporary works once the Olympics finished, with potential for the steel walkway and staircase to be re-used in the future.