MOORECONCRETE

Barking Riverside Station

Year: 2020

Customer: Morgan Sindall / VolkerFitzpatrick JV

Client: Transport for London

Moore Concrete Project Approx. Value: £1.194m

Project Overview:

Barking Riverside is one of Europe's largest brownfield sites where new transport infrastructure is viewed as vital to support its development, specifically the 4.5 km extension of the Gospel Oak to Barking London Overground line.

Fig1. Table units during installed on site in Barking Riverside

Barking Riverside terminus station is situated at the end of a new viaduct, which connects with the Tilbury Loop line and runs from Renwick Road into the new Barking Riverside development. The main contractor was MSVF, a joint venture of Morgan Sindall Infrastructure and VolkerFitzpatrick.

For Moore Concrete the project was broken down into 3 areas- precast elements for the main station construction, parapet units along the elevated rail viaduct leading into the station and bespoke retaining walls creating a ramp between the existing rail line and the viaduct.

Fig2. Structural steel erection of the main platform canopy; fixed and surrounding precast concrete edge beams units, robust kerb units and table units.

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The most unusual items manufactured were the “platform tables” which support the main platform areas while providing access and protection to various service runs.

The viaduct features a broken run of parapet units some supporting signal gantries and others lighting masts. A series of complex Rail Systems “blisters” along the viaduct were value engineered to enable them to be constructed in standard unit moulds bringing a saving in cost and time to both precaster & Contractor.

Moore Concrete manufactured thirty different unit types maintaining the highest quality and ensuring an adherence to the just-in-time installation sequence required by the client.

Fig3. Completed renders of platform view once construction is complete (Weston Williamson, 2020)

Barking Riverside Station has already been shortlisted in the “Moving” category at the New London Architecture Awards prior to the completion of the construction. Installation and erection work continues on-site to ensure the project is ready to accept the first passenger trains as planned in Autumn 2022.

Figs4-7. Installation works from the station platform to the adjoining viaduct including Parapets & Edge Beams .

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