

The DLR System

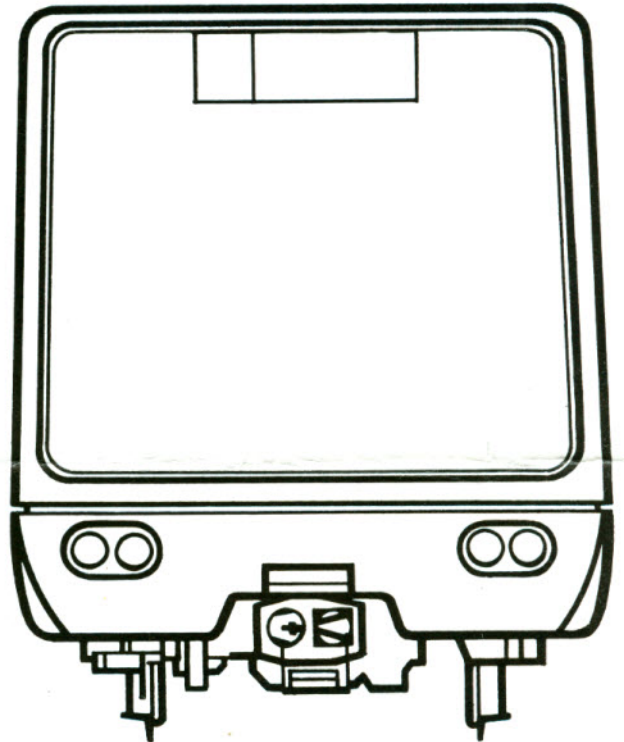
The light railway system has important advantages for Docklands. The lightweight vehicles handle steeper gradients and tighter curves than normal trains, requiring less land and reducing the cost of bridges and stations.

Trains

The Docklands trains are less than a quarter the weight of an equivalent British Rail train, and three times as powerful. A single unit carries 200 passengers comfortably.

The maximum service speed will be 80 km/h (50mph). Each unit will have automatic couplers so that two or more units can run as one train when necessary. Eleven trains are being built initially, enough to meet peak service and maintenance needs. Extra units will be needed for the Royal Docks extension.

The trains are electrically powered and run quietly on steel rails similar to a conventional railway, though modified for added safety and protection from ice and snow.



Stations

New stations will be built at every location except Stratford. Access to the platforms will be by stairs. Hydraulic powered lifts will also be provided for the disabled and others unable to use the stairs. Covered shelter will be provided on all platforms and the platform height will closely match the train floor levels, to enable wheelchairs to move from platform to train.

Safety and Convenience

The system is fully automated and controlled from a central Operations Centre based at Poplar. An attendant travels on each train to supervise closing of doors and departure from the station, to help passengers and to check tickets.

All stops will be fitted with closed circuit television cameras which will be monitored by the controller in the Operations Centre. A passenger alarm at each station will enable passengers to speak to the controller in an emergency. A passenger address system will enable the controller to make announcements. Platform indicators will automatically display the destination of the next train to arrive.

Stops will not be staffed, though the high-frequency service will allow the train attendants to monitor activity on the stations. All attendants and mobile staff will have radios.

Tickets

Passengers will be able to buy tickets in bulk from outlets such as newsagents, or singly from vending machines at stations. As passengers enter the station they insert their tickets into a machine which stamps the date and time. There will be no barriers at stations but the train attendant will check that passengers have valid tickets.

Service

The initial DLR service will start and finish at the same time as the Underground. Trains will run every 7½ minutes on weekdays, between 7am and 7pm, and every 10 minutes at other times. These frequencies may be increased as traffic grows.

The average scheduled speed, including stops, of trains running from Tower Hill to Island Gardens will be approximately 30 km/h (18½mph). Those running between Stratford and Island Gardens will be 32 km/h (20mph). The travel times will be 13½ and 16½ minutes respectively. About 1,300,000 train kilometres (800,000 train miles) will be operated annually on the Island Gardens and Stratford routes.

