

BECKTON

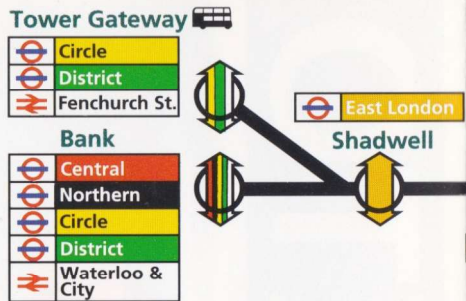
DOCKLANDS
LIGHT RAIL

The New Extension



Docklands Light Railway (DLR) is enhancing its network with a major 5 mile (8km) extension through the Royal Docks to Beckton.

The extension is spearheading the dramatic regeneration programme for the Royal Docks which includes new homes, shopping, leisure and business schemes. It will serve these new developments as well as existing residential and business districts and the rapidly developing Leamouth area between the Isle of Dogs and the Royal Docks. There will be a direct bus shuttle to London City Airport at Prince Regent station, that takes less than 5 minutes.

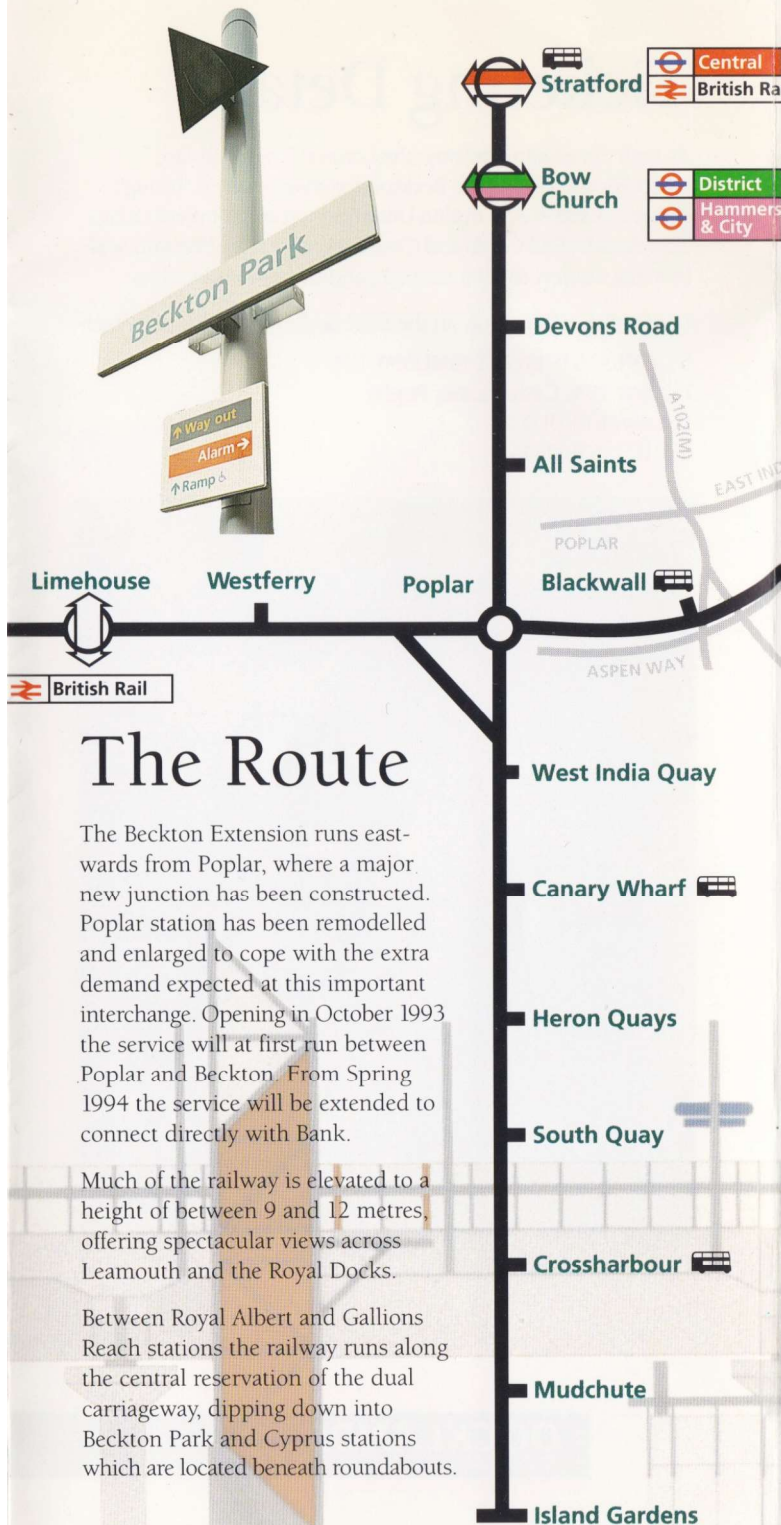


Costing £250 million, the extension has been funded by the London Docklands Development Corporation. It will be able to carry up to 6,000 passengers per hour between Poplar and the Royal Docks, but on opening the capacity will be 3,000 passengers per hour.

Planning the Extension

Planning for the new extension began in 1984. It was a special requirement that maintenance costs should be kept to a minimum. The extension has therefore been built to the highest specification using the best quality materials for construction.

Eleven new stations have been built including the new station at Poplar. Canning Town station is to be built later and provision has been made for two additional stations at Thames Wharf and Connaught in anticipation of future developments.



The Route

The Beckton Extension runs eastwards from Poplar, where a major new junction has been constructed. Poplar station has been remodelled and enlarged to cope with the extra demand expected at this important interchange. Opening in October 1993 the service will at first run between Poplar and Beckton. From Spring 1994 the service will be extended to connect directly with Bank.

Much of the railway is elevated to a height of between 9 and 12 metres, offering spectacular views across Leamouth and the Royal Docks.

Between Royal Albert and Gallions Reach stations the railway runs along the central reservation of the dual carriageway, dipping down into Beckton Park and Cyprus stations which are located beneath roundabouts.



Design

The extension's design reflects the lightness and space of the DLR network. Stations are painted silver, a light colour that can easily be maintained and are constructed from high tensile steel and glass panels.

The lift towers, coloured red, are illuminated by night to act as beacons and identify station locations. Colour has also been used to pick out station furniture such as seating and litter bins.

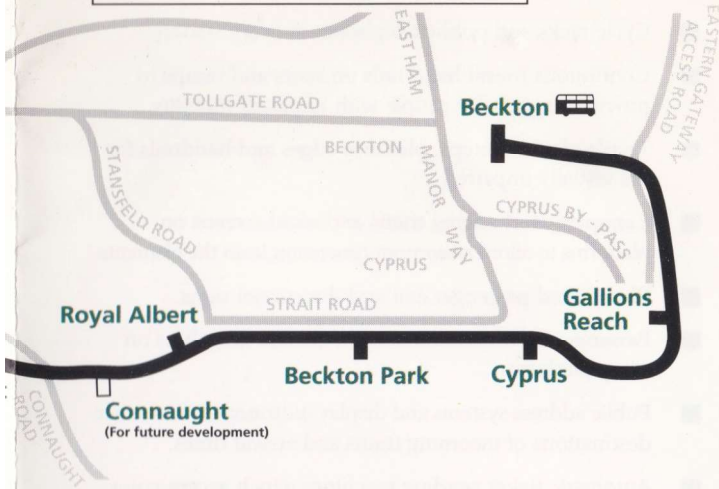
Passenger safety is an important feature of DLR and stations have been designed for security and convenience with all safety equipment clearly marked in red.

Special care has been taken to ensure easy access for mobility impaired passengers and DLR has worked closely with London Transport's Unit for Disabled Passengers to locate facilities and station furniture so as to avoid accident and injury.



Key

-  London Underground Interchange
-  British Rail Interchange
-  London City Airport
-  Major Bus Interchange



Safety and Security

- Toughened glass panels and high levels of lighting mean that there are no hidden corners on platforms, concourses and walkways.
- Closed circuit TV cameras operate at all stations.
- Passenger alarms on all platforms enable direct contact with the DLR control room in emergencies and are monitored by automatic closed circuit TV.
- Lift shafts and all paintwork are vandal and graffiti resistant.
- Automatic train stop alarms are provided on platforms in case of emergencies on the track.

Convenience

- Lifts or ramps to every platform where necessary to ensure easy access for all.
- Cycle racks and public telephones at every station.
- Continuous round hand rails on stairs and ramps to provide support for people with impaired mobility.
- Tactile platform steps, platform edges and handrails for the visually impaired.
- Canopies overhanging trains and wind screens on platforms to afford maximum protection from the elements.
- Illuminated passenger exit and directional signs.
- Passenger information boards, seats and litter bins on every platform.
- Public address systems and display indicators to announce destinations of incoming trains and arrival times.
- Automatic ticket vending machines which accept coins and notes and give change.
- Sloped platforms to avoid flooding.



The Latest Technology

DLR will be introducing its new SELTRAC signalling system with the Beckton Extension opening and then by stages to the rest of the network. This will allow the network to offer a highly efficient service, running more trains, more frequently. The current capacity of the existing system is 7,500 passengers per hour, but with SELTRAC the potential capacity into the Isle of Dogs will rise to 24,000 passengers per hour.

New Trains

A fleet of 47 new trains, specially designed to operate with SELTRAC, have been delivered. These will run out of the new maintenance depot and sidings at Beckton.



Ticketing Details

As with the existing railway, the London Transport fare structure will apply. The Beckton Extension travels through zones 2, 3 and 4. All London Underground and BR zonal tickets, Travelcards, Rail Cards and Concessionary Travel Permits will be valid, subject to their normal conditions or restrictions.

For further information on the DLR Beckton Extension contact:

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