

The Docklands Light Railway.



Poplar
Blackwall
Brunswick Wharf
Canning Town
Royal Victoria
Custom House
Prince Regent
Royal Albert
Beckton Park
Cyprus
Gallions Reach
Beckton

The Beckton Extension

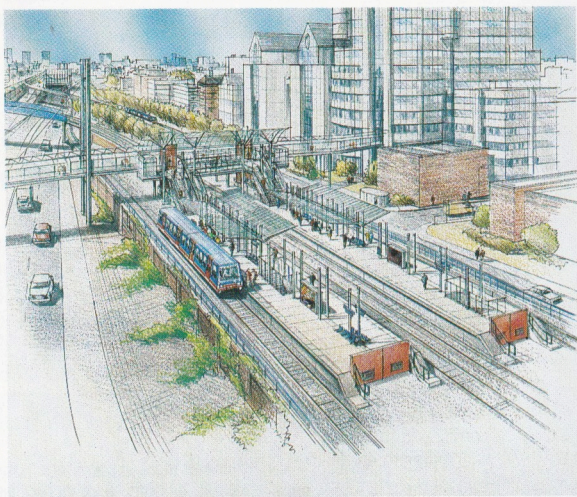
Docklands



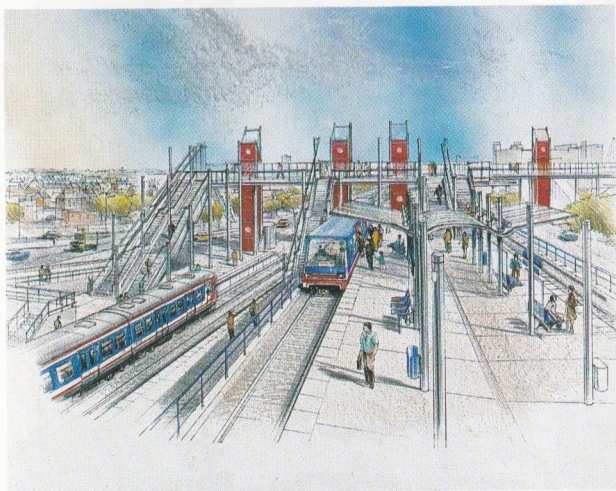
The Stations in 1992

The stations on the DLR Beckton Extension will have a new image and style with silver paintwork, and like the existing stations they will be well lit, accessible and easy to use. Careful consideration in the design has been given to personal safety and security. Lifts or ramps to every platform will ensure easy access for all passengers, including the disabled. Toilets will be provided near stations which have bus and rail interchanges. Cycle racks and telephones will form part of the basic station furniture. These are representative of station designs:

Poplar



Prince Regent

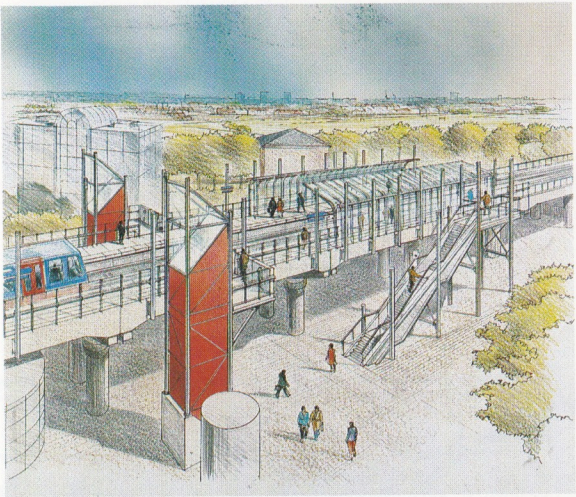


Design Features

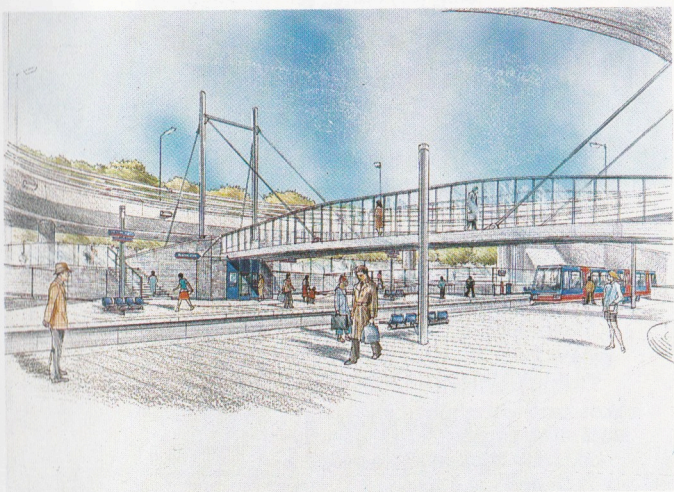
- Full access via lifts or ramps to stations and trains for the disabled and passengers with prams, pushchairs and heavy loads.
- Tactile platform strips for the visually handicapped to differentiate platform edges.
- Continuous round handrails to provide support for people with mobility difficulties.
- High levels of lighting, closed circuit television and no hidden corners, ensuring personal safety and security.
- Passenger alarms on stations, for emergency use, with direct contact to the DLR control room.

- Public address system and electronic indicator boards to announce destinations of incoming trains.
- Passenger information boards and comprehensive signage at each station.
- Canopies and seats on platforms, as well as draught screens.
- Automatic ticket vending machines.
- Easy interchanges with BR North London Link and adjacent bus services.

Royal Albert



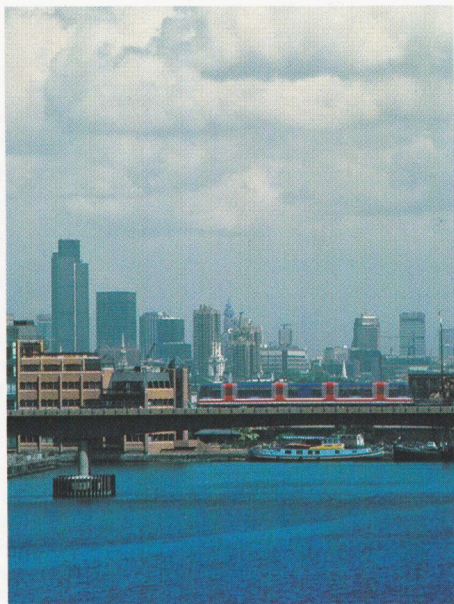
Beckton Park



The double length automatic trains running on the upgraded railway will still display the distinctive red and blue livery of the existing railway. But there will be two important design changes. The new trains will have sliding doors, instead of the present folding ones, and there will be doors at the end of carriages to enable train captains to pass between the two trains.

The Beckton Extension

As you may know the London Docklands Development Corporation and Docklands Light Railway plan to start building the DLR Beckton Extension in Autumn this year, following the granting of Royal Assent for the Bill which is currently in Parliament. This is expected in the very near future.



This leaflet has been produced to keep everyone informed about progress on Beckton Extension which is scheduled for completion in 1992.

Trains, Tickets and Times



As with the existing railway, the pricing system will be based on the London Regional Transport Zonal system. This means that Senior Citizen Travel permits,

group tickets, Travelcards and season tickets can be used. Return tickets will also be available. Further details on fares, and the zones in which the new stations fall, will be available nearer the opening of the Beckton Extension.

Proposed Train Frequencies

Hours	Weekday minutes	Weekends minutes	
		Sat	Sun
0530 - 0700	10	10	-
0700 - 0930	4 MAX	10	10 (from 0730 hrs)
0930 - 1600	7.5	7.5	10
1600 - 1830	4 MAX	10	10
1830 - 0030	10	10	10 (till 2330 hrs)

Passengers for Stratford, Island Gardens and Canary Wharf should change at Poplar.

Allowing up to four minutes to change trains, the following journey times would apply:

Canary Wharf to Beckton	23minutes
Island Gardens to Beckton	30 minutes
Stratford to Beckton	30 minutes

At the moment it is not intended that trains will run from Beckton to Tower Gateway, however this service may operate at weekends.

Proposed Opening Hours

Monday to Saturday:	0530 - 0030 hrs
Sunday:	0730 - 2330 hrs

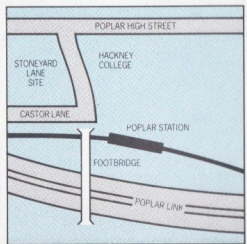
Station Access in 1992

Stations will have easy, safe pedestrian access and many will provide interchanges with buses and British Rail. Pedestrian routes can be further improved, and more provided in new and existing developments adjacent to stations.

Bus stops will be sited next to most DLR stations, with major bus interchanges planned for three stations. Taxi ranks will also be provided at most stations.

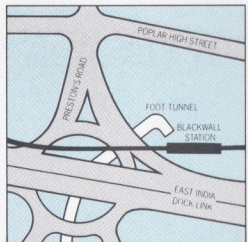
1 Poplar

The existing station will be upgraded as part of the new extension. Pedestrian routes, north through Stoneyard Lane to Poplar High Street at ground level, and south to North Quay (Shed 35) at high level, will be provided.



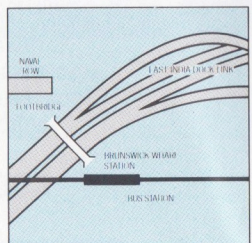
2 Blackwall

Situated just to the east of the roundabout under construction at Prestons Road, Blackwall Station will be accessible via pedestrian routes from Blackwall Way, Poplar High Street and the roundabout itself.



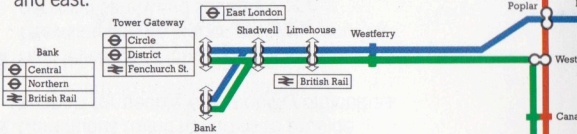
3 Brunswick Wharf

This station, south of the new East India Dock Link Road and to the west of Leamouth Road, will be immediately accessible to pedestrians from surrounding developments and via a high level walkway from Naval Row. A bus station is planned next to the DLR station.



The Docklands Light Railway and the Beckton Extension





The initial 12 km Docklands Light Railway, linking Tower Gateway and Stratford with Island Gardens was opened to the public in August 1987, and at present can carry more than 25,000 passengers a day. The success of Docklands as a place to live and work, hardly envisaged in 1982 when original commitment to the DLR was made, has created the need to upgrade the initial system and extend the railway to the west and east.



Work began in Autumn 1987 on the 1.5 km western extension which will take the railway into the heart of the City, to Bank Station. This is scheduled for completion at the end of 1991. At the same time the existing railway is being upgraded and strengthened to take trains double the length of those operating now. In the short term, from the beginning of 1990, additional trains will progressively be introduced to the existing railway to increase capacity to and from Tower Gateway Station.

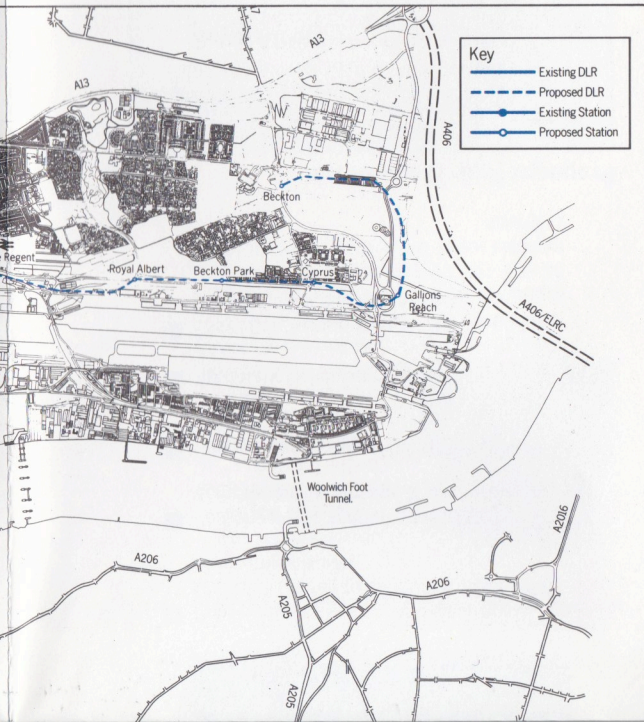


Parliamentary approval, which is expected in the summer of 1989, should allow work to start in Autumn 1989 on the 8 km Beckton extension linking the existing railway, at Poplar, with the Royal Docks at Beckton. The extension is scheduled for completion at the end of 1992 and will not only serve new developments, but also existing residents and businesses. By this time the DLR will be able to carry about 15,000 passengers per hour, in each direction, between Bank and Poplar.

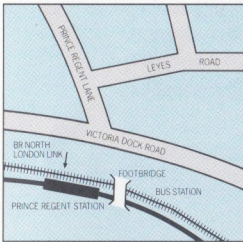
-  Central
-  British Rail
-  District
-  Metropolitan



Further improvements and extensions of the Docklands Light Railway are possible. The feasibility of extending the railway to Greenwich and Lewisham is currently being examined. A Bill seeking approval for this could be submitted to Parliament in late 1989. The possibility of a further extension to Barking is also in the preliminary stages of consideration.

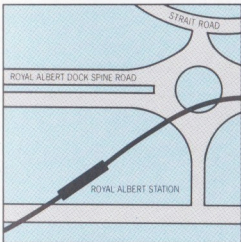


7 Prince Regent



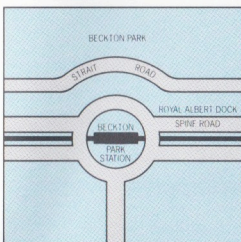
This station will be built close to the junction of Prince Regent Lane and Victoria Dock Road, adjacent to the proposed Londondome. A footbridge across the DLR and BR North London Link will give access to the DLR station and a planned bus station on the north side of the DLR, as well as providing a north-south pedestrian route. Buses will run from here to London City Airport. A new British Rail station is also proposed next to the DLR Station.

8 Royal Albert



This station will be built south of the allotments at Stansfeld Road and the new Royal Albert Dock Spine Road. A foot and cycle bridge, over the new road, will provide pedestrian access from the north to the station. Pedestrian routes to the station will also be provided within the proposed development on the north side of the Royal Albert Dock.

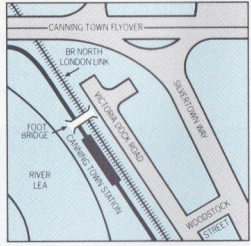
9 Beckton Park



Located in the centre of a roundabout on the Royal Albert Dock Spine Road, this station will have pedestrian links from both the north and south, including a footbridge, over the railway and under the road, which will provide access to the station concourses as well as a north-south pedestrian route across the DLR. A pedestrian route will also be provided from the station to Parry Avenue, north of Strait Road.

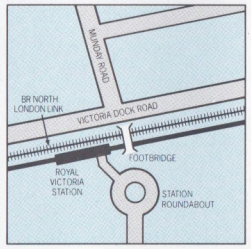
4 Canning Town

Providing an interchange with British Rail North London Link, the entrance to this station will be from the north of Victoria Dock Road, close to the Canning Town roundabout.



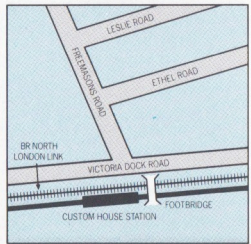
5 Royal Victoria Station

Situated south of Victoria Dock Road and near to the new pumping station at Tidal Basin, this station will have pedestrian access from both Victoria Dock Road and from the proposed development on the north side of Royal Victoria Dock. A footbridge across the DLR and BR North London Link will give access to the station and provide a north-south pedestrian route.

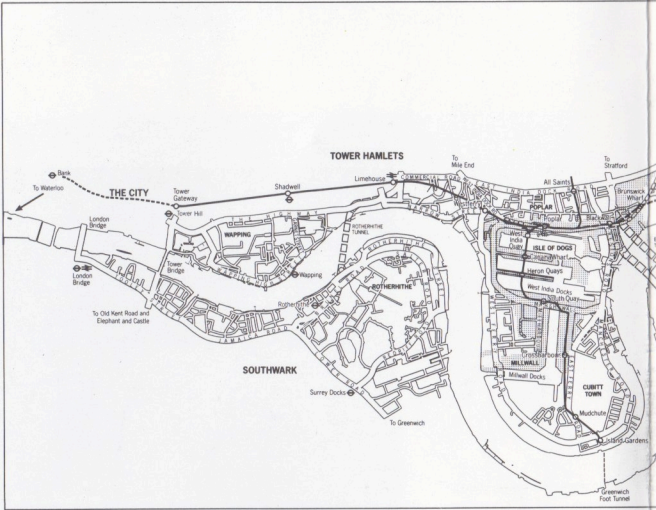


6 Custom House

Located near the junction of Victoria Dock Road and Freemasons Road, this station will have pedestrian access from Victoria Dock Road and from the proposed development on the north side of Royal Victoria Dock. A footbridge across the DLR and BR lines will give access to the station and provide a north-south pedestrian route.



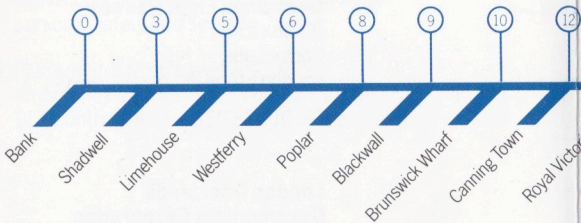
The Beckton Extension



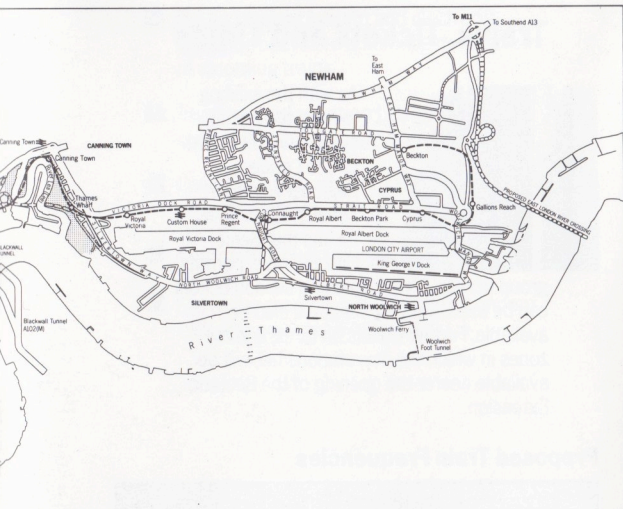
The Route

Eleven new stations will have been built along the route of the DLR Beckton Extension when it opens. Provision has also been made for two further stations – Thames Wharf which will be built as part of development on the Thames Wharf/Limmo site, and Connaught, near the new Connaught Crossing Road, which will also be built as part of development on that site.

A major new junction will be built at Poplar DLR Station to connect the extension to the existing railway. Poplar Station will be rebuilt and enlarged. From Poplar the railway will run eastwards across Prestons Road, at a height of nine metres. The railway will continue at a height of 12 metres across the



Cumulative Journey Time from Bank to Beckton



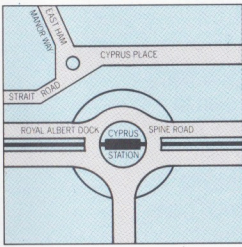
River Lea and drop down to Canning Town. From there it will pass under Silvertown Way and into the Royal Docks.

It will continue across the north side of the Royal Victoria Dock at ground level, rising up to 13 metres to pass over the Connaught Crossing and drop down into a cutting to run between the two carriageways of the new Royal Albert Dock Spine Road, between Royal Albert and Cyprus stations.

From Cyprus the railway loops around, to the south of the new roundabout at the Gallions Pumping Station at a height of nine metres, and proceeds north, cutting under the Eastern Gateway Access Road to arrive at the Beckton terminus at ground level.

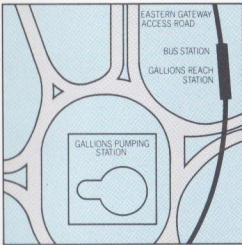


10 Cyprus



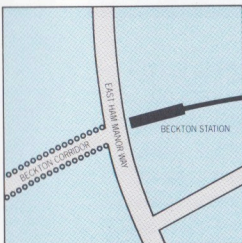
Located in the centre of a roundabout on the Royal Albert Dock Spine Road, this station will have pedestrian links from both the north and south, including a footbridge, over the railway and under the road, which will provide access to the station concourses as well as a north-south pedestrian route across the DLR.

11 Gallions Reach



This station will be built next to the planned shopping centre at the eastern end of the Royal Albert Dock. Pedestrian access will be provided, via a bridge, to the shopping centre, as well as other routes at ground level. A new bus station is planned next to the station which will also give direct access to the proposed shopping centre at the eastern end of the Royal Albert Dock.

12 Beckton



This station is the terminus for the DLR, conveniently located opposite the East Beckton District Centre. Pedestrian routes will be provided to the District Centre and to the Beckton Corridor. A layby will be provided outside the station for people waiting for DLR passengers and as a setting down point.





For further information on the DLR
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