

AATi Rail

Project Case Study

March 2013

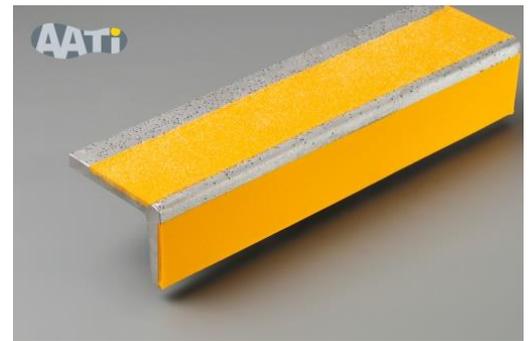
Pudding Mill Lane Station

Client: Docklands Light Railway (DLR)

Contractor: Bourne Construction

Product: SN293/WL/84

Material: Nickel Bronze



Pudding Mill was named after a pudding shaped mill on that site dated from way back. Although the station is only 15 years old, the new design will accommodate longer three-car DLR trains. This means it will be able to accommodate many more passengers than the existing station which will support future development as well as the future use of the Olympic stadium.

AATi are pleased to have supplied its bronze castings for the expected high footfall at its third CrossRail-connected site, the DLR station at Pudding Mill Lane. The station site will be the eastern tunnel portal for Crossrail, located south-west of the DLR Pudding Mill Lane station and is a crucial part of the Crossrail route.



Once operational, Crossrail trains will emerge from the central section tunnels at Pudding Mill Lane, using the portal structure and ramp to join the Great Eastern Main Line to make their way towards Shenfield. DLR passengers will be able to interchange with Crossrail at Stratford station. With this in mind and with AATi's legacy it's no surprise when high quality long life stair nosings are needed AATi meet the challenge and match Stratford and Crossrail stations alike.

Accessibility and safety is key in the re-design of the station, therefore the use of these Heavy Duty general purpose (SN293/WL/84) stair nosings was foremost in the minds of the CrossRail designers and Bourne Construction Engineering Ltd to ensure passenger safety.

Overall completion of works at Pudding Mill Lane is scheduled for September 2013, following a short break to accommodate the London 2012 Olympic and Paralympic Games.