A second platform and a new footbridge at the Stratford DLR station, North East of central London, designed by architects SMC Alsop, opened to passengers this weekend. While the first platform opened in June 2007, the opening of this platform marks the completion of the whole project. The striking new landmark terminus caters for significantly increased capacity, and planned 3 car train operations on the DLR.

Making space for the 2012 Olympics and future Crossrail, the new station is the first piece in the jigsaw of a wider Stratford masterplan.

With its sculpted steel canopy supported on cantilevered columns, considered use of lighting and bold colour, the new station provides a distinctive, efficient and attractive replacement for its highly congested and restricted forerunner on the same site. The design team's achievement however lies not just in the creation of a new transport landmark but also in resolving the considerable complexity of the site and rail operations. As Jonathan Fox director of DLR says "We are delighted to have opened our Stratford platform, which is truly eye-catching and offers the space and facilities needed for our ever growing number of passengers. The project demonstrates that it is possible to deliver complex rail projects to time and budget when effective partnerships are in place."

As the existing four-metre wide single-terminating DLR station platform at Stratford was incapable of expanding physically to meet continuing passenger growth, the design team was briefed to develop a completely new station with a corresponding new track alignment, that would meet DLR's requirements for additional passenger capacity, improved train frequencies as well as longer platforms for future three car train operations.

[illegible] SMC Alsop (Project Director: Shaun Russell, Project Architect: [illegible] Stratton & Reekie for supplying the material for this

About the project's locations:

We extracted this small text about Stratford and the impact of the 2012 Olympics on its future development.

Courtesy of Lodonnet : "On the outskirts of a developing London, Stratford has always been somewhat overlooked, in terms of cultural and tourist hot-spots. During the Industrial Revolution, it was the centre of some of the cities more unwanted industries, including chemical plants, soap-creation and ink-making, and later became the centre for carriage and train making. Later, after the Second World War, Stratford faced much devestation and the closure of the Royal Docks, and since then struggled to develop while preserve its history.

Plans for the 2012 Olympics has become a wind in the sail of Stratford development, offering huge numbers of jobs, community programs and sparkling new facilities.

The bid states that Stratford will hold the Olympic Park and Olympic Village, including the Olympic Stadium, Aquatics Centre, Hockey Centre, Velodome and a BMX track.

Accessible on the proposed Olympic Javelin Underground line - a seven-minute ride from central London - the plot includes plans that will incorporate millions in traffic and remain useful for the London community in the future, especially for Stratford."

Once the games are finished, the Olympic Village alone will transform easily into 3,600 homes, with the rest of the village useful for educational and sporting purposes.