

# Chelsea – Hackney line

Refreshment of Safeguarding  
February 2008

## The future for the project

The tunnel through central London is expected to remain at the heart of the future scheme. In due course further development is expected to consider route options outside the central area.

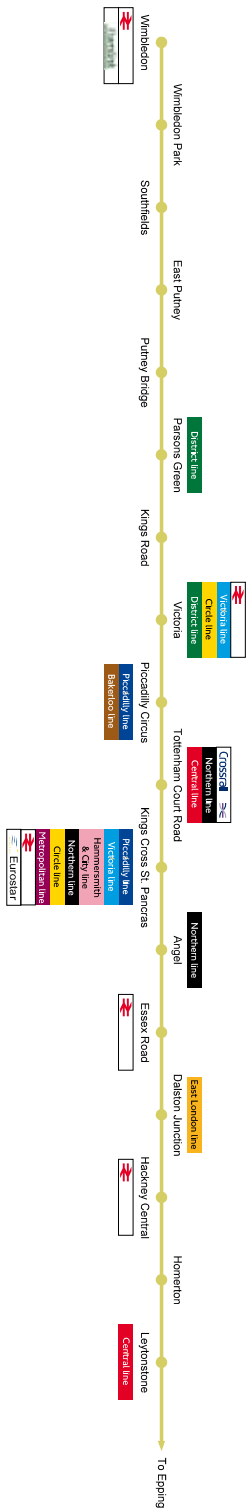
The project has the potential to create a brand new network of services linking areas to the northeast and southwest of London.

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## Proposed Chelsea – Hackney Line





## **Chelsea-Hackney line**

Cross London Rail Links Ltd (CLRL) is responsible for administering the Safeguarding Direction for the Transport for London (TfL) and the Department for Transport (DfT) Chelsea-Hackney line. This will improve rail access between north-east and south-west London and relieve congestion on existing underground lines. The project is included in TfL's Transport 2025 programme which was launched in November 2006. The expectation is that the line would open after 2025.

## **Refreshment of Safeguarding Direction**

A route for an underground line was safeguarded in 1991. Since then a number of changes have taken place along the route and there have been improvements or changes to other transport systems.

The Direction must continue to safeguard this important scheme for the Transport 2025 programme. It is necessary to refresh the Direction to take into account the changes and enable the line to be built to accommodate main line trains that are larger than the 'tube' sized rolling stock originally proposed.

The DfT has consulted local authorities on the proposed refreshment and the changes agreed. The revised Direction, to be issued in early 2008, will continue to protect the alignment to ensure the viability to build this important public transport development remains.

## **Current route**

The current safeguarded route follows an alignment from Wimbledon in the south along the route of the District line and enters new tunnels north of the Thames at Parsons Green. The existing stations at Wimbledon, Wimbledon Park, Southfields, East Putney, Putney Bridge and Parsons Green would be served.

From Parsons Green the new tunnels would continue to new stations at Kings Road, Victoria, Piccadilly Circus, Tottenham Court Road and Kings Cross in the central London area. The route would then continue in tunnels through north east London serving stations at Angel, Essex Road, Dalston, Hackney Central and Homerton. The route would then surface south of Leytonstone, and take over the Central line to Epping.