

GREEN LINE WALKING ROUTE BETWEEN ST PANCRAS INTERNATIONAL STATION AND MOORFIELDS AND UCL CENTRE FOR EYE HEALTH

The green line is a vital wayfinding aid for people with sight loss.

The current green line, which runs from Old Street Underground Station to Moorfields Eye Hospital at City Road, helps patients to safely and independently navigate the last part of their journey to the main entrance of the hospital.

The line is designed to be tactile and visibly stand out on the pavement to help those with reduced vision. Patients of Moorfields rely on this line to assure them they are walking in the right direction towards the hospital.

To ensure people are supported with finding their way to the new site, the hospital have worked with patients, sight loss partner organisations, accessibility specialists, transport providers, and us at Camden Council to propose the installation of a tactile green line to clearly define a pedestrian route along the 'last half mile'.

The green line would begin outside St Pancras Station on Midland Road and continue to the new centre at 4 St Pancras Way.

The green line is integral to other measures, including Legible London signage and surface markings to support patients with sight loss and other accessibility needs.

The specific shade of the green line and tactile properties would be considered and determined at detailed design stage, subject to approval.

The proposed route for the green line, and other recommended measures, is described below.

1. Starting outside the entrance to St Pancras station, the line would cross over to the west side of Midland Road. This would avoid the street clutter, steep dropped curb, and narrow pathways under the HS1 building.

2. The crossing would be converted into a raised crossing to reduce the speed at which cyclists' approach and increase safety for pedestrians.
3. The Brill Place crossing would be made safer through the introduction of a raised continuous pavement. This feature has already been approved as part of the Brill Place Green Mobility Hub project.
4. The route would then cross back to the east side of Pancras Road via the existing traffic light-controlled crossing point at the junction with Midland Road.
5. The timing of the crossing would be extended, if feasible, to allow additional time for pedestrians to cross the road.
6. The kerb heights on the east side of Pancras Road would be reviewed to ensure appropriate demarcation between the pavement and the adjacent cycle track.
7. The remaining route would not have any further road crossings until pedestrians arrives at the new centre on St Pancras Way.

The map below outlines the proposed green line walking route along the 'last half mile' from St Pancras Station to the new centre on St Pancras Way.

