# SALISBURY CITY COUNCIL

**Subject** : Tactile Paving at the Junction of High Street / New Street / Crane Street
**Committee** : The Planning Committee
**Date** : 17 November 2025
**Author** : Andrew Hunt, Senior Corporate Officer

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**1. Report Summary:**

1.1 This report details the proposed change by Wiltshire Council to tactile paving slabs at the junction of High Street, New Street and Crane Street from the present brown / grey colour to red tactile paving slabs as part of traffic signal replacement work.

1.2 Wiltshire Council are seeking the view of Salisbury City Council with regards to the change to red tactile paving slabs.

2. **Background:**

2.1 Wiltshire Council are scoping out a project to replace the traffic signals at the junction of High Street, New Street and Crane Street. As part of the project, the consultants have raised that the current tactile paving slabs in a buff/brown/grey colour do not meet the Department for Transport's Inclusive Mobility best practice guidance. The best practice guidance is to use red coloured tactile paving slabs. Existing tactile paving was installed in 1997 as part of the pedestrianised works.

2.2 The best practice guidance is given in order to assist visually impaired people; many of whom have some residual sight and can detect colour and tone contrasts to help highlight certain key features including that of tactile paving.

2.3 Wiltshire Council would seek to use a natural stone product rather than a concrete variant in recognition of the location of the traffic signals.

2.4 Retention of the natural York stone tactile paving would be permissible but would be a deviation from the best practice guidance, but is one that Wiltshire Council can self-authorise, as it has done in New Canal Street.

2.5 Wiltshire Council view that a distinct approach was taken on the High Street at the New Street and Crane Street junction to lessen the visual impact towards the view of the Cathedral Gates.

**3. Recommendation:**

3.1 For the Planning Committee to provide their view regarding the proposal from Wiltshire Council.

**4. Wards Affected:** St Edmund's and Harnham East

**5. Background papers:** Nil

**6. Implications**:

**6.1 Financial**: None in relation to this report
**6.2 Legal**: None in relation to this report
**6.3 Personnel**: None in relation to this report
**6.4 Environmental Impact**: Visual impact of changing from natural York tactile stone to red natural tactile stones.
**6.5 Equalities Impact Statement**: The change would meet best practice guidance from Department of Transport to support visually impaired members of the public.

**Appendix A – Email from Paul Shaddock, Senior Engineer, Salisbury Transportation Team, Wiltshire Council**

Atkins, the Council's consultants, are currently developing the design for these works. As part of the works to replace the traffic signals they have raised an issue with the tactile paving present at the crossing point. Specifically, the existing tactile paving in place is made from natural York stone and is buff/brown/grey in colour. Relevant design guidance (in this case the DfT Inclusive Mobility and DfT Guidance on the Use of Tactile Paving Surfaces) advises that at formal pedestrian crossing facilities (traffic signal and Zebra crossings).red coloured tactile paving should be used. The relevant sections from that guidance are provided below for information.

**DfT Inclusive Mobility 2022 states:**

**Section 6** - While only a small proportion of vision impaired people have no sight at all, many have sufficient residual vision to detect contrasts in tone and colour. Contrasts in colour and tone should be used to accentuate the presence of certain key features, including the presence of tactile paving.

**Section 6.1** – *"The blister surface should be red at controlled crossings"*

**DfT Guidance on the use of Tactile Paving Surfaces states:**

Section 1.5.4 - Some relaxation of the colour requirements may be acceptable in conservation areas or in the vicinity of a listed building. In these limited circumstances only, the tactile surface may be provided in a colour that is in keeping with the surrounding material. This relaxation does not extend to the use of red at uncontrolled crossing points. Visual contrasts should therefore be used to accentuate the presence of certain key features including the presence of tactile paving. This will enable many people to use their residual vision to obtain information

**Section 2.2** – "*The blister surface should be red at controlled crossings. The colour red should not be used for any other tactile paving surface, nor for the blister surface at uncontrolled crossings. The blister surface at uncontrolled crossings is usually buff but may be any colour (other than red) that provides a contrast with the surrounding surface."*

Atkins are proposing to replace the existing tactile paving with a red coloured tactile paving to comply with the design guidance which would obviously be best practice.

I am therefore writing to seek the view of SCC as to whether there would be support for a switch to red coloured tactile paving at the location in question. If red tactile paving was to be provided, then we would seek to use a natural stone product (like that shown in the image below) rather than a concrete variant in recognition of the location in question.

In considering this matter I would point out that the existing tactile paving which was installed as part of the pedestrianisation and enhancement works undertaken at this location in 1997. Since its installation, the tactile paving has operated without significant issue (as evidenced in the recorded collision stats for this location) and without (to the best of my knowledge) complaint from users, including visually impaired users. As indicated above the use of tactile paving is guidance only, including the use of red coloured tactile paving at formal crossing facilities, as such the retention of natural York stone tactile paving would be permissible but would be a deviation from design guidance that the Council can self-authorise (as it did previously and has also done in New Canal).

It is evident that with respect to High Street a distinct approach was undertaken with respect to New Street / Crane Street junction. The natural stone tactiles were used to lessen the visual impact on the view towards the High Street gate of the Cathedral. At the very northern end of the High Street where the visual impact was a less important factor the Council used red coloured tactiles. Obviously, nothing has changed in this respect.