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-  Footway construction at buildout, with 110mm upstand at carriageway
  -  Footway regulating/ resurfacing and raise the back of the footway
  -  Red colour tactile paving with dropped kerb, with 0-6mm upstand
-  Grey high friction surfacing for a distance of 53m from the crossing studs.
  -  Proposed Gully
  -  Gully alternation

The drawing above was produced by East Sussex County Council in 2013, providing detail information about what a puffin crossing in this location might look like.

Again, the above is for illustrative purposes only and a new detailed design will need to be drafted.

# A NEW PUFFIN PEDESTRIAN CROSSING IN FRANT

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We commissioned John Whiting, an architect, with a specialism in producing mock-up street scenes, to produce the drawings below. They give an idea of what the lights will look like during the day and night, in both directions. They are illustrative only.



**Day time south view**



**Day time north view**



**Night time south view**



**Night time north view**

Over the years, many residents have raised their concerns with the Parish Council about the dangers of crossing the main road (A267) near the school. Traffic calming measures were introduced a few years ago in an attempt to slow cars approaching from Tunbridge Wells, but this road still sees heavy, regular and often fast traffic which makes it a very dangerous place for pedestrians, particularly children crossing to and from the primary school. The Council has been working closely with its partners to explore the idea of a pedestrian crossing roughly between the Abergavenny pub and the bus stop near Fern Close and have drawn up some plans for a new safer crossing point for consideration.

The proposed crossing would be paid for via a mix of funds including a substantial contribution from the developer of the new housing at Fern Close II, Community Infrastructure Levy funds received by the Parish Council and possibly some match-funding from East Sussex County Council. In addition, to assist with the costs, the Parish Council has increased its precept this year, meaning you will see a rise in this category on your next Council Tax Bill.

Following a feasibility study, ESCC determined that a puffin crossing is the most suited to this location. This type of crossing requires additional lighting; at this stage, we do not exactly how many, but it will be a minimum of 8, possibly 10, new streetlights. We are working with our partners to ensure these lights will be the most appropriate for this sensitive location, if the crossing goes ahead, in terms of height, appearance and light 'spill'.

## **An example of a heritage-style lantern**

