





Interim Advice Note 24.11

This Interim Advice Note (IAN) SCC01/2024 takes immediate effect for the **Suffolk Design: Streets Guide 2022** on all future schemes for the design and construction of developments. The details below are updates to edit minor errors and reflect SCC new policies and best practices. This IAN is also to be read in conjunction with the new SCC Design Manual and SCC Construction Specification found at the following links- [Development Design and Specification - Suffolk County Council](#)  
 This IAN will be included within, and therefore superseded by, any future revised versions of the SDSG

Ref No	Page	Item	Current changes to published 2022 guide
1	75,76,77, 78,79,80, 83,84,85,	<p>Trees shown are not compliant with this guidance on Footpath and shared use path</p> 	<p>Trees shown in diagrams are for illustrative purposes only, Appendix H (revised by this IAN) takes precedence over illustrative diagrams.</p>
2	75	<p>Shared Use Path surfacing options</p> <p>Signing is required, but no physical separation or demarcation should be provided. They should typically be surfaced in a bound material. <b>An alternative surface may be suitable depending on other user groups and settings.</b> They:</p> <ul style="list-style-type: none"> <li>Must be at least 3m wide.</li> </ul>	<p>Alternative surface options MUST be discussed with SCC before being used in designs.</p>
3	75	<p>No shared use signs showing on the shared use path</p> 	<p>Sign Guidance takes precedence over illustrative image. Dia 956 sign on lamp column to support good design</p>
4	75,76,81, 82,85	<p>Lamp column does not have a metaled base or apparent strimmer guard. P85          Column is in swale</p> 	<p>Street lighting design guidance takes precedence over illustrative image.</p>

5	76,78,79,80	<p>Red (coloured) asphalt is a maintenance problem as it is not supplied locally.</p> <p><small>They should typically be surfaced in a durable material. An alternative surface may be suitable depending on other user groups and settings. There should be a clear contrast in the shade of surfacing in addition to the central kerb or guidance paving.</small></p> 	Diagrams are illustrative, red asphalt is not necessarily required but a contrasting colour is desired for cycleways.
6	76	<p>Footpath and Cycle Track (full segregation)          SDSG Says 3m width for fully segregated cycle path, LTN1/20 table 5-3 states when constrained by a kerb over 60mm, 200mm should be added to Cycle Track width</p>	Cycle Track width to be LTN compliant and 3.2m can be considered.
7	81,83	<p>0.5m soft verges are not suitable. The kerb and edge backings leave very little room for topsoil to drain.</p> <p><small>a 0.5m or 1m maintenance strip</small></p>	Only 1m grass verges to be permitted.
8	81	<p>Design speed is shown as 10mph,</p> <p>+ Have a design speed of 10mph.</p>	Appendix H on page 131 takes precedence and lists the design speed as 15mph
9	81	<p>Not clear that no utilities are permitted in maintenance strip – there is insufficient space for services.</p> <p>+ Must provide a maintenance strip between 0.5m and 1m.</p>	Only street lighting and the associated power supply may be installed in the 1m maintenance strip, no other utilities.
10	82	Shared Surface with Utility Zone	<p>Shared Surface with utility zone will no longer be permitted as its use has been abused by using in developments which are not High Density and more suitable options should have been used.</p> <p>There has also been failures of the utility zone due to trafficking areas of dense ducting.</p>
11	87	Reference to minimum verge width of 0.5m is not realistic for construction	All minimum verge width requirements have been increased to 1m.
12	87	<p><b>Under-drained Swales</b></p> <p>Under-drained swales can receive, convey, treat and store surface water run-off. They can be adopted by either the highway authority or Anglian Water. They:</p> <ul style="list-style-type: none"> <li>+ Must be in accordance with the SuDS manual and Suffolk Highway Specification to be adopted by the highway authority.</li> <li>+ Must be no deeper than 600mm.</li> <li>+ Should not have side slopes greater than 1 in 4.</li> <li>+ Planting of shrubs or trees within underdrained SuDS features is not accepted. Areas should be planted with low growing grass or wildflowers.</li> </ul>	There should be no trees within 3m of pipe trench.

13	120	Minimum Headroom Table <table border="1" data-bbox="468 212 1323 522"> <thead> <tr> <th data-bbox="468 212 899 279">Category</th> <th data-bbox="899 212 1323 279">Minimum headroom</th> </tr> </thead> <tbody> <tr> <td data-bbox="468 279 899 373">Main and Secondary Carriageways</td> <td data-bbox="899 279 1323 373">5.3m</td> </tr> <tr> <td data-bbox="468 373 899 468">Tertiary and Shared Carriageways</td> <td data-bbox="899 373 1323 468">2.7m</td> </tr> <tr> <td data-bbox="468 468 899 522">Cycle track</td> <td data-bbox="899 468 1323 522">2.7m</td> </tr> </tbody> </table>	Category	Minimum headroom	Main and Secondary Carriageways	5.3m	Tertiary and Shared Carriageways	2.7m	Cycle track	2.7m	Tertiary and secondary carriageway minimum headroom is 5.3m
Category	Minimum headroom										
Main and Secondary Carriageways	5.3m										
Tertiary and Shared Carriageways	2.7m										
Cycle track	2.7m										
14	122	There is no requirement in the guide for a level strip of verge between footway/cycleway/carriageways and any ditches/swales/basins	Design must include a 0.5m strip adjacent features with 1:4 gradient slopes, and 1m+ adjacent steeper features								
15	131	Numerous inconsistencies	Original Appendix H replaced with Appendix H (Revised) below.								

Road Description	Max No. of Dwellings	Min. Carriageway Width	Cycleway /Footway requirements	Design Speed	Visibility Splays (based on highest road Hierarchy at junction)	Gradient	Vertical Alignment (K Value)	Min. Centre Line Radius	Junction Radii	Kerb face	Minimum spacing between speed control measure	Typical junction stagger	Vertical Clearance	Comments	
Primary Carriageway with only Secondary or Tertiary roads connections.	Over 300	6.5m	Adequate cycle infrastructure linking primary route to existing and proposed cycle and footway network.	Max 30mph	Junction visibility 2.4m x 43m forward visibility	Maximum 1:20 (5%). (see Note 1)  Minimum 0.8% (or 0.5% see note 2)	6.00	30m	Maximum 6m on junctions with secondary roads.  Typical 10m	125mm (nominal)  140mm - 160mm at stops	70m - 80m	40m but can be reduced to 25m subject to local speed control measures.	5.3m	No direct vehicle access to dwellings. Bus stops to be on carriageway and accessible with shelters. Speed control measures do not generally include vertical deflection except for cycle / pedestrian crossings	
Primary Carriageway with Bus Route		6.5m minimum (Widening on bends – swept path analysis to be provided)			Where design speed is 40mph and above, junction and forward visibility to be to DMRB										
Secondary Carriageway Gives access to Tertiary roads and shared surface roads/ driveways - built frontage but no frontage access within 15m from junctions.	150 to 300	Minimum 5.5m increasing dependent on specific uses, such as assess to employment, schools and Retail	Minimum 2.0m wide footway on both sides of carriageway with active fronts. Footway widening may be required depending on use. Cycle routes should not be online, therefore may result in cycle infrastructure requirements depending on masterplan.	20mph (with traffic calming), 25mph (without)	2.4m x 33m (25mph)	Maximum 1:20 (5%). (see Note 1)  Minimum 0.8% (or 0.5% see note 2)	6.00	15m	Maximum 6m.	100mm (nominal)	50m	25m	5.3m	Access to tertiary carriageways, shared surfaces and private drives. Direct access to private drives to be limited	
Tertiary Carriageway Provides access to shared surface roads/ drives - built frontage some direct access.	Upto 100	Maximum 5.5m	2.0m wide footway on active fronts of carriageway. Maintenance strips 0.5m to 1.0m wide where footpaths are not proposed. On carriageway cycle	15 mph	2.4m x 25m (20mph)	Maximum 1:20 (5%). (see Note 1)  Minimum 0.8%	2.00	15m	Maximum 6m option of Dutch kerbs for access onto shared surfaces.	100mm (nominal)	40m	25m	5.3m	Access to shared surfaces and some direct access to private driveways	
Shared Surfaces Provides access to shared drives or direct access to individual dwellings.	25 cul-de-sac 50 with loop	5.5m – shared surface with 1m maintenance strip each side	1m wide maintenance strips block paving (grass verge accepted if over 5m long and adjacent to public open space – not adjacent to dwellings).	15 mph	2.4m x 17m	Maximum 1:20 (5%). (see Note 1)  Minimum 1.25%	2.00	10m		25mm (nominal)	Maximum 40m	N/A	5.3m	Localised narrowing where appropriate – dwellings to have sufficient front gardens to ensure doors/windows do not open over the highway. Shared surfaces can be included within Mews and courtyards.	

Road Description	Max No. of Dwellings	Min. Carriageway Width	Cycleway /Footway requirements	Design Speed	Visibility Splays (based on highest road Hierarchy at junction)	Gradient	Vertical Alignment (K Value)	Min. Centre Line Radius	Junction Radii	Kerb face	Minimum spacing between speed control measure	Typical junction stagger	Vertical Clearance	Comments
Private Driveway/ Private Access/Livable Street	Up to 15 for compact urban sites with detailed consideration for servicing, distance to refuse and fire access.	2.6m minimum for single 3.5m minimum for shared with additional space for turning, passing and manoeuvring.		10mph	2m x 11m (see note 2)	1:20 (5%).				25mm (nominal)				Will not be adopted by highway authority.
Cycleways					Segregated and shared use 2.4m x 17m  Primary cycle routes or other routes with steep downhill approaches 2.4m x 31m	LTN1/20	2.00			100mm (nominal)			2.7m	Where pedestrians and cyclists approach crossing points parallel to the carriageway double drop kerbs should be used to reduce the approach gradient
Footways		Min 2m			2m x 2m	LTN1/20				0 to 6mm at Crossing points			2.1m	Where pedestrians and cyclists approach crossing points parallel to the carriageway double drop kerbs should be used to reduce the approach gradient

Note 1 - Gradient may be increased subject to local topographical constraints and agreement

Note 2 - subject to agreement and with channel blocks and appropriate drainage.