

1.2.6 The current practice naturally presumes against adopting roads, streets, footpaths and cycle paths unless they meet **most of** the following **minimum** criteria associated with public utility or wider community benefit:

1. There is a direct link with or connects to the existing public highway network
2. It must be of sufficient utility to the public and offer wider community benefits
3. The roads offered for adoption will have a wider use than simply providing access to residential or commercial properties
4. The highway will remain open to the public to pass and re-pass at all times when formally adopted
5. The carriageways and footways offer safe passage for pedestrians and vehicles
6. The carriageways and footways have an approved means of surface water drainage
7. Street Lighting must conform with current local requirements and national standards
8. Highway is constructed to satisfactory adoptable standards
9. Commuted sums are paid towards on-going maintenance of highway infrastructure assets adopted
10. **Any** Highway **that** is a strategic part of the highway network and carries large volumes of traffic
11. **Any Main access road or spine road serving in excess of 50 residential units.**
12. **Any bus routes or highway serving** community facilities
13. **Any through route(s) (not cul-de-sacs) providing access exceeding 50 residential units (or mixed use equivalent in traffic generation terms)**
14. **Any** cul-de-sacs that lead to community facilities; schools and transport hubs
15. The freehold owner(s) of the land over which the highway is built is willing to dedicate the road to the public as a highway when it is built, at no cost to the Council, under Section 38 Agreement of the Highways Act 1980
16. Footpaths should form part of a general pedestrian network interconnecting shops, schools, public transport hubs etc. and must be available for public use on an unrestricted basis. Footpaths should join public places and should be lit and constructed to adoptable standards. Footpaths leading to both front and rear properties will not be adopted
17. All highway offered for adoption should form a continuous system with existing public highway and should serve public need.
18. Parking areas contiguous to the carriageway will be adopted as public highway provided that their use by the general public is not restricted in any manner and considered as visitor's bays in addition to the parking requirements for the development.

In addition to the above, the highway offered for adoption needs to meet the following requirements:

19. The layout of the highway including provisions of footways / paths and turning heads meeting design standards and guidelines. The carriageway and footways are of widths and gradients that offer a safe passage for pedestrians and vehicles respectively
20. The width of the road, bends, slopes, visibilities, junctions meeting relevant design standards and guidelines
21. Provision of adequate surface water drainage to adoptable highway including an approved means of surface water drainage to the carriageways and footways
22. Provision of adequate Street Lighting. The street lighting provided meets the current local requirements and national standards
23. Highway been built to adoptable standards. The material used meet the current design and construction standards
24. Services from Utility Companies laid in accordance with National Joint Utilities Group Guidelines and Requirements
25. Needs of disabled people addressed
26. Ensuring visibility splays are provided