



Courtesy: Robert Bray Associates

## Understanding SuDs for Highways

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- **We need to manage rainfall better.** SuDs collect water at the surface, trap silt and pollution at source and allow a slow and controlled release of clean water to a nearby stream or sewer.
- **SuD s are integral to achieving ‘healthy streets’ and contribute towards all ten healthy street indicators.** Key benefits of taking a SuDs approach are; better water quality, reduce water quantity in our drainage system, improved amenity and biodiversity.
- **Cost-wise when compared to traditional drainage, SuDs are cheaper in new developments.** Where we are retrofitting streets costs should be set against wider benefits including: place-making, water management, reducing pressure on our combined sewers and sewerage overflow into our rivers, biodiversity and health and wellbeing.
- **Maintenance costs are usually cheaper but different to conventional drainage** and local authorities should ensure the correct maintenance regimes are in place.
- **We should adopt a ‘sponge city’ approach** where; green, blue and brown roofs control and store rainwater flow, highways are designed to be permeable surfaces, and all green surfaces become SuDs.
- **Key design considerations** include; keep water close to surface, move away from traditional gully pots, design for minimal maintenance, consider utilities, design for public amenity. SuDs can be used on all soil types including clay soils and contaminated land.
- **When seeking funding identify all potential benefits and consider linkages to other programmes** including; regeneration projects, highway and green space schemes, Low Traffic Neighbourhood Schemes and local cycle routes, school streets and Liveable Neighbourhood Programmes.

### Speakers:

Bob Bray, Robert Bray Associates

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Attendees: 78