

Rural Roadwater Rescue

SCOPING EXERCISE ON EXISTING KNOWLEDGE AND EXPERIENCES

Report available here : <https://rural-roadwater-rescue.nweurope.eu/>

Stormwater Management Policies and Practices

- Collection of knowledge and practices concerning the four RRR partners countries
- Overview of existing digital initiatives relevant to road-adjacent water management



→ France, A1



→ Germany, A5

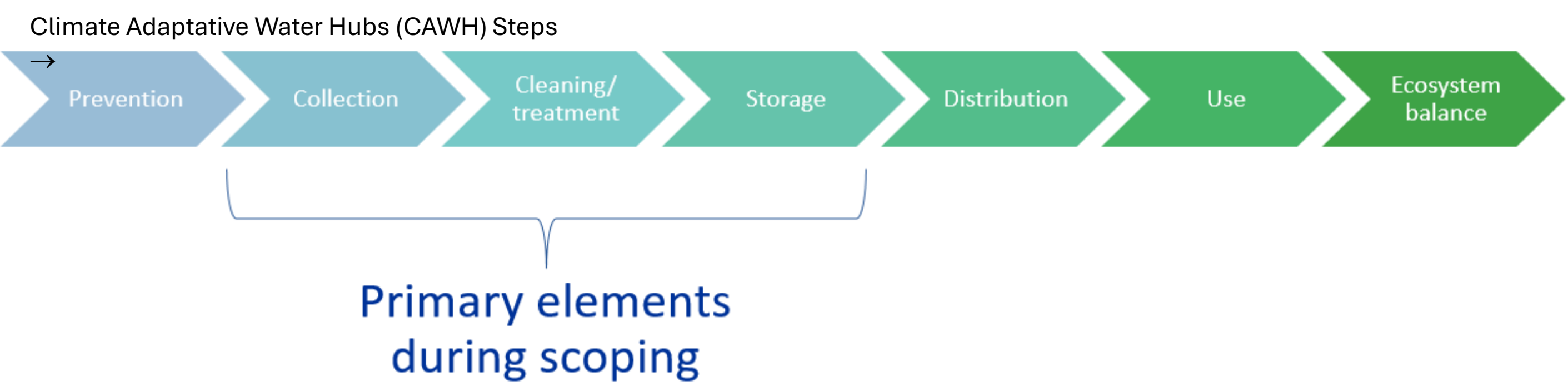


→ Flanders, E40

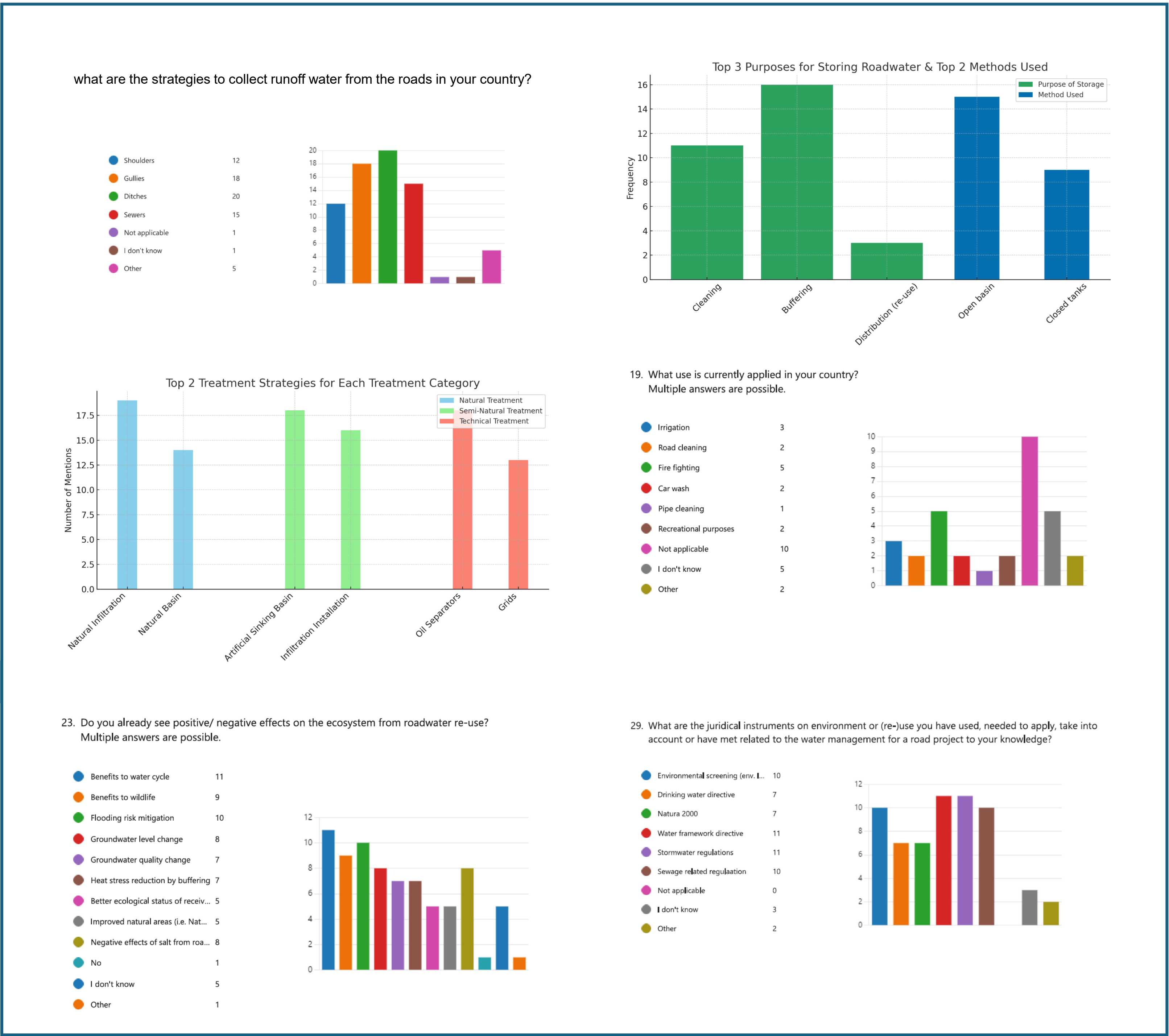
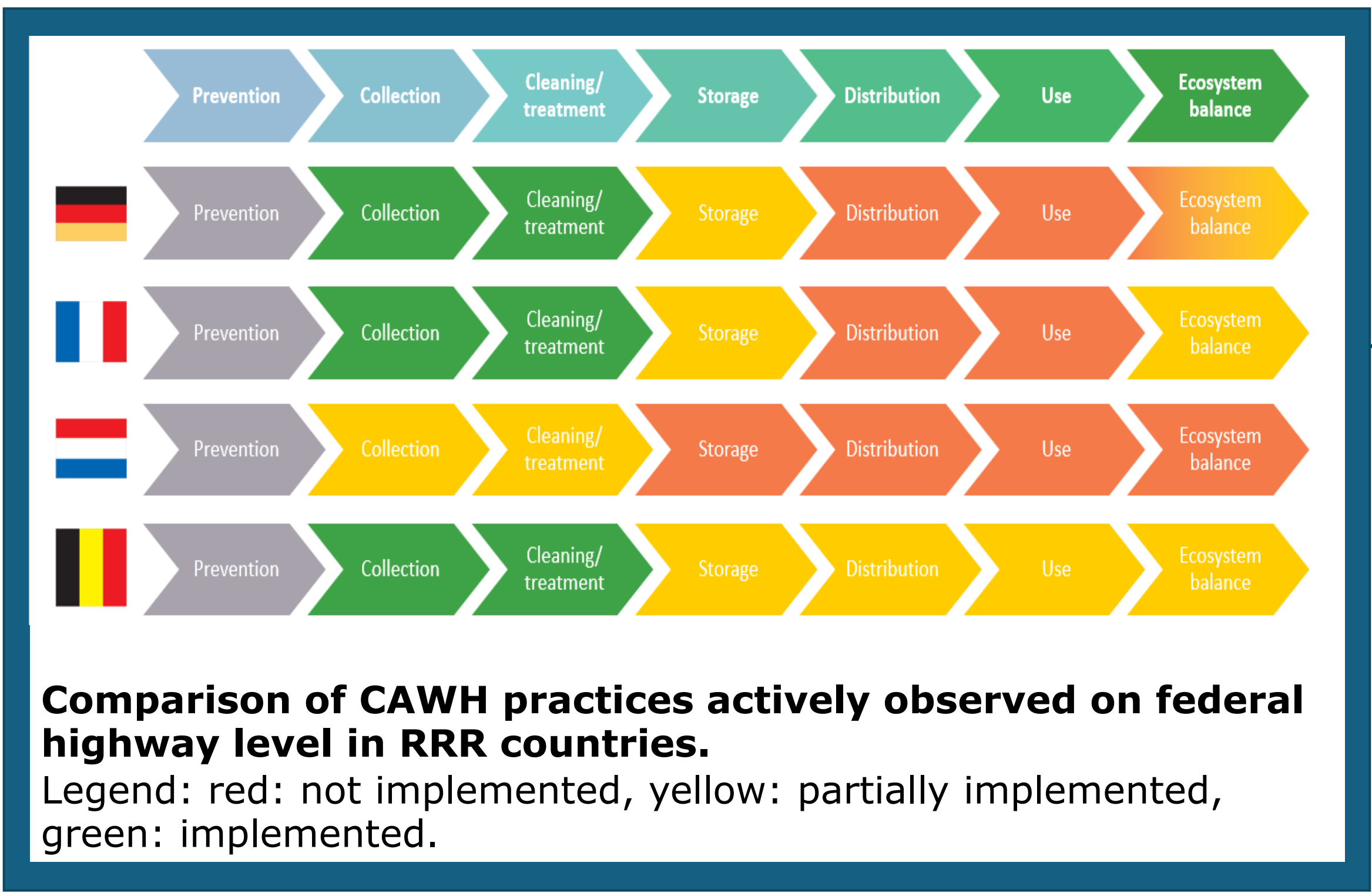


→ Netherlands, A58

Survey on Roadwater Management (July-September 2024)



- + Legal frameworks & boundaries
- + Possible IT solutions



Research projects Synthesis

Roulepur (2014-2020),
micropollutants routiers (2017-2021)
– France

	pH	EC	TSS	TOC	DOC	COD-total	BOD	KN	NH ₄ ⁺	NO ₂	NO ₃	TP
Roulepur	8.02 (7.62; 8.41)	234 (88; 1950)	291 (70; 933)	49 (14; 111)	6.1 (1.7; 14.7)	-	-	2.92 (<1; 5.58)	0.2 (<0.04; 0.48)	<0.08 (<0.08; 0.27)	0.47 (<0.05; 1.84)	0.48 (0.13; 2.05)
Micropollutants routiers – site 1	8 (6.9; 9)	315.5 (79; 5260)	204 (30; 1110)	8.8 (5.7; 59)	7.9 (4.4; 5.9)	211.5 (49; 858)	16 (4; 79)	-	-	-	-	-
Micropollutants routiers – site 2	8 (7.5; 8.1)	249 (23; 2720)	44.5 (15; 240)	6.4 (3; 8.1)	5.1 (2.6; 7)	58.5 (34; 291)	11 (1.3; 50)	-	-	-	-	-
Micropollutants routiers – site 3	7.65 (7; 8.02)	104.5 (15; 776)	66 (7; 223)	7.7 (4.7; 27)	5.2 (3.9; 13)	76 (23; 236)	9 (2.4; 49)	-	-	-	-	-
Water quality Objective – “good” state [2]	[6.5; 8.2]	-	[25; 50]		[5; 7]	[20; 30]	[3; 6]		[0.1; 0.5]	[0.1; 0.3]	[10; 50]	[0.05; 0.2]

Main conclusion

Considering the quality of roadwater runoff, it certainly should be treated before being used. As a consequence, some questions arise and may be worth looking into: which quality for which use? Which kind of treatments? How to implement them? Are there specific according to intended use?

Roadwater sanitation study
synthesis (2018-2019)
Flanders



Main recommendations

Decentralised treatment by road side infiltration is recommended as a solution. This limits the presence of pollutants to the top 40 cm, and occasional scraping and processing of the top layer prevents any drawbacks of roadside infiltration in terms of drainage and accumulation of pollutants.

If infiltration next to the roadside is not possible, a natural based solution is preferred. In concrete terms, this means an oil separator and pre-sedimentation combined with a buffer and/or infiltration basin, whether or not equipped with planting (helophytes) or activated carbon

Links to useful documents in the report allow to get further information on practices in RRR partner countries.