

20.14 OPERATION AND MAINTENANCE REQUIREMENTS

Regular inspection and maintenance is important for the effective operation of pervious pavements. Maintenance responsibility for a pervious pavement and its surrounding area should be placed with an appropriate responsible organisation. Before handing over the pavement to the client, it should be inspected for clogging, litter, weeds and water ponding, and all failures should be rectified. After handover, the pavement should be inspected regularly, preferably during and after heavy rainfall to check effective operation and to identify any areas of ponding.

Pervious pavements need to be regularly cleaned of silt and other sediments to preserve their infiltration capacity. Extensive experience suggests that sweeping once per year should be sufficient to maintain an acceptable infiltration rate on most sites. However, in some instances, more or less sweeping may be required and the frequency should be adjusted to suit site-specific circumstances and should be informed by inspection reports.

A brush and suction cleaner (which can be a lorry-mounted device or a smaller precinct sweeper) should be used for regular sweeping. Care should be taken in adjusting vacuuming equipment to avoid removal of jointing material. Any lost material should be replaced. It is also possible to clean the surface using lightweight rotating brush cleaners combined with power spraying using hot water, as shown in **Figure 20.30**. This is done every two years at the site shown.

If the surface has clogged then a more specialist sweeper with water jetting and oscillating and rotating brushes may be required, especially for porous asphalt surfaces, to restore the surface infiltration rate to an acceptable level. The specialist equipment should be adjusted so that it does not strip binder from the aggregate in the asphalt.

The likely design life of grass reinforcement will be dictated by trafficking and is likely to be about 20 years if designed correctly. For concrete block permeable paving the design life should be no different from standard paving, assuming that an effective maintenance regime is in place to minimise risks of infiltration clogging. Porous asphalt will lose strength and begin to fatigue due to oxidation of the binder. This is likely to occur slightly faster in porous asphalt than normal asphalt, so the design life will be reduced slightly. Porous concrete should have a similar design life to a normal concrete slab.



Figure 20.30 Deep cleaning a supermarket car park, Dundee (courtesy Abertay University)

The reconstruction of failed areas of concrete block pavement should be less costly and disruptive than the rehabilitation of continuous concrete or asphalt porous surfaces due to the reduced area that is likely to be affected. Materials removed from the voids or the layers below the surface may contain heavy metals and hydrocarbons and may need to be disposed of as controlled waste. Sediment testing should be carried out before disposal to confirm its classification and appropriate disposal methods.

- Guidance on waste management is provided in **Chapter 33**.

Table 20.15 provides guidance on the type of operational and maintenance requirements that may be appropriate. The list of actions is not exhaustive and some actions may not always be required.

Maintenance Plans and schedules should be prepared during the design phase. Specific maintenance needs of the pervious pavement should be monitored, and maintenance schedules adjusted to suit requirements.

- Further detail on the preparation of maintenance specifications and schedules of work is given in **Chapter 32**.

TABLE 20.15 Operation and maintenance requirements for pervious pavements

Maintenance schedule	Required action	Typical frequency
Regular maintenance	Brushing and vacuuming (standard cosmetic sweep over whole surface)	Once a year, after autumn leaf fall, or reduced frequency as required, based on site-specific observations of clogging or manufacturer's recommendations – pay particular attention to areas where water runs onto pervious surface from adjacent impermeable areas as this area is most likely to collect the most sediment
Occasional maintenance	Stabilise and mow contributing and adjacent areas	As required
	Removal of weeds or management using glyphosate applied directly into the weeds by an applicator rather than spraying	As required – once per year on less frequently used pavements
Remedial Actions	Remediate any landscaping which, through vegetation maintenance or soil slip, has been raised to within 50 mm of the level of the paving	As required
	Remedial work to any depressions, rutting and cracked or broken blocks considered detrimental to the structural performance or a hazard to users, and replace lost jointing material	As required
	Rehabilitation of surface and upper substructure by remedial sweeping	Every 10 to 15 years or as required (if infiltration performance is reduced due to significant clogging)
Monitoring	Initial inspection	Monthly for three months after installation
	Inspect for evidence of poor operation and/or weed growth – if required, take remedial action	Three-monthly, 48 h after large storms in first six months
	Inspect silt accumulation rates and establish appropriate brushing frequencies	Annually
	Monitor inspection chambers	Annually

Many of the specific maintenance activities for pervious pavements can be undertaken as part of a general site cleaning contract (many car parks or roads are swept to remove litter and for visual reasons to keep them tidy) and therefore, if litter management is already required at site, this should have marginal cost implications.

Generally, pervious pavements require less frequent gritting in winter to prevent ice formation. There is also less risk of ice formation after snow melt, as the melt water drains directly into the underlying sub-base and does not have chance to refreeze. A slight frost may occur more frequently on the surface of pervious pavements compared to adjacent impermeable surfaces, but this is only likely to last for a few hours. It does not happen in all installations and, if necessary, this can be dealt with by application of salt. It is not likely to pose a hazard to vehicle movements.

► Generic health and safety guidance is presented in **Chapter 36**.

CDM 2015 requires designers to ensure that all maintenance risks have been identified, eliminated, reduced and/or controlled where appropriate. This information will be required as part of the health and safety file.