



Department
for Transport

ADEPT

LIVELABS2
Decarbonising Local Roads



Greenprint.

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West Sussex County Council**



Greenprint Overview

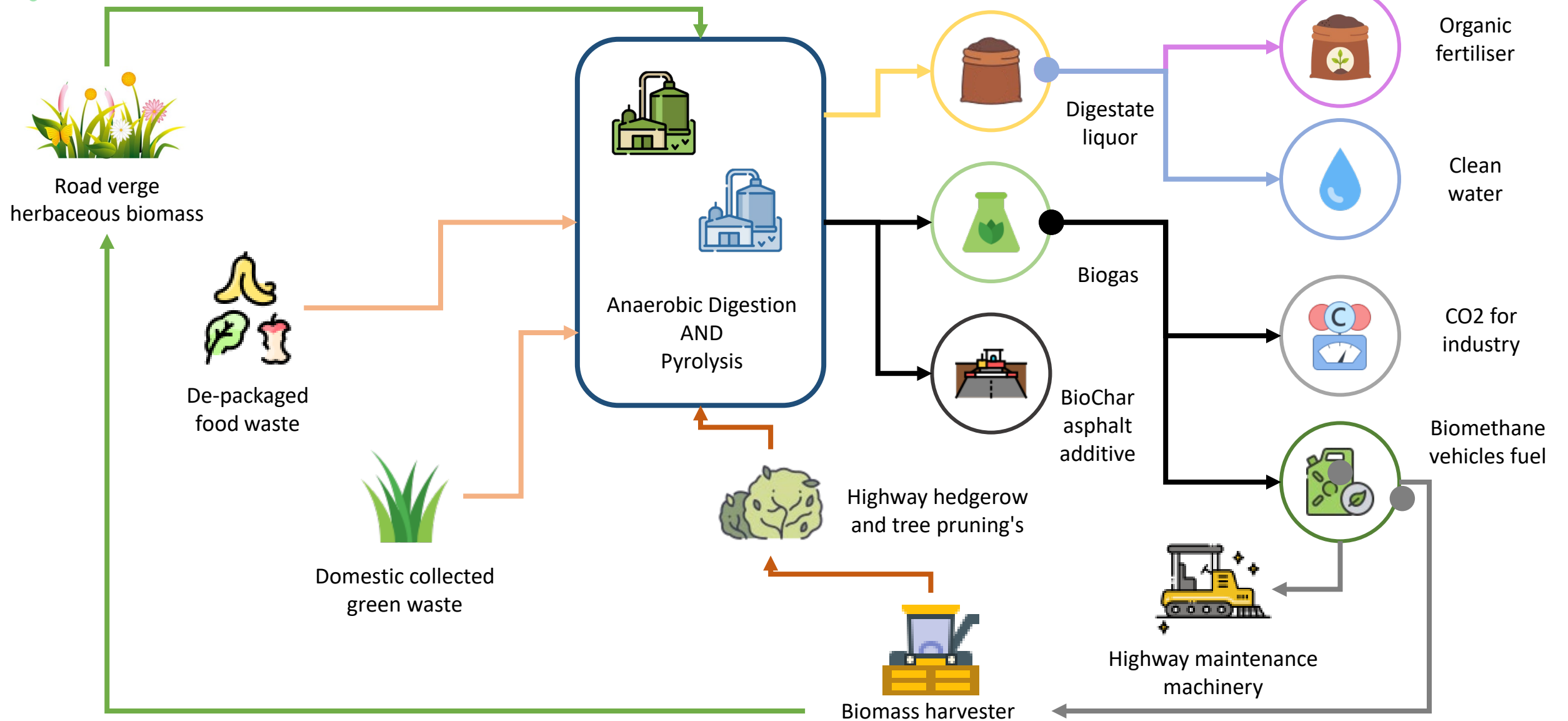
A green carbon laboratory: Examining the role that the non-operational highways 'green' asset can play in providing a source of materials and fuels to decarbonise highway operations.



Two local authorities working in partnership to tackle decarbonisation



Greenprint Overview





How are we changing verge management?



Cut & Leave

VS



Cut & Collect

Benefits

- ✓ Lower cost and simpler operations
- ✓ Quick and efficient
- ✓ Familiar aesthetic

Disadvantages

- ✗ Reduces biodiversity
- ✗ Can look messy
- ✗ Increases maintenance over time
- ✗ Potential Safety Issues
- ✗ Increased Carbon

Benefits

- ✓ Improves biodiversity
- ✓ Reduces long-term maintenance
- ✓ Enhances visual appeal
- ✓ Supports pollinators
- ✓ Reduces nutrient runoff

Disadvantages

- ✗ Higher upfront cost
- ✗ Operational complexity
- ✗ Waste management
- ✗ May be less familiar



How are we changing verge management?



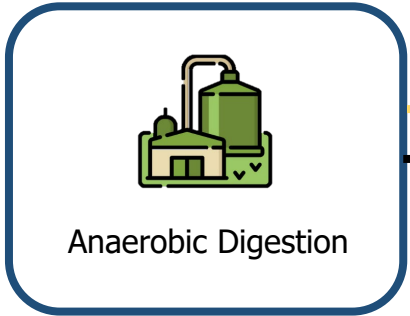
Delivering climate & nature action



Biomass
harvester



Road verge
herbaceous biomass



Digestate
liquor



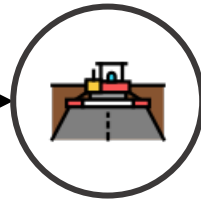
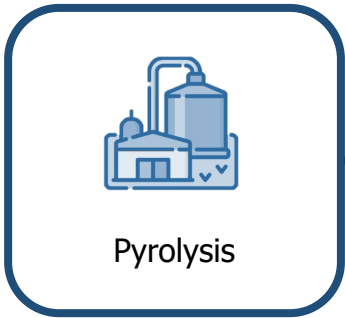
Biogas



Biomass
harvester



Road verge
herbaceous biomass



BioChar
asphalt
additive



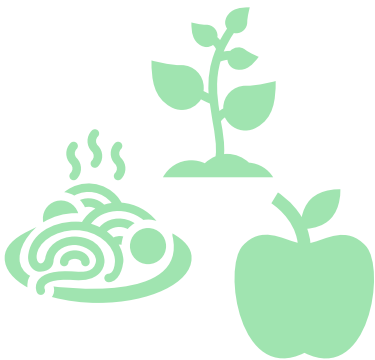
Why are we changing verge management?

- ✓ Reduced Carbon –
 - ✓ Verges Cut Less Often
 - ✓ Reduced biogenic emissions from leaving arising
 - ✓ Increased quantity of CO2 embedded in soil
- ✓ Improved Air Quality
- ✓ Improved customer experience
- ✓ Reduced operational/maintenance and whole life costs
- ✓ Systematic approach to climate change
- ✓ Collaboration between LA's and private sector
- ✓ Capture Enhanced Biodiversity





Key Project Challenges



**AD
Comingling**



**Regulatory
Challenges**



**Trial
Limitations**



**Operational
Hurdles**



**Data Collection
Challenges**

Change
minds



Community Reactions & Challenges

Why is it
changing?

Is it safe?

Whose
paying for
this?

Is it going to
look messy?

We want
more cuts!



How did we respond?



- ✓ Proactive Engagement:
 - ✓ Newsletter
 - ✓ Attendance at parish fetes
 - ✓ Positive Communication
 - ✓ Animation





ADEPT Carbon Leadership Programme

ADEPT Carbon Leadership Programme

The ADEPT Carbon Leadership Programme, supported by the Department for Transport, will fund local highway authorities to measure and identify how to reduce their carbon emissions.

It provides a simple, standardised way to calculate how much carbon is emitted from road maintenance activities and where best to direct efforts to reduce this carbon footprint. The programme also enables local highway authorities to assess their progress on the journey to net zero using a best practice carbon assessment.

As a Department for Transport (DfT) funded programme, the aim is to enable all local highway authorities across England to participate. The programme has evolved from research undertaken by Proving Services on behalf of the Future Highways Research Group, and further refined through the Live Labs 2¹ programme.

Launched in June 2025, the aim is for all local highway authorities across England to participate.

KEY FEATURES

The Carbon Leadership Programme will allow local highway authorities (LHAs) to:

- Measure and evidence carbon emissions accurately.
- Develop practical strategies for emissions reduction.
- Improve operational efficiency.
- Demonstrate environmental leadership.
- Make progress towards net zero targets.

¹ ADEPT Live Labs 2: Decarbonising Local Roads in the UK is a three-year, UK-wide £30 million programme funded by the Department for Transport that aims to decarbonise the local highway network. www.adaptmet.org.uk/live-labs

ADEPT Carbon Leadership Programme



Thank you - any questions?

