

Appendix III. Summary of stakeholder feedback

Feedback summary	Response
<p>There is a need for a stronger recognition of the impact on emissions from aviation, including both domestic and international flights. It was considered that the scenarios could be strengthened to take account of the likely future impact of plans to increase passenger numbers at Leeds Bradford Airport.</p>	<p>As a result of this comment current emissions from the airport have been estimated as part of the work.</p> <p>The final report will include narrative on the impact of aviation.</p> <p>Policy recommendations will be developed that seek to address emissions from the airport.</p>
<p>When communicating the outputs of the work, the assumptions that have been used in the modelling need to be made available to stakeholders for transparency.</p>	<p>As a result of this comment assumptions have and will be made available to stakeholders when communicating the outputs of the work.</p>
<p>Not all activities e.g. embedded emissions from goods and services consumed, related to the generation of emissions are within the scope of this study. Where activities are outside of scope Members were keen to ensure the opportunity to address them was not missed as part of developing policy recommendations.</p>	<p>The future work of the Combined Authority may consider how best to reduce emissions from activities not covered by this study.</p>
<p>There was an interest in being able to model the complex journeys which residents can undertake to enable suitable policy recommendations to be developed.</p>	<p>Every effort has been made to ensure the outputs of the study are representative of the Leeds City Region. However, detailed granular modelling is outside of the scope of the study. As such modelling of complex resident journeys will need to occur as part of future work to implement the recommendations of the study.</p>
<p>There is a need to integrate the study with the West Yorkshire Low Emission Strategy (WYLES) work on the improvement of</p>	<p>As a result of this comment there will be closer alignment between the emissions reduction pathways work and the WYLES going forward. This includes engaging, on a regular</p>

Feedback summary	Response
<p>air quality to avoid duplication of effort and dilution of messaging.</p>	<p>basis, with the steering group overseeing the WYLES and an inclusion of a representative of WYLES on the project steering group.</p>
<p>The use of net-zero is confusing. What does this mean in relation to the levels of ambition – is it simply that remaining emissions will be offset / sequestered? If so, this is challenging, especially for 2030 as there are not credible technologies currently able to deliver the likely remaining emissions by then.</p>	<p>For the purpose of this commission net-zero is taken to be the point at which 95 percent of the region’s emissions have been reduced. The remaining residual emissions will be reduced over the period to 2100.</p> <p>In the context of the pathways the 95 percent reduction is across all sectors. This infers that if one or more of the sectors cannot reach net-zero the emission savings could be picked up by other sectors which are able to meet and go beyond net-zero.</p>
<p>Clarity is needed on how emissions which originate from outside or pass through the region are treated. Similarly, how are emissions from people living in the region and travelling outside it dealt with? Transparency is required in relation to this issue.</p>	<p>The commission considers emissions due to vehicle activity occurring within the region. For journeys that begin in the region but end outside, only the portion that is carried out within the region (up to the region boundary) is included.</p> <p>Similarly, for journeys beginning outside the region only the portion of the journey that occurs in the region is included. Resident travel outside of the region is not included.</p>
<p>Under scope of emissions we would urge the full lifetime scoping of emissions from hydrogen production. The scope also needs to recognise the incomplete nature of carbon capture and storage processes and factor in emissions from air.</p>	<p>We can confirm that production efficiencies and carbon capture and storage capture rates are being included in the modelling and the assumptions will be summarised to enable validation to occur.</p> <p>For transport, the impact is relatively small compared with the carbon intensity of electricity, due to the relative consumption of the fuels, however this will still be a factor in a net-zero world.</p>

Feedback summary	Response
<p>Need to be wary of high-tech solutions, especially around electric vehicles. The real potential in terms of modal shifts and value for money is in walking and cycling infrastructure, especially supported by e-bikes.</p>	<p>We agree with this comment and the outputs of the pathways identify walking and cycling are both key measures that are identified. Emerging findings suggest a significant increase in walking and cycling will be required to meet the regional ambitions.</p>
<p>Imported emissions when considered are likely to double emissions. Policy routes to address would include constraining retail and re-localising the economy. It would mean a completely different approach to the industrial strategy around balanced and local growth rather than external and corporate led retail and hospitality.</p>	<p>Imported emissions are outside the scope of the commission. We will include this issue as part of discussions on policy recommendations developed as part of the commission.</p>
<p>At what point in the study will the wider societal co-benefits (especially the public health benefits) of any of the interventions be considered?</p>	<p>We will consider the co-benefits as part of developing the pathways and will share these with stakeholders.</p>
<p>The transport section doesn't appear to demonstrate a real understanding of the issues. It would be good to see more emphasis on reducing the need to travel, and then on modal shift to achieve active travel, especially for short, frequent journeys.</p>	<p>We have reviewed this comment with our consultants and can confirm information on reducing travel through tele and video conferencing is factored into the pathways. This in turn reduces the amount of passenger and vehicle kilometres travelled. We can also confirm modal shift is part of the modelling of the pathways with significant increases likely to be required across rail, bus, walking and cycling.</p>
<p>The scenarios should be brought into line with other strategies and policies, such as the focus on developing quality places / neighbourhoods.</p>	<p>We agree with this comment. Achieving net-zero cannot be delivered in isolation. As a result, it will need to work and interact with other strategies and policies.</p>

Feedback summary	Response
	An example of this is where the outputs of the commission will be used to inform the future direction of the Connectivity Strategy for West Yorkshire.
Modal shift is hugely challenging to bring about. Sticks as well as carrots are needed to reduce car-dependency.	We will include this issue as part of discussions on policy recommendations developed as part of the commission.
Covid19 is having a significant impact on the way we work and travel e.g. public transport provision, remote working. How is this being factored into the study?	<p>We will include as part of the final outputs a narrative on the areas where Covid19 has had an impact and how this might change the pathways going forward. It is not within the scope of the study to undertake detailed modelling associated with the trends that have been seen as a result of the pandemic.</p> <p>We intend to include consideration of the implications of Covid19 and the green recovery as part of the work to develop Tasks 2 and 3 of the study.</p>
What is the opportunity for carbon capture and storage in West Yorkshire?	There are limited opportunities in West Yorkshire for carbon capture and storage. This is due to the small number of facilities that occur within the region which would be suitable for the technology e.g. energy from waste, glass and chemical plants.
What, if any, funding will be available to deliver the findings of the study?	We anticipate a number of potential options being available to potentially fund the measures that have been identified. These include direct funding from national government, devolution funding, shared prosperity fund (replacement for European Regional Development Funds) and private sector finance.

Feedback summary	Response
<p>How is this work feeding into new economic, planning, housing, and transport strategies?</p>	<p>We intend to use the findings of the study to inform the future work of the Combined Authority in relevant areas, including those referenced in the question.</p> <p>We continue to work closely with West Yorkshire councils and our partners and stakeholders on this agenda, making them aware of the findings. It is however not the role of the Combined Authority to make partners use the findings in their respective work.</p>
<p>How will the key messages from the study be contextualise? How will the results be made relevant for the man in the street?</p>	<p>We intend as part of our engagement with stakeholders to produce materials which are easy to understand and tailored to specific audiences. A social media campaign is planned as part of the engagement.</p>
<p>Has battery storage been considered as part of this study?</p>	<p>Battery or other forms of energy storage are not implicitly considered as part of the study as they do not directly result in emission savings. Storage will however be key in facilitating an increasing amount of renewable energy in the national electricity grid. We will consider whether further work needs to be undertaken in this area.</p>
<p>What is the impact of Leeds Bradford Airport on emissions now and in the future?</p>	<p>Our modelling suggests LBA currently contributes 8% of total transport sector emissions in West Yorkshire. As other sectors decarbonise the lack of low carbon options for aviation means that LBA becomes a larger portion of emissions in West Yorkshire.</p>