Exeter Transport Strategy (2020-2030)

November 2020

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Introduction

1.1.   Exeter is a thriving economic centre for the county, the gateway for strategic transport into the peninsula and is a desirable location to live. The city has been growing rapidly. This economic success and growing influence at a sub-regional level has increased travel demand into the city.

1.2.   The current transport strategy for Exeter is set out in the Local Transport Plan 3 (2011-2026), and comprises five key elements:

- Improve access to the city

- Enable and support smarter travel

- Deliver the east of Exeter development

- Deliver major developments within Exeter

- Protect Exeter as a gateway

1.3.   The County Council has made good progress in delivering this strategy, with approximately £100 million of new transport infrastructure for the Exeter and East Devon Growth Point area since 2011. This has included motorway junction improvements, strategic cycling infrastructure, new bus services and new rail stations.

Recent Projects, Tithebarn Pedestrian/Cycle Bridge and Newcourt Railway Station

1.4.   A significant part of the existing strategy has now been delivered. With changing technology and a better understanding of travel habits, the transport strategy has been refreshed to better reflect current travel trends, the needs of communities and the County Council's commitment to reducing carbon emissions.

1.5.   A draft Exeter Transport Strategy was consulted on in 2019 and was strongly supported by respondents. During the consultation, Devon County Council and Exeter City Council declared climate emergencies and set timescales for becoming carbon neutral.

1.6.   In addition to supporting the economic vitality of the city and improving the quality of life for its residents and visitors, the Exeter Transport Strategy 2020-2030 provides an important first stage in the city's transition towards net zero carbon.

Background – Delivery in the last Decade

2.1. Exeter has grown rapidly over the last decade and the County Council has helped support the cities growth by providing additional travel infrastructure and choices. The last table above provides an overview of some of the major transport schemes that have been opened in the Exeter area in the last decade.

Project	Opened
Redhayes Bridge	2011
Alphington Road Outbound Widening	2012
London Inn Square public realm improvements	2012
M5 Junction 29 upgrade	2013
Clyst Honiton Bypass	2013
Exeter Central Station Forecourt pedestrianisation	2014
Newcourt Rail Station	2015
Cranbrook Rail Station	2015
M5 Junction 30 southbound off slip widening	2015
Tithebarn Link Road – Phase 1	2015
A38/A380 Splatford Split upgrade	2016
Co Bikes - on street electric bike hire	2016
Completion of Exe Estuary multi-use trail	2017
A379 Sandy Park junction upgrade	2017
Tithebarn Link Road Phase 2 and ped/cycle bridge	2018
Bridge Road outbound widening	2018
East of Exeter new bus services	2018
Exeter E4 cycle route – Phase 1	2018
Exeter E4 cycle route – Phase 2 & Phase 3	Onsite
Moor Lane Roundabout improvement	Onsite
Park & Change at Exeter Science Park	Onsite

Overview of Key Transport Projects Delivered 2011 - Present

2.2. The significant proportion of the funding of this infrastructure has been achieved by securing external funding and linking with development. Local Transport Plan funding has only provided about 10% of the funding for the above measures.

2.3. The Exeter Transport Strategy will support the development of a pipeline of schemes to enable the county to be opportunistic when funding becomes available, such as the Government's £5bn pledge for bus service and walking and cycling improvements.

2.4. Further aligning the strategy with emerging Local Plan developments will further create opportunities for funding to support the ambitious plans set out in this strategy.
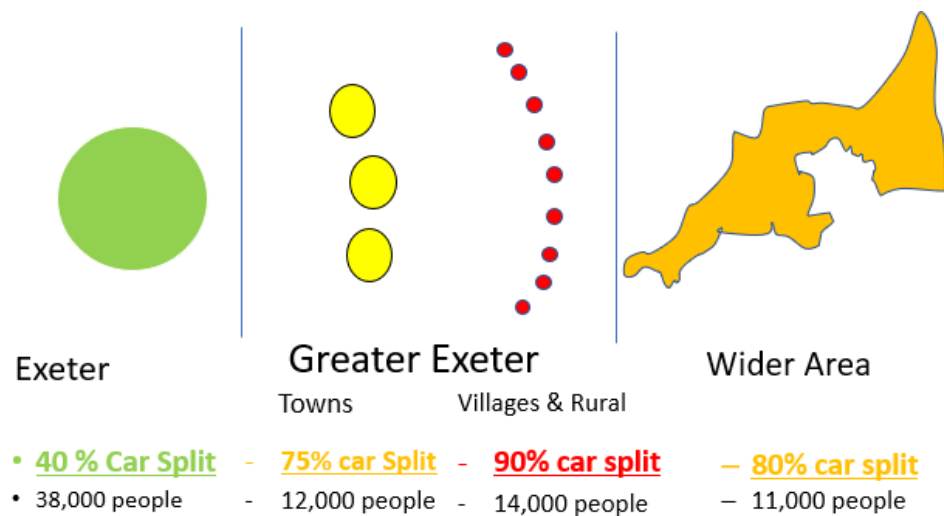
Evidence, Challenges and Opportunities

3.1.   The Exeter **Travel to Work Area** (TTWA) has grown considerably in recent years and is now the second largest geographical TTWA in the country (behind Cambridge). The growth in Exeter jobs has been filled by labour from outside the city leading to rising levels of inward commuting, 48% in the last Census.

3.2.   Between 2001 and 2011 there has been an increase of 7,500 people travelling into Exeter from outside the city for work, and significant jobs and housing growth in Exeter and surrounding area. Despite this, traffic levels on key routes into the city have not increased. Although congestion levels are difficult to measure, data suggests that conditions are unchanged in the AM peak hour but congestion has risen slightly in the PM peak hours.
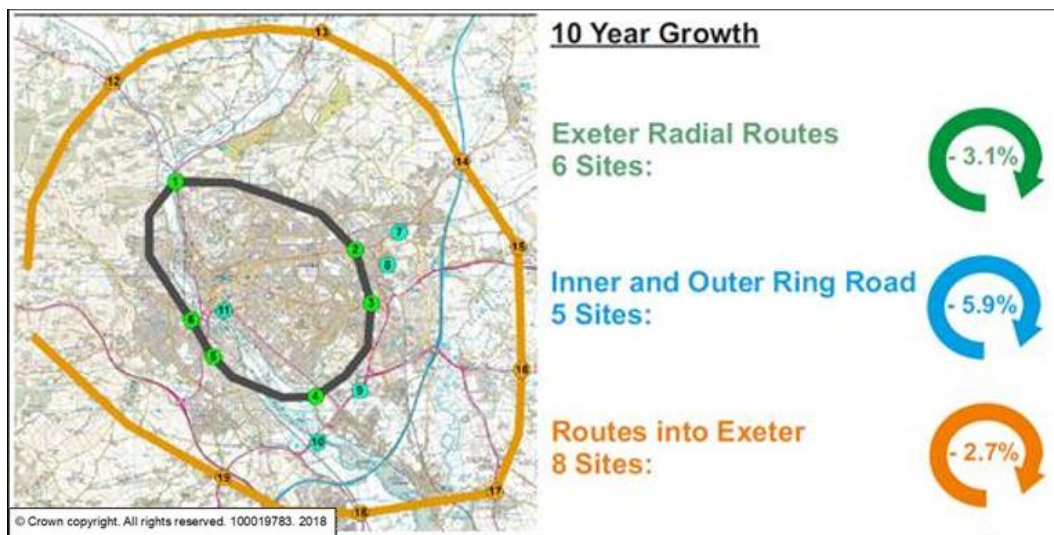
**Change in Traffic on routes in and around Exeter 2005 - 2015**

3.3.   Additional travel demand into the city has instead been accommodated by the residents of Exeter shifting to sustainable travel modes. As a result, the balance of travel for Exeter residents has shifted to a point where **the majority of Exeter residents now travel to work by sustainable modes.**

3.4.   Exeter residents still represent the largest part of Exeter's labour pool (52%) and, account for 35% of car-based commute trips to a destination in the city. This therefore represents the single largest population area to target any measures to reduce car usage and a move to low carbon travel choices.

3.5.   Reflecting the compact nature of the city and close proximity to employment sites, Exeter residents have more travel choices and are most likely to change modes to walking, cycling or public transport.

3.6.   Travel behaviour differs significantly for commuters living outside the city, with 80% of trips into the city being made by car. In rural areas, where there is limited alternative to car, the car dominance is even more prominent with over 90% travelling to the city by car.

- **40 % Car Split** - **75% car Split** - **90% car split** — **80% car split**
- 38,000 people - 12,000 people - 14,000 people — 11,000 people

TTW Demand into Exeter 2011 - Car Mode Split by area

3.7. Exeter already has excellent coverage by public transport. Compared to other cities of comparable size, only Oxford (17%) has significantly higher public transport mode splits for commuting than Exeter (11%). The customer satisfaction rating of 95% for Stagecoach South West is also one of the highest in the country. There are however journey time reliability issues on core routes which can reduce the attractiveness of public transport.

3.8. Cycling levels have grown following the Cycle Demonstration Town project from 2006-2010. However, Exeter's commute cycle mode split (6%) is below other locations including Norwich (9%), York (12%), Oxford (17%) and Cambridge (30%).

3.9. Alongside this, the **spatial distribution of jobs** and services in and around the city is changing. The 20,000 jobs now in the Sowton area on the eastern edge of the city equals the number in the city centre, but accounts for double the number of car movements.

3.10. Employment growth also includes significant new sites in East Devon, including Skypark, Exeter Science Park, and further expansion along the A30 and M5 corridors. These areas lack the range of amenities and attractions of the city centre, and consequently are more challenging to serve with high quality public transport services. Walking/cycling distances are also generally longer and routes more complex.

3.11. Outside of Exeter, the towns of Newton Abbot, Tiverton, Cullompton and Honiton will experience significant growth and the new town of Cranbrook will grow to a size similar to Tiverton during the current Local Plan periods. **Additional travel demand within these towns and towards Exeter** will need to be accommodated sustainably.

3.12. Outside the peak commuting period, business trips make a substantial contribution to car travel throughout the day. Where there is limited scope for these journeys to switch to low carbon modes (e.g. public transport / walking and cycling), in time they could transition to low emission vehicles.

3.13. **Shopping and leisure trips** are also significant contributors to congestion. Although the morning peak is dominated by commuter, work-based trips, the more congested PM peak is an almost 50:50 mix of work and shopping/leisure-related journeys.

3.14. Shopping and leisure trips are integral to the success of the city and although the city centre is changing, it will continue to be a popular destination. These journeys are more sensitive to changes than business and commuting trips. Measures that can shift the timing and mode of these trips to both minimise impact on the network and support the city centre economy represents one of the most significant opportunities for any future transport strategy.
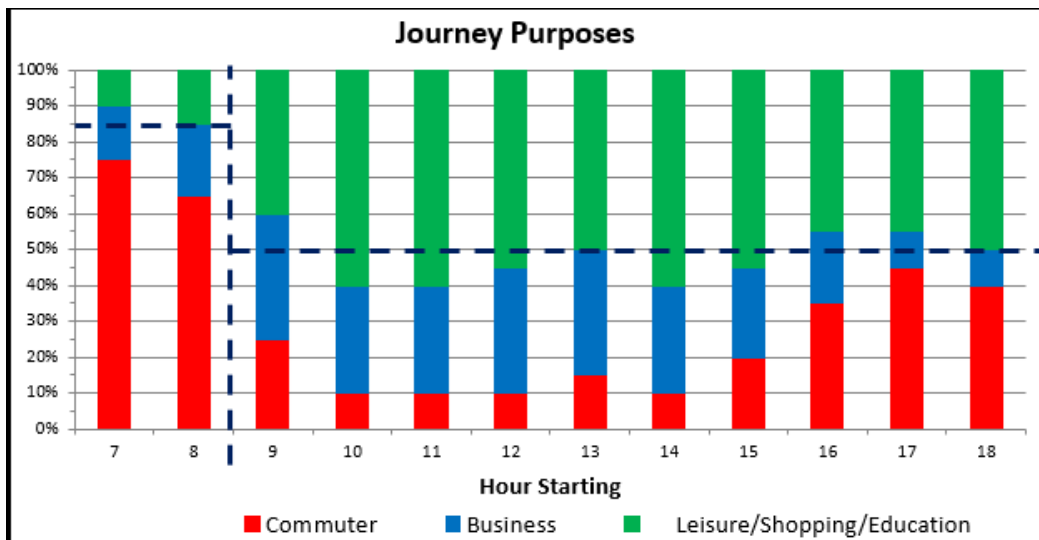
Journey Purpose on Exeter Radial routes (7AM - 7PM)

3.15. **Digital connectivity** has also fundamentally changed the way people travel. Each individual now makes 15% fewer trips than they did in 1995. This trend is expected to continue and suggests there is a need for a new approach to plan for the changing needs and expectations of society.
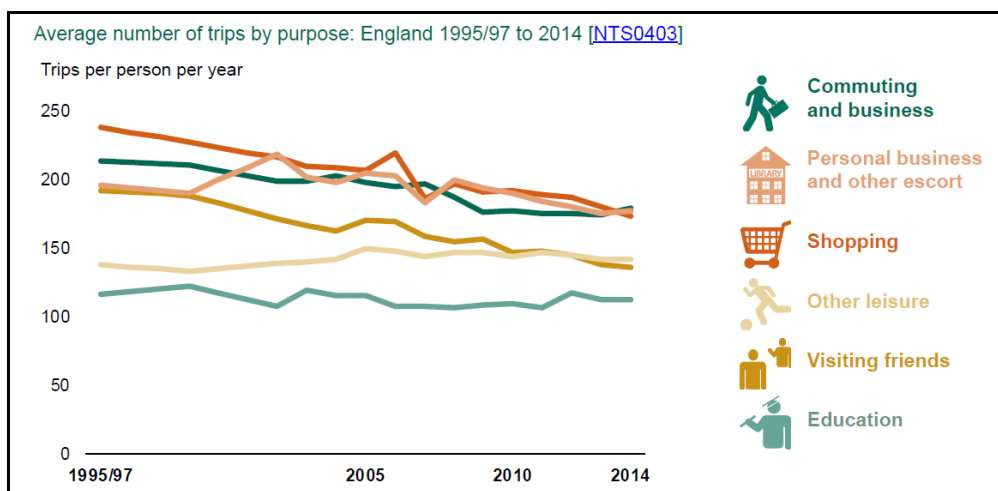
Changing Trip Rates

3.16. Although car ownership has been rising, **car usage is falling**. The reduced usage moves towards a point where owning a second (or third) car becomes less critical. This provides a great opportunity to **promote shared mobility,** such as car clubs / bike hire and other non-car travel modes, as a lower carbon alternative to car ownership.

3.17. Technology will also offer new opportunities for reducing transport-related carbon emissions. Public transport journeys can be made more attractive to new audiences through **better journey planning**, **integrated ticketing** and on-board WiFi enabling **more productive or increased leisure time while travelling**.

3.18. This strategy recognises the importance of protecting the performance of the Local Highway Network in certain locations to support essential business travel and maintain efficient public transport corridors. However, the city is built upon a historic road network, is constrained by limited road crossings of the River Exe and has limited scope for additional widening / capacity improvements therefore **building extra physical highway capacity is probably not possible within the city.**

3.19. **Technology will unlock new ways to manage the network**, such as real time wireless methods of corridor control, which could optimise the operation of the network, providing additional capacity and reliability on core highway routes. This could support reallocating road space for an improved walking and cycling environment on other routes.

3.20. Looking forward over the next 20-25 years, the numbers employed in Exeter are expected to **increase by another 25-30%**. With existing transport networks already at capacity in peak periods and a need to ensure increased demand does not lead to increased carbon emissions, providing capacity for future growth will depend on **effective sustainable alternative travel choices** and **more sophisticated management of existing transport corridors**.

3.21. Alongside this, **urban centre regeneration** schemes must strive to reduce the dominance of vehicular traffic and provide an attractive environment where amenities and services are located within a reasonable walking and cycling distance.

3.22. The City Council's '**Liveable Exeter'** vision outlines a direction of travel for the next Local Plan for Exeter. The transformational housing programme proposes approximately **12,000 homes built by 2040** on a range of city sites. These include regeneration of the Water Lane and Marsh Barton areas, intensifying development within the city centre and on key radial corridors, such as Heavitree Road as well as at Exeter St David's and Exeter St Thomas rail stations. Located on strong walking and cycling corridors with excellent links to public transport, the emerging housing plans align well with the transport strategy, offering the greatest opportunity to encourage low-car, sustainable development.

3.23. Devon County Council has a strong track record of delivering transport infrastructure in Exeter. Nevertheless, the transition to a carbon neutral transport system will require an accelerated change. A key challenge will be how best to embrace innovation and invention to support this transition and ensuring the safety of all users in a complex highway environment.

Transport Strategy Consultation

4.1.   The Exeter Transport Strategy consultation took place at the beginning of 2019. The consultation received **more than 1100 public responses** as well as responses from stakeholders and organisations. Meetings with a number of key stakeholders and groups were also conducted during and after the consultation period.

4.2.   Respondents were broadly evenly distributed between Exeter, Greater Exeter and further afield, albeit there were a significant number of responses from the Okehampton postal district and, where possible, analysis was normalised to ensure this did not skew the responses.

4.3.   The three key themes of Greater Connectivity, Greater Places for People and Greater Innovation were all positively received, with at **least 70% of respondents expressing a level of support** for each theme.

4.4.   Improvements to provide a consistent standard of sustainable transport, contributing to a connected city region, was strongly supported. Additional comments related to running buses later into the evening, rail links to Okehampton and more strategic cycle routes.

4.5.   For national connectivity, improvements to **mainline rail services** were positively received, in particular enhancements on the Exeter-Waterloo line. Support was however mixed for improvements to road and air, with many raising concerns with sustainability and the additional carbon emissions from increased road and air travel.

4.6.   There was strong **support for Park & Ride** (P&R)**,** including improving journey times and enhancing cross city travel options**.** Respondents also wanted P&R sites to provide facilities for other sustainable travel options, such as electric charging and Park and Cycle.

4.7.   There was also strong support for improvements to **active travel networks** and the importance of safety and minimising the disruption to active travellers. The aspiration of 50% active travel generated mixed views, with some saying it was not ambitious enough and others commenting that it was unachievable. 70% of respondents also **supported the rededication of highway space** for pedestrians and cyclists in the city centre.

4.8.   Innovation and Invention was the least commented on of all the strands, but those that did comment raised the importance of its role in **decarbonising transport.**

4.9.   Generally, the preferences were for the strategies that are targeted at their location. Exeter residents generally favoured the Greater Places for People theme and proposals, whereas respondents living further afield highlighted the importance of the Greater Connectivity theme and proposals.

Top 3 Priorities	Exeter	Greater Exeter	Outside
1	Active Exeter	Park & Ride on all main corridors	Connected City Region
2	People Based Places	Maximise efficiency of the Existing Network	Nationally Connected
3	Attractive Urban Bus Networks	Connected City Region	Park & Ride on all main corridors Maximise efficiency of the Existing Network

Top 3 Transport Strategy Priorities by Respondent Location

4.10. With priorities influenced by location, further analysis was undertaken to take account of the actual proportions of where people travelling into Exeter originate from (weighted average). This identified that the following were the top 3 priorities;

1. **Park and Ride on all corridors**
2. **Active Exeter**
3. **Maximise Efficiency of the existing network.**

4.11. Stakeholders were broadly supportive of the Strategy, although some stated it needed to be more radical to achieve carbon reduction targets. Key themes raised included:

- **Climate Change** - how the strategy will assist in reducing carbon emissions and suggestions to include clear targets.

- **New Funding mechanisms** – how these could support the delivery of infrastructure. Workplace parking levy was identified, although more information on the potential implications and benefits of such a levy would be required.

- Strategy should include a list of **measures and/or action plan.**

4.12. The consultation showed widespread support for the Draft Exeter Transport Strategy from members of the public and stakeholders. It did however highlight the need for a greater focus on how the strategy supports carbon reduction targets.

Climate Emergency

5.1.   The Intergovernmental Panel on Climate Change (IPCC) has advised that carbon emissions must reduce globally by at least 45% by 2030 from 2010 levels. There is a chance the worst effects of climate change can be avoided by keeping warming below 1.5 degrees and to achieve this we must be carbon neutral (net-zero) by 2050 or earlier.

5.2.   Recognising the significant implications of climate change on Devon's communities, Devon County Council has declared a climate emergency, which commits to reducing carbon emissions to net-zero by 2050.

5.3.   Part of this commitment is developing a Devon Carbon Plan with over 25 public and private organisations from across Devon. The Devon Carbon Plan has begun with a Call for Evidence phase, including a series of Expert Hearings on key topics including 'Mobility and Transport', to generate information and learning about possible policy options to be considered by the Citizens' Assembly to tackle Climate Change. The Plan is expected to be drafted by Winter 2020/21.

5.4.   In advance of producing the Devon Carbon Plan, an initial carbon assessment of the proposed measures in the Exeter Transport Strategy was undertaken. These have then been grouped by types of intervention (i.e. Public Transport Improvements) to identify the interventions which are expected to result in the largest reduction in carbon per £ spent. These are;

    1. Trip Reduction Strategies
    2. Shared Mobility
    3. Electrification
    4. Public Transport & Walking and Cycling Improvements

5.5.   Reducing travel, reducing vehicular capacity, sharing transport and electrification of vehicles would offer the biggest carbon savings. Furthermore, interventions which are a combination of these would offer even greater carbon saving potential and therefore the highest priority carbons reducing measures. Examples of which would include:

    -   Electric Car club vehicles
    -   Sustainable travel enhancements achieved by vehicle capacity reduction,
    -   Targeted Travel Planning alongside new public transport or cycling interventions.
    -   Linking Public Transport Enhancements with improved Electric Vehicle/bike facilities

5.6.   The Exeter Transport Strategy sets out ambitious aspirations, including for 50% active travel and a new zero-emission transport subscription service, and a clear direction of travel to reduce the carbon emissions from transport in Exeter.

5.7.   The measures within the 9 sub themes have also been revised to reflect the carbon analysis and increase their contribution to reducing carbon. This provides the start of the transition towards achieving net zero by 2050, with further changes to accelerate carbon reduction also required in future strategies.

Exeter Transport Strategy

6.1. The Exeter Transport Strategy will focus on improving travel choices, the quality of life for residents and provides the first stages in the transition of transport towards net zero.

6.2. The core elements of the strategy will be to improve sustainable transport networks, providing the basis of a connected City Region. It will deliver interventions that contribute to improved quality of life and take advantage of technological advancements to better integrate information and help decarbonise travel.

6.3. The proposals aim to provide an ambitious, but ultimately realistic, transport strategy that is embodied in the following 3 key themes:

- **Greater Connectivity**
- **Greater Places for People**
- **Greater Innovation**

6.4. The transport strategy will facilitate decarbonisation of transport in the Greater Exeter city region by providing a sustainable and reliable transport system, allowing people and goods to move around the network efficiently. This will support sustainable growth and provide a better quality of life for residents.

6.5. Central to this will be creating a comprehensive, accessible and coherent cycle and pedestrian network in Exeter that connects residential areas with schools, key economic hubs, public open space and transport interchanges so that **50% of trips within the city are being made on foot or by bike**.

6.6. This represents the most achievable way of reducing short distance car trips from within Exeter. It also complements aims to tackle inactivity across the city through the Sport England Local Delivery Pilot and Exeter's aspiration to become the **most active city in the country**.

6.7. The rate of delivery will be accelerated through testing and trialling changes, including making some of the Emergency Active Travel "pop-up" infrastructure changes permanent. We will also progress opportunities to remove or reduce traffic on some routes to create "**green lanes**" and support active travel access from villages on the edge of the city.

6.8. This will be complemented by new, high-quality strategic cycle links creating **a city region strategic leisure network** to encourage short to medium distance trips from existing settlements into Exeter and the Exe Estuary Trail.

6.9. We will support enhancing bus frequency on key interurban routes, with an aim of achieving **15 minute bus frequency** or better on key inter-urban routes into the city from Cranbrook, Crediton, Cullompton and Newton Abbot. This level of frequency provides a 'turn-up-and-go' service where users will no longer feel the need to consult a timetable.

6.10. This will be supported by **enhanced bus corridors and improvements at key junctions.** Particular focus will be given to **enhancing Heavitree Road** to achieve more reliable journey times on a key, busy public transport route to growth in the East of Exeter and achieving an improved environment for residents, pedestrians and

cyclists. Enhancements to Heavitree Road will also reduce pollution, **improve air quality** and form part of the target to remove all air quality exceedances in the city.

6.11. The County Council will explore options to deliver the cleanest **bus fleet with on-board WiFi** allowing more productive travel and reduced transport costs with a greater influence on the routes being run.

6.12. Alongside this will be continued improvement of '**Devon Metro'** rail services improving the connectivity within the city region so that the towns of Cranbrook, Crediton, Dawlish, Dawlish Warren, Exmouth, Honiton, Newton Abbot and Teignmouth are served by at least half hourly rail frequency. New rail connectivity to Mid Devon will also be investigated.

6.13. In combination, the enhanced rail, bus and active travel links between key settlements and Exeter form the basis of a **Connected City Region network**.
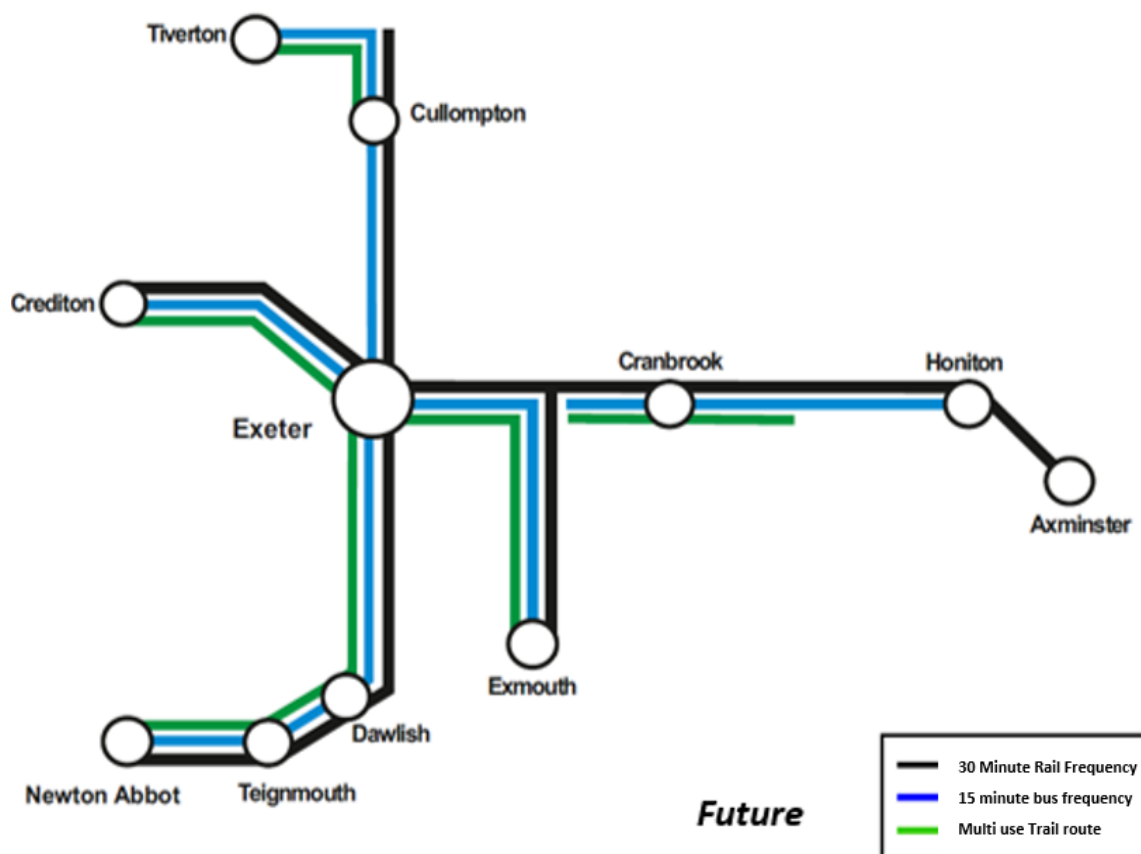
Consistent Standard of Sustainable Transport providing a Connected City Region

6.14. **Park & Ride sites on all key corridors** will provide a realistic sustainable travel option for those trips from rural areas into the city that can't feasibly be served by traditional public transport services. The sites also serve as multimodal interchanges for other sustainable forms of travel, such as cycling, and will provide electric vehicle charging facilities.

6.15. The potential of **Park & Ride to also provide frequent cross city connections** as well as from the city centre out to employment and amenities at Marsh Barton and Sowton / East of Exeter will also be promoted.

6.16. The strategy will protect and **enhance strategic rail, road and air connectivity** into the city and South West Peninsula so that it retains momentum and continues to offer an attractive place for sustainable growth.

6.17. In addition to hard infrastructure, new **transport innovations** and interventions will be encouraged.

6.18. We will work with and support the private sector to develop innovative solutions in the city and in securing external funding for new initiatives. We will also **share data** with partners to improve collaboration and support innovation.

6.19. To facilitate an accelerated change in transport conditions in the city, we will also be more dynamic in **testing and trialling of new measures and highway changes.**

6.20. The network will benefit from **smarter operation and management**. Such initiatives could include **innovative car parking strategies** in the city centre, which encourages longer stays in the evening and off-peak, whilst discouraging car travel at peak times.

6.21. Central to the Exeter Transport Strategy and reducing carbon emissions is increasing **electric shared mobility**. We are currently expanding our electric bike hire to provide the largest on-street electric bike scheme in the UK and will continue to expand and electrify the already well utilised car club fleet.

6.22. Alongside a growing shared mobility offer, Exeter has an extensive bus network which together provide core elements to build upon to create a **single ticketing platform** that is right for the attributes of Exeter. Furthermore, the emergence of electric bus funding opportunities, along with electric car club vehicles and bike hire unlock the potential for the delivery of the UK's first **zero-emission transport subscription service.** This would be a crucial step on the path towards net zero.

6.23. More detail on the measures to achieve this strategy are set out on the following pages.

Greater Connectivity – Enhanced Travel Choices

1. Connected City Region

Aim: Increase the attractiveness of public transport through improved passenger facilities and better journey time frequency and reliability.

- Continued delivery of the Devon Metro including at least half hourly frequency on rail lines into Exeter.

- Lobby for decarbonisation of rail network and for branch lines in the south west to be a test bed for low carbon railways.

- Enhance bus services between Exeter and surrounding towns to provide 15 minute frequency on key inter-urban routes into the city, including Cranbrook, Crediton, Cullompton and Newton Abbot.

- New strategic walking and cycle trails connecting surrounding towns into existing Exe Estuary trail and Exeter cycle network.

- Upgrade of facilities and interchange at main transport hubs including electric shared mobility and electric vehicle charging facilities.

2. Nationally Connected

Aim: Retain and enhance strategic rail, road and air connectivity with the rest of the country and overseas.

Interventions:

- Improved resilience, capacity and journey times on rail mainlines as well as 'working office' capabilities on new rolling stock.

- Enhance resilience of M5 J29 – J31 / Splatford Split

- Improve access to Exeter airport by sustainable modes

3. Park & Ride on all main corridors

Aim: Provide Park & Ride on all key corridors and double the number of spaces that serve the city alongside reducing parking provision in city centre.

- Park & Ride / Change interchange facility serving main corridors of Alphington Road, A377 to Crediton, B3181 to Broadclyst and A376/A3052.

- Bus priority to increase attractiveness of new Park and Ride routes to the city

- Increase cross-city Park and Ride services to improve linkages to employment on the edges of the city.

- Provide electric shared mobility, electric vehicle charging facilities and investigate potential for energy generation on Park and Ride sites.

Greater Places for People - Healthier Active City

4. Active Exeter

Aim: 50% of work trips originating in Exeter to be made on foot or by cycle.

- Enhance pedestrian environment in residential areas by removing through traffic and creating quieter and safer environments for pedestrians and cyclists

- Enhance key pedestrian corridors, including new river and main road crossings and improved access to transport interchanges.

- Green Lanes supporting active travel from villages on the edge of the city

- Comprehensive citywide Exeter cycle network linking all key destinations, delivering safe routes that can be enjoyed by all.

- Improved access to cycle, including city-wide bike hire scheme and greater access to storage facilities.

5. People Based Places

Aim: Shift to more people-focused design interventions to improve the health and wellbeing of citizens and support the vitality of the city centre.

- Reduce dominance of cars in urban centres and core walking areas, linked to public realm and redevelopment of city centre to support inward investment.

- Deliver corridor enhancements to improve pedestrian / cycle safety, bus reliability, reduce pollution and support key neighbourhood centres.

- Reduce transport pollution to remove Air Quality exceedances in the city.

- New Street Design standards giving greater emphasis to sustainable travel users and creating a more attractive environment.

6. Attractive Urban Bus Networks

Aim: Work with operators to achieve a modern, reliable and low carbon network of bus routes.

- Joint working with operators to identify rolling program of journey time hotspots for improvement.

- Refine and optimise bus routes with enhanced bus priority at major junctions of Exe Bridges, Clyst St Mary and Countess Wear and "Red Routes" on key corridors including Heavitree Road, Pinhoe Road and Cowick Street.

- Roll out of modern, cleaner vehicles with WiFi to enable productive travel on buses as well as on trains.

- Improved IT systems to improve real time information, journey time reliability and payment methods.

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Greater Innovation – Manage Travel Intelligently

7. Seamless Multimodal Travel

Aim: Introduce a new single ticketing platform and shared mobility to boost the convenience of non-car travel into and around the city.

- Expansion of car clubs, bike hire schemes and support new development policy requirement in Exeter and adjacent districts.

- Electrification of shared mobility fleet.

- Single ticketing platform for multi-modal travel in Exeter, working towards providing a new zero-emission transport subscription service.

- Support creation of Travel Planning and mapping apps.

8. Maximise the Efficiency of Existing Network

Aim: To use technological advancements to better understand the operation of the network and adapt its control to best manage movement effectively.

- Network review to optimise operation or even remove signal controls to improve capacity, safety, resilience and air quality.

- Review parking charges for off-peak travel to discourage peak period travel and encourage longer stays in city centre.

- Ongoing employer, school and residential travel planning programs to encourage sustainable travel choices.

9. Innovation and Invention

Aim: To test changes using local and global expertise to develop and launch new transport innovations that support decarbonisation.

- Data sharing and collaboratively working to support partners and innovators to develop new solutions to decarbonising transport.

- Allow trials and testing of new measures and/or network changes to accelerate process for decarbonising the transport network.

- Utilise new sophisticated forms of network control.

- Support roll out of alternative vehicle propulsion, including developing an Electric Vehicle strategy and identify assets that can support uptake of low emission vehicles.