



# Clean & Green Transport

Trading as Light Rail UK.

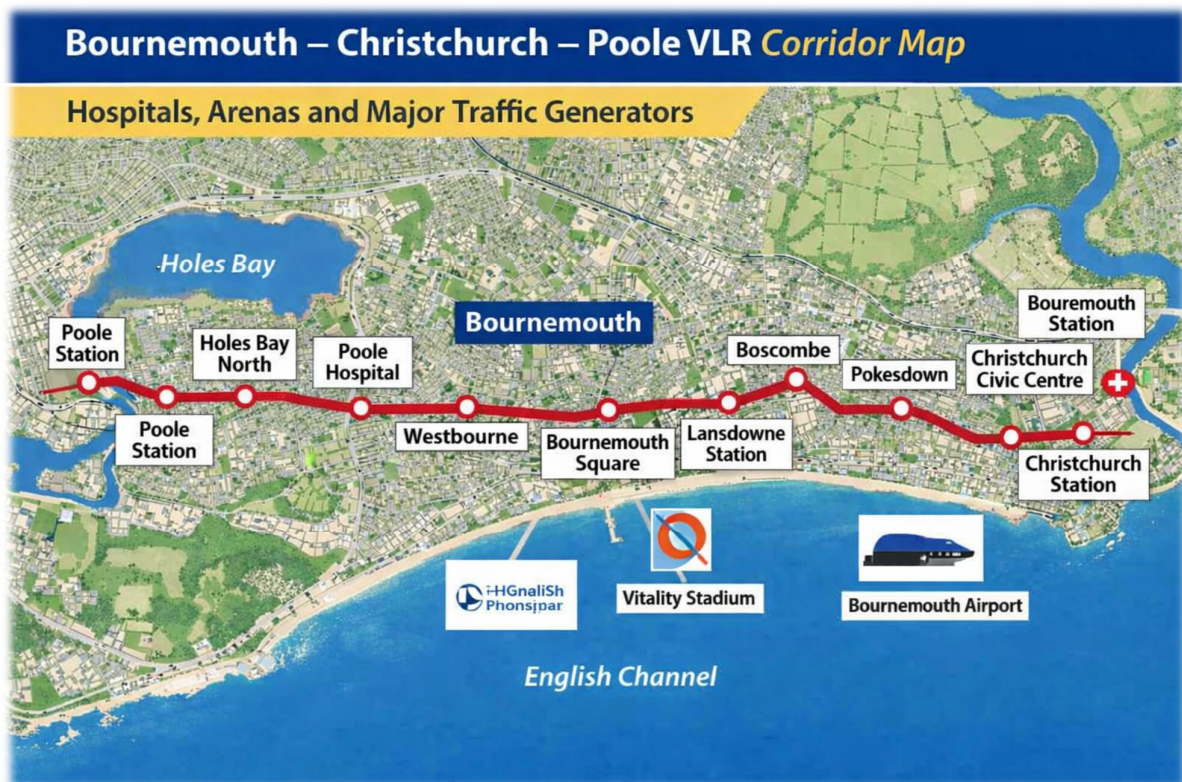
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## A Very Light Rail (VLR Tram) The Golden Coast Line



## Why Hydrogen VLR Trams as a Service — (HTaaS) The Bournemouth Phoenix Project

**HTaaS gives Bournemouth, Christchurch, and Poole a way to turn the Golden Coast Line from a transport aspiration into a deliverable regeneration, energy, and investment platform.**

This paper is intended to support discussion with MPs, councillors and regional stakeholders on a potential once-in-a-generation opportunity for Bournemouth, Christchurch and Poole. It sets out how Hydrogen Very Light Rail Trams as a Service could align cross-party objectives for net zero, regeneration, transport inclusion, private investment and local energy resilience, while helping to establish a locally controlled clean-power industry less exposed to National Grid constraints and international fuel price volatility.



It is not simply a tram proposal; the LR UK CGT HTaaS May 2026 v.26.docx describes HTaaS as a **new municipal energy model, new commercial model, and new pathway to net-zero cities**, integrating clean transport, local energy production, and fleet decarbonisation into one coherent platform.

For THE GOLDEN COAST LINE , this is powerful because the [Re: RE: The Bournemouth Phoenix Project](#) confirms that the Bournemouth Phoenix Project is already considering a tram system as part of the regeneration concept, and that upgrading infrastructure is regarded as essential.

HTaaS therefore gives the Phoenix vision something it currently needs: a practical, investor-friendly mechanism for delivering high-quality public transport without forcing the council into a traditional high-capex tram procurement model.

## 1. It Converts the Golden Coast Line into an Investable Service

The biggest benefit for THE GOLDEN COAST LINE is financial deliverability. HTaaS replaces the old “procure-build-own-operate” approach with a **single-contract, OPEX-based Energy-as-a-Service framework**, delivering predictable costs, guaranteed performance, and verifiable carbon reduction.

Applied to THE GOLDEN COAST LINE , that means the Golden Coast Line can be presented not as a council-funded capital burden, but as a **service-led infrastructure proposition**: one accountable provider, one service package, one performance regime, and one price per kilometre delivered. The HTaaS model explicitly says the municipality pays **£X per kilometre delivered**, with capex removed, risk transferred and performance guaranteed.

**THE GOLDEN COAST LINE does not need to buy a tramway; it can procure clean kilometres, hydrogen energy, fleet availability, and regeneration impact as a service.**

## 2. It Reduces Public-Sector Capital Pressure

THE GOLDEN COAST LINE , like many local authorities, faces financial constraint. HTaaS directly addresses this by offering a zero-emission mass-transit system that **removes capital risk, accelerates delivery, and creates a new municipal revenue stream**.

The model is especially attractive for a major regeneration programme such as Phoenix because it separates the political ambition — a world-class coastal regeneration corridor — from the traditional problem of “who pays upfront?” HTaaS is designed to deliver modern tram-like services with **minimal civil engineering, no public-sector capital requirement, zero tailpipe emissions, and guaranteed availability and performance**.

### THE GOLDEN COAST LINE -specific benefit

This gives THE GOLDEN COAST LINE a credible way to support the Phoenix Project while avoiding the perception that the tramway would compete with housing, social care, highway maintenance, or core council services for scarce capital.



### 3. It Creates a Local Hydrogen Economy around the GOLDEN COAST LINE Assets

HTaaS is strongest when it is applied as a whole-system model. The document states that HTaaS transforms the municipality from a **transport operator** into a **local clean-energy producer and distributor**.

For THE GOLDEN COAST LINE , this could be applied around:

- **Bournemouth Airport** as a clean-energy and logistics node.
- **Council fleet depots** for refuse, highways, parks, and enforcement vehicles.
- **Solar, waste-derived biogas and grid-connected electrolysis** as potential hydrogen feedstocks, consistent with the HTaaS model.
- **Third-party hydrogen sales** to taxis, logistics fleets, SMEs, contractors, and regional operators, which the HTaaS document identifies as a municipal revenue stream.

#### Strategic benefit

**THE GOLDEN COAST LINE** would not merely host a tramway; it would host a clean-energy economy.

That is a much stronger proposition for Gulf, ESG, infrastructure and regeneration investors.





## 4. It Strengthens the Phoenix Project's Investor Pitch

The Phoenix Project is seeking to attract transformational investment into Bournemouth. HTaaS adds an investable infrastructure layer to that proposition.

Instead of saying, "Bournemouth needs a tram system," the improved proposition becomes:

**Bournemouth can offer investors a regeneration corridor, a zero-emission VLR spine, a municipal hydrogen hub, third-party fleet revenues, and a long-term service-payment model.**

That matters because HTaaS is described as a **bankable, city-region-scale energy system** rather than a fragmented fuel project. It also includes hydrogen production, storage, refuelling, fleet operations, digital optimisation, and lifecycle management within one unified service. [\[LR UK CGT...2026 v.26 | Word\]](#)

### Investor message

**Phoenix creates the development value; HTaaS creates the mobility and energy revenue platform that helps unlock it.**

## 5. It Decarbonises More Than the Tramway

A major advantage of HTaaS is that it does not stop at VLR. It can also decarbonise municipal rubber-tyred fleets, including **waste, highways, parks, enforcement, and community transport**.

That is important for THE GOLDEN COAST LINE because the business case becomes wider than passenger transport. The same hydrogen hub serving the Golden Coast Line could also support:

- Refuse collection vehicles.
- Highways and maintenance vehicles.
- Parks and environmental services.
- Enforcement and community transport.
- Potential third-party commercial fleets.

The document describes this as a **closed-loop, municipally controlled energy ecosystem** reducing reliance on national grid volatility and external suppliers.

### Public-sector message

**One hydrogen hub can support trams, council vehicles, local business fleets, and emergency resilience.**



## 6. It Improves Carbon, Air Quality and Visitor Experience

The HTaaS document identifies major environmental benefits including **zero tailpipe emissions, 70–90% lifecycle CO<sub>2</sub>e reduction, 80% embedded-carbon reduction**, air-quality uplift, noise reduction, and modal shift from private car use.

For THE GOLDEN COAST LINE, this is particularly valuable because the Phoenix Project depends on making Bournemouth a cleaner, more attractive, higher-value coastal destination.

A car-heavy regeneration strategy risks more congestion, more parking pressure, and a weaker visitor experience. HTaaS helps reposition the town around clean mobility, less traffic pressure and stronger public-realm quality.

### Tourism message

**A hydrogen VLR system would not just move people — it would become part of Bournemouth’s modern resort identity.**





## 7. It Supports Social Inclusion Across the Conurbation

HTaaS is also a social inclusion tool.

The document identifies improved access to **employment, education and healthcare**, inclusive design, cleaner streets, safer streets, and enhanced public realm as social impacts.

Applied to THE GOLDEN COAST LINE, this strengthens the case for serving communities beyond the prime seafront and town-centre redevelopment areas. It allows the Golden Coast Line to be positioned as an inclusive corridor linking:

- Poole and Bournemouth stations.
- Hospitals and health services.
- The town centre and seafront.
- Airport and employment areas.
- Boscombe and other communities needing better access to opportunity.

### Equity message

**HTaaS helps ensure Phoenix regeneration is not confined to prestige sites, but reaches workers, residents, patients, students, and visitors across the wider conurbation.**





## 8. It Reduces Delivery Risk

Traditional tram proposals often stall because of cost, utilities, procurement complexity, and political risk. HTaaS and VLR directly targets those barriers.

Less than £10 Million per track kilometre with a working life of 50+ years

The document states that all major risks move to the provider, including **technical risk, hydrogen price volatility, asset risk, delivery risk, and lifecycle risk.**

For THE GOLDEN COAST LINE, that is a major advantage. It allows the council and Phoenix stakeholders to explore the Golden Coast Line without immediately inheriting the full risk profile of a traditional publicly funded tramway.

### Governance message

**THE GOLDEN COAST LINE receives a guaranteed service, not an exposed asset.**

## 9. It Gives THE GOLDEN COAST LINE a National Demonstrator Opportunity

The HTaaS document presents the model as a **UK-origin innovation** with global export potential and as a commercially viable, technically robust, and socially transformative solution for the energy transition.

THE GOLDEN COAST LINE could therefore position the Golden Coast Line as:

- A UK coastal VLR demonstrator.
- A hydrogen mobility demonstrator.
- A clean-energy municipal finance demonstrator.
- A regeneration-linked transport demonstrator.
- A replicable model for other coastal towns and medium-sized cities.

**This would fit well with our wider argument that THE GOLDEN COAST LINE should not merely copy existing transport models, but leapfrog into a modern, lower-cost, zero-emission system.**



# Summary for THE GOLDEN COAST LINE / Phoenix Use

**Hydrogen Trams as a Service — HTaaS — could transform the Golden Coast Line from a conventional transport proposal into a complete clean-energy, regeneration and municipal finance platform for Bournemouth, Christchurch, and Poole.**

Unlike traditional tram procurement, HTaaS does not require the council simply to buy infrastructure, vehicles, and operating systems upfront. Instead, it provides a single, OPEX-based service model under which THE GOLDEN COAST LINE would buy zero-emission kilometres, hydrogen supply, fleet availability, energy resilience, and lifecycle performance through one integrated contract. The model removes public-sector capital pressure, transfers major delivery and lifecycle risks to the provider, and gives the authority predictable long-term operating costs.

For the Bournemouth Phoenix Project, this is highly significant. Phoenix creates the destinations; the Golden Coast Line connects them; HTaaS provides the commercial and energy model that makes the transport spine deliverable. It allows THE GOLDEN COAST LINE to link regeneration, tourism, housing, town-centre renewal, airport growth, hospital access, and social inclusion through a visible, clean, modern VLR corridor.

The wider opportunity is even greater. A local hydrogen hub could support not only VLR services but also THE GOLDEN COAST LINE's own municipal fleets, including refuse, highways, parks, enforcement, and community transport. It could also supply third-party users such as taxis, logistics operators, contractors, SMEs, and regional transport fleets, creating new revenue streams and building a local hydrogen economy around municipal assets.

In this sense, HTaaS is not merely a tram solution. It is a municipal energy strategy, a regeneration accelerator, and a clean-growth investment platform. It supports Net Zero, reduces tailpipe emissions, improves air quality, strengthens local energy resilience, creates skilled jobs, and gives investors a long-term, service-backed infrastructure proposition.



## Cross-Party Strategic Opportunity

This proposal should be seen as more than a transport scheme. For MPs, councillors, and regional stakeholders, HTaaS offers a once-in-a-generation cross-party opportunity to align net zero, regeneration, transport inclusion, private investment, and local energy resilience within a single deliverable programme.

Manchester's greatest achievement was not building a tramway; it was building long-term political consensus around a shared economic vision. THE GOLDEN COAST LINE now has the opportunity to do the same. The Golden Coast Line can become the transport spine that links Phoenix regeneration, housing growth, tourism, clean energy and opportunity across the conurbation, creating a legacy that extends far beyond transport alone.

By linking Hydrogen Very Light Rail to local hydrogen production, municipal fleet decarbonisation, and third-party energy sales, THE GOLDEN COAST LINE could create the foundations of a new local clean-power industry — one that is less exposed to National Grid constraints and international fuel price volatility.

Crucially, the model also offers the potential to lever private finance into public-purpose infrastructure, reducing pressure on public capital budgets while supporting regeneration, skilled employment, and long-term local economic resilience.

A possible closing line:

**In political terms, HTaaS gives THE GOLDEN COAST LINE the opportunity to build a cross-party legacy: cleaner transport, local energy security, private investment, skilled jobs, and regeneration benefits delivered through one integrated programme.**



Light Rail (UK)

## For THE GOLDEN COAST LINE , the strategic proposition is clear:

The Golden Coast Line moves people. HTaaS powers the system. Phoenix creates the destinations. Together they form a clean, investable, and nationally significant model for coastal regeneration.

HTaaS allows THE GOLDEN COAST LINE to deliver the Golden Coast Line without treating it as a traditional capital-heavy tram scheme.

It becomes a clean-energy service: zero-emission VLR, local hydrogen production, municipal fleet decarbonisation, third-party hydrogen sales, predictable OPEX, transferred risk and new revenue streams all supporting the Phoenix Project's wider regeneration ambitions.

## PS Tourist Options

Phase 2/

