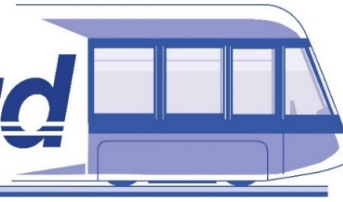


TramForward

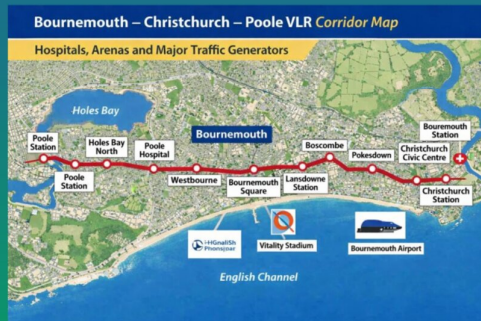


This document positions the Golden Coast Line as a showcase demonstrator for Bournemouth, Christchurch and Poole, not simply a local transport scheme. That matters because the argument depends on wider strategic value: proving OHLE and/or catenary-free VLR, integrating greenway/public realm benefits, supporting regeneration, and creating a replicable model for other corridors.



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

NO Major Pollution
First/Last Mile



A Pre-Feasibility Study:
Very Light Rail Trams.

*Better value to the Public Purse



An affordable, multi-generational alternative to the Air Pollution (NEE) that will be caused by any bus-based Mass Rapid upgrade.



Bournemouth - Christchurch - Poole VLR Proposed Corridor Map



Map not to scale, guidance only

The largest share of transport emissions comes from cars, accounting for 38% a 20% reduction by 2030. Transport Scotland Jan 2022

As Trams have a high modal switch of circa 25% - 32%, this demonstrator line can achieve that target along this corridor

Statistics in Tram integrated Nottingham show that LEZs are not required

Benefits of Very Light Rail for the BCP Corridor,

Over thirty years life +of the Tram

What we're proposing

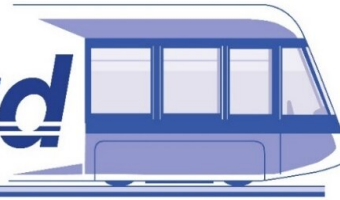
A battery-dominant, OHLE and/or catenary-free VLR option for Line 1, "The Golden Coast Line", using proven TiGM MRV-3 vehicles. These have operated for more than 14 years in Aruba in tourist-service mode and in Doha as city cars. Each MRV-3 carries around 100 passengers and can run in multiple-unit formation, for example two coupled cars providing about 200 passengers per train with one driver. The route would also be integrated with a high-quality greenway.

This delivers a turn-up-and-go service between Poole Station, Poole Hospital, Bournemouth Square with extendable stops at the Hospitals, to Christchurch Station

TiGM's MRV-3 are a production platform already in public service (e.g., Msheireb, Doha) and offered in battery or OHLE variants; MRV-3 is explicitly listed by the OEM at 100 passengers and MRV-4 at 200-300 for future scaling.

No Air Pollution at Point of Use!

TramForward



Self-powered new build tradition summer tram cars

City Cars (3), autonomously coupled, 300 passengers

Heidi Alexander, Transport Secretary, backs Very Light Rail (VLR)

<https://www.bbc.co.uk/news/articles/cm28lzmj79no>

Why Green VLR Trams?

Bournemouth, Christchurch and Poole A showcase demonstrator for the South Coast?

Why VLR outperforms the alternatives

Faster, lower-cost delivery: shallow embedded track reduces utility diversions, avoids overhead wires and minimises visual clutter.

Appropriate capacity and geometry: tight-curve capability suits the BCP corridor, while multiple-unit operation can scale capacity for peaks, events and seasonal demand. BCP's funding landscape is multi-layered, combining regeneration grants, transport capital and innovation funding. Together, these provide a credible basis for Golden Coast Line / VLR pre-feasibility and placemaking integration under Green Book five-case logic.

Green Book-compliant benefits can be monetised across carbon, air quality, noise, landscape, water environment and wider natural-capital uplift using TAG A3 workbooks and ENCA, ensuring these wider benefits are properly reflected in value-for-money assessment.

The proposal aligns with BCP's policy priorities and funding opportunities, including new stations, rapid transit and smart ticketing.

Delivering an integrated transport system often requires schemes that cross local authority and county boundaries, supported by regional coordination to promote, fund and deliver projects effectively.

A proposal for a Very Light Rail line.
Park & Ride locations have been identified separately from the attached map.

The benefits of Very Light Rail for each corridor segment, including modal shift, air quality, regeneration and strategic integration with BCP's transport and planning objectives.

This supports a coherent corridor case aligned with local transport, regeneration and environmental priorities.

Contact James Harkins FCILT MTPS,
Chair, Very Light Rail Group

Email jimh@jimmyharkins.com
07721378223.

Light Rail Transit Association
www.lrta.org

Legal utilities are left in place



***Installation less than £10M per Km**

Scheme Cost and Benefit Cost Ratio

The LRTA is a not-for-profit UK based organisation since 1937 and has members throughout the world. Free of any trade or political affiliation; it is the world's leading organisation concerned with the achievement of better public transport through light rail, tramway and metro systems in towns and cities world-wide.

Trams have a proven record of getting people out of their cars while producing zero emissions and particulates at the point of use. Very light rail (VLR) offers significant potential for enabling these benefits to be realised on a significantly larger scale.

VLR trams are built to internationally recognised standards and serve as an affordable introductory line. costing less than £10M per track kilometre, they represent a notable public generational transport legacy.



Funding may be available

The new track is laid just 300/400 cm within the road's surface, minimising the need to relocate pipes and cables, which is time-consuming and expensive.

This is achieved by taking advantage of cutting-edge materials, while still making use of standard rail parts
Hardness can be enhanced



Prosperity and peace thru' shiny rails!