

OPTION 1 | ROUTE 66+



Vehicle Information

Fuel Type: Diesel



Capacity: 77 (Seated)

Bi-directional: No



Length: 10-12m

Accessibility:



Width: 2.5m

Wheelchair space

Low floor

Weight: 18+ tonnes

Description

Enhanced operation of the current Route 66 open-top bus service. This could include additional buses to increase frequency and year round operation.

Route / Alignment



On-Highway

Cost

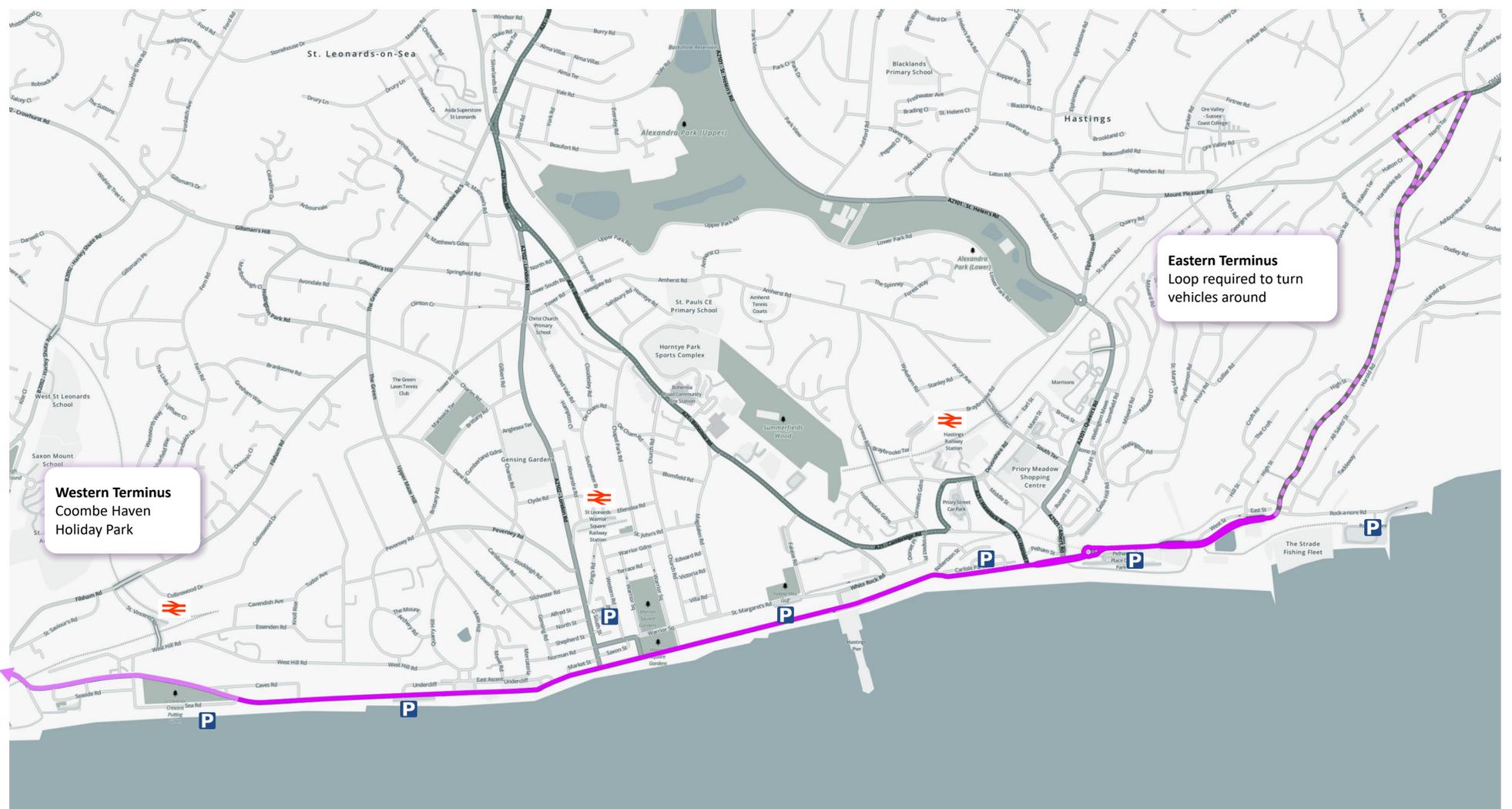
Vehicle



Infrastructure



Operating



Western Terminus
Coombe Haven
Holiday Park

Eastern Terminus
Loop required to turn
vehicles around

OPTION 2 | Narrow Body “Mini” Bus



Vehicle Information

Fuel Type: Electric		Capacity: 22 (9 Seats)
Bi-directional: No		Length: 5.8m
Accessibility:		Width: 2.0m
Wheelchair space		Weight: 5 tonnes
Low floor		
Automatic access ramp		

Description

Operating on-highway but with enhanced bus priority measures to mitigate impacts of congestion and protect the reliability of the service schedule. The smaller bodies vehicles can also undertake a smaller turn around loop along High Street.

Route / Alignment



**On-Highway
(Bus Priority)**

Cost

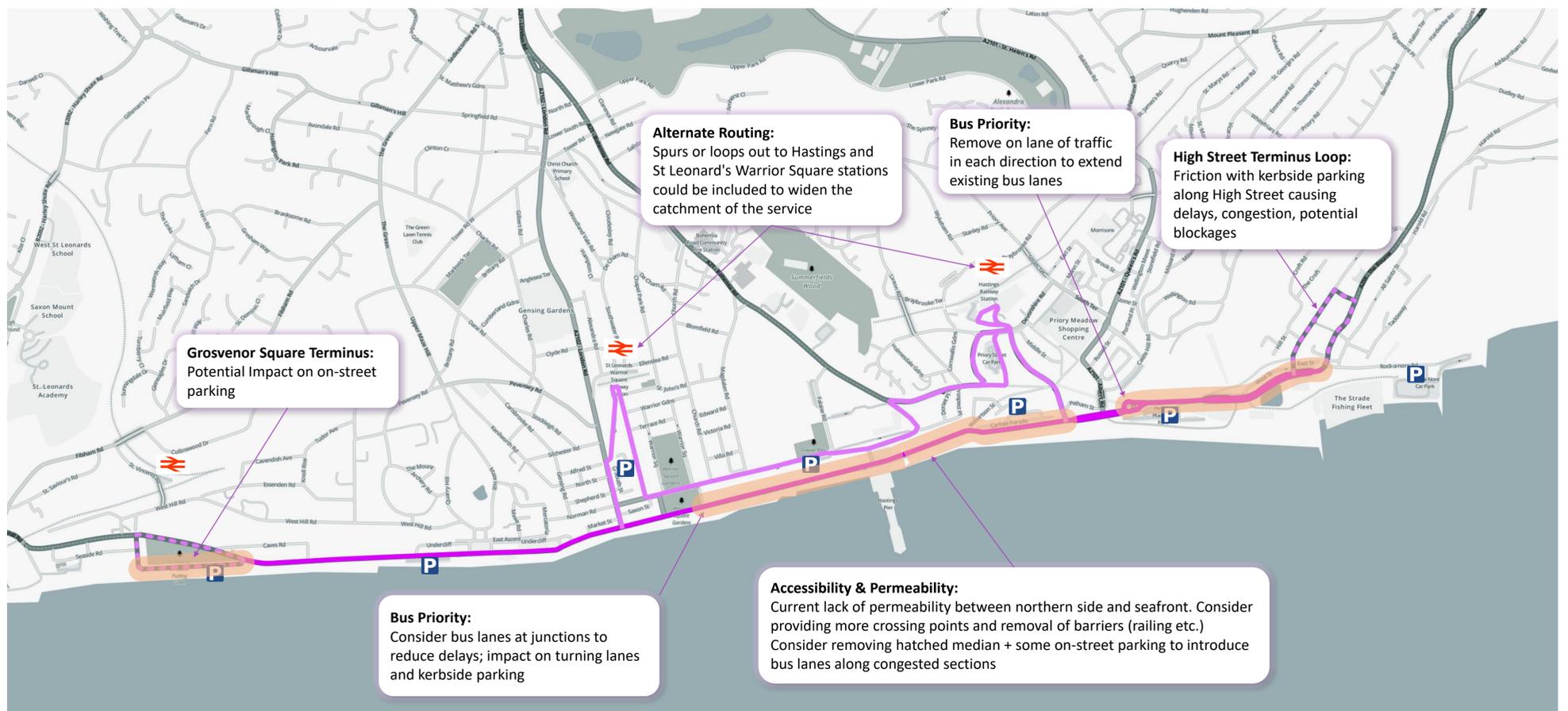
Vehicle



Infrastructure



Operating



OPTION 3 | Double Ended Bus



Vehicle Information

Fuel Type: Diesel



Capacity: 90

Bi-directional: Yes



Length: 14.5m

Accessibility:



Width: 2.5m

Wheelchair space

Low floor

Weight: 15+ Tonnes

Description

This high-quality, double ended vehicle is currently in operation in Le Mont St. Michael. Using this vehicle would eliminate the need for the vehicle to do a loop in order to turn around resulting in less “dead time” during operation.

Route / Alignment



On-Highway

Cost

Vehicle



Infrastructure



Operating



OPTION 4 | Mini "Tram"



Vehicle Information

Fuel Type: Electric		Capacity: 28 per unit
Bi-directional: Yes		Length: ~7m per unit
Accessibility: Wheelchair space Low floor		Width: 2.0m
		Weight: N/A

Description

A small tram-like vehicle running on rubber tyred wheels and without tracks. The concept vehicle from Severn Lamb is designed to be able to run with multiple cars coupled together allowing for flexibility in the capacity of the vehicle.

Route / Alignment

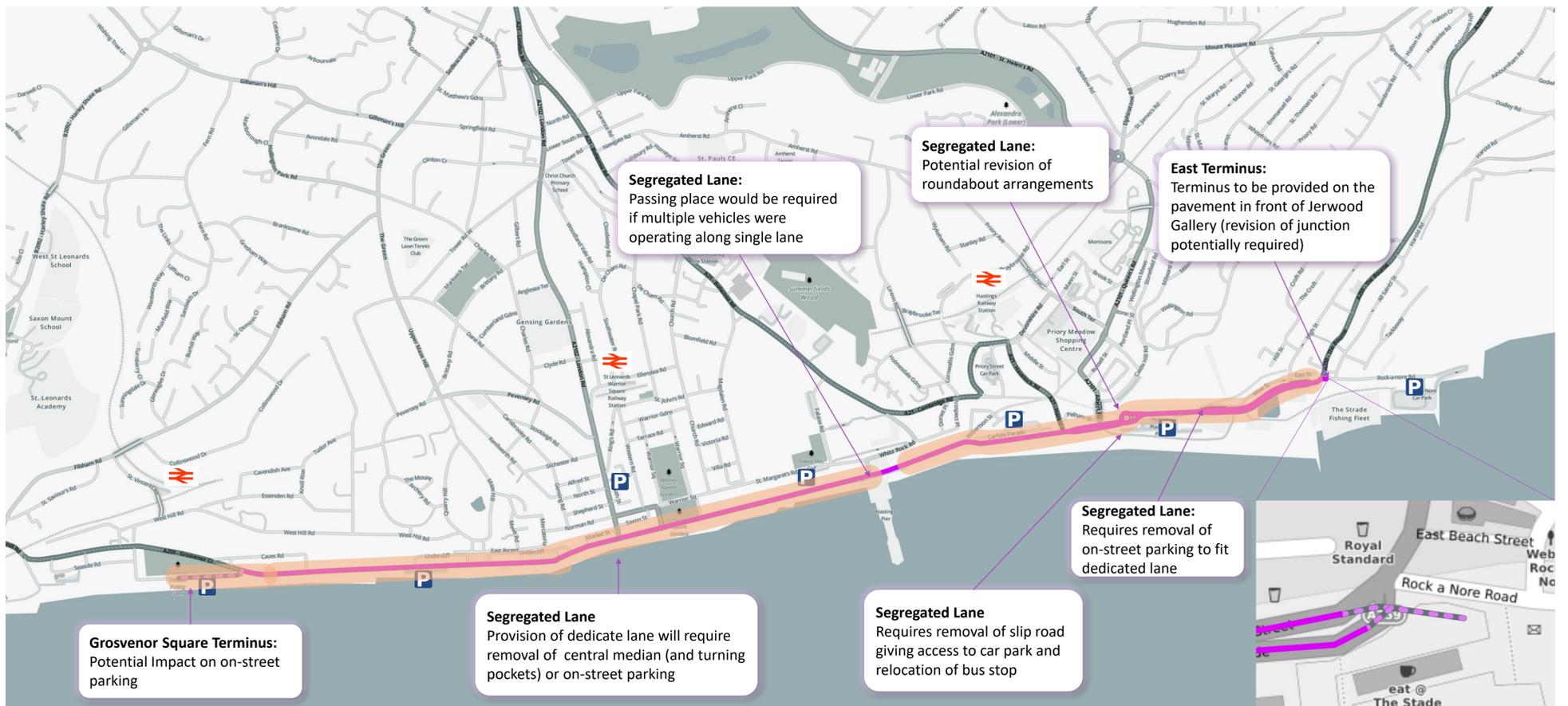


**On-Highway
(Segregated)**

A single lane would be taken from the A259 and the vehicle would run in both directions along it.

Cost

Vehicle	£	£	£
Infrastructure	£	£	£
Operating	£	£	£



OPTION 5 | Autonomous Pods



Vehicle Information

Fuel Type: Electric		Capacity: 11
Bi-directional: Yes		Length: 4.8m
Accessibility: Wheelchair space Low floor Automatic access ramp		Width: 2.1m
		Weight: 3.5 tonnes

Description

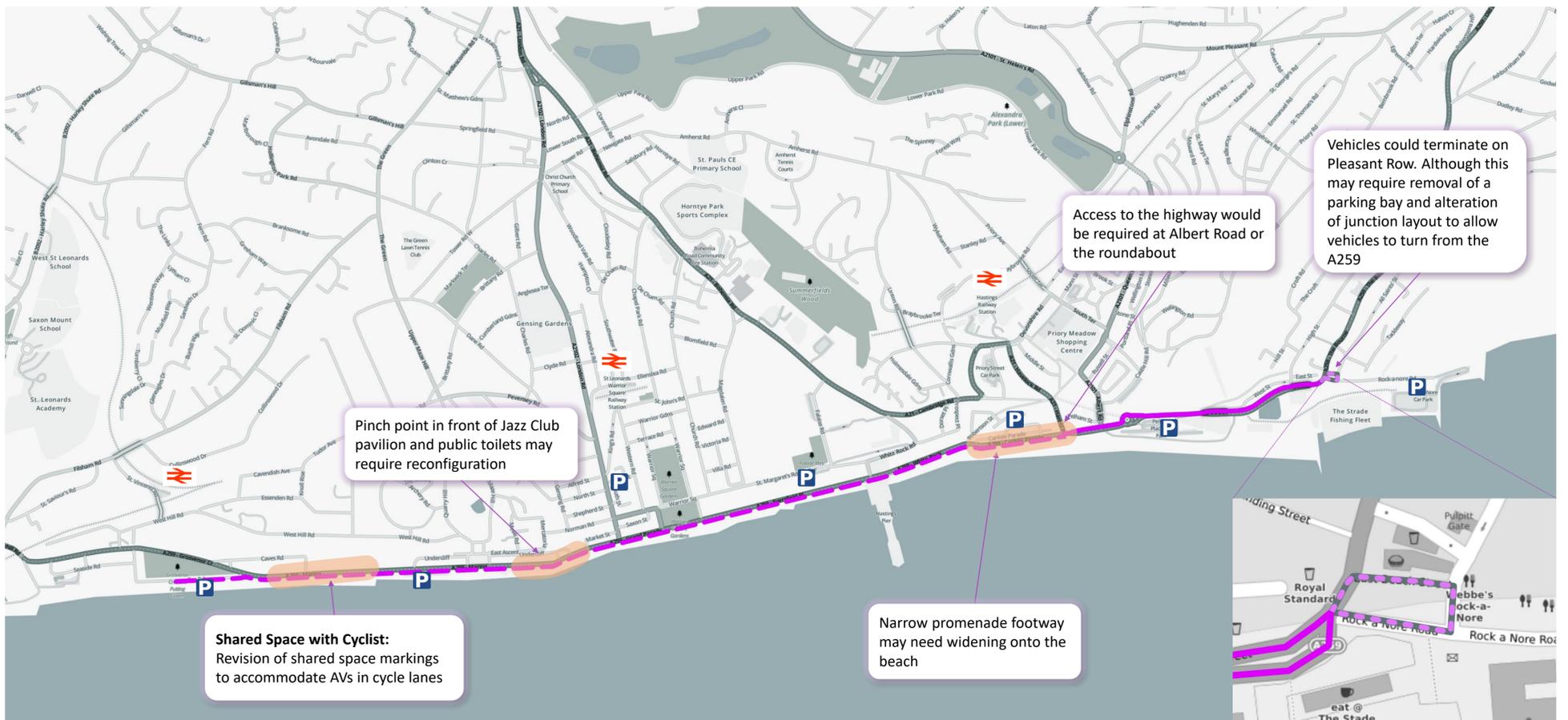
On the west end of the route small autonomous pods would run along the promenade (at low speeds similar to existing cyclist). At the junction with Albert Road they would move onto the highway for the remainder of the journey to the East.

Route / Alignment



Cost

Vehicle	£	£	£
Infrastructure	£	£	£
Operating	£	£	£



OPTION 6 | Extending Miniature Railway



Vehicle Information

Fuel Type: Diesel		Capacity: N/A
Bi-directional: Yes		Length: N/A
Accessibility:		Width: N/A
Limited accessibility unless a different carriage type is used		Weight: N/A

Description

The existing miniature railway could be extended along the seafront, running entirely off-highway. The extended route could either utilise existing vehicles or potentially a larger gauge track could be laid allowing for larger vehicles.

Route / Alignment



Off-Highway (Semi Segregated)

Some physical demarcation may be required for vulnerable users particularly people with visual impairments.

Cost

Vehicle	£	£	£
Infrastructure	£	£	£
Operating	£	£	£

