

RandstadRail

An example from Holland

Ir. Ton Kaper, CEO

HTM Personenvervoer N.V.

The Hague (NL)

HTM

Connecting networks



29 September 2006

Contribution to the need of mobility in the urban agglomeration by means of eminent, reliable and attractive connections

Connecting the networks of The Hague, Zoetermeer and Rotterdam

Coupled with eminent bus connections

HTM

Integrated systems



29 September 2006

**Commissioned by: Haaglanden urban district
Public transport company for The Hague section: HTM**

- 10 years licence, related to high investments (54 vehicles)**
- Ambitions:**
 - * Improvement of efficiency**
 - * Considerable passengers growth (from 77.000 to 110.000/day)**

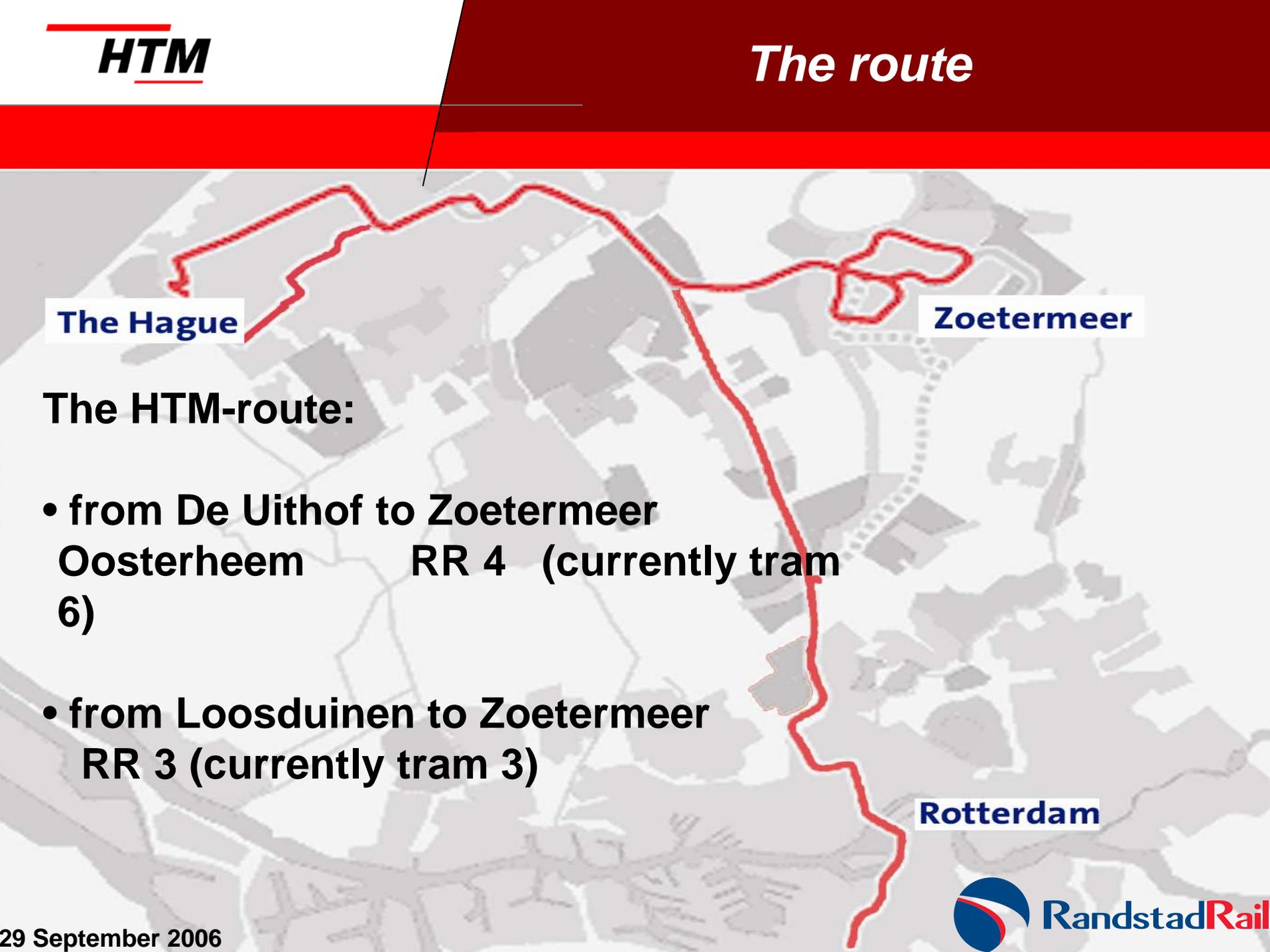
HTM

RandstadRail



29 September 2006

- **Direct connections – no need to change**
- **Punctual and reliable**
- **Fast and frequent**
- **Good and real-time travellers' information at each stop**
- **Attractive and easily accessible stops**
- **New, comfortable and accessible rolling stock**
- **Safe and secure feeling for the passenger**
- **Payment method: smart card**

A map of the Rotterdam region showing the HTM route in red. The route starts in the north near The Hague, goes east to Zoetermeer, then south to Rotterdam, and loops back north. Labels for 'The Hague', 'Zoetermeer', and 'Rotterdam' are placed on the map. A red line indicates the route path.

The Hague

Zoetermeer

The HTM-route:

- from De Uithof to Zoetermeer
Oosterheem RR 4 (currently tram 6)
- from Loosduinen to Zoetermeer
RR 3 (currently tram 3)

Rotterdam

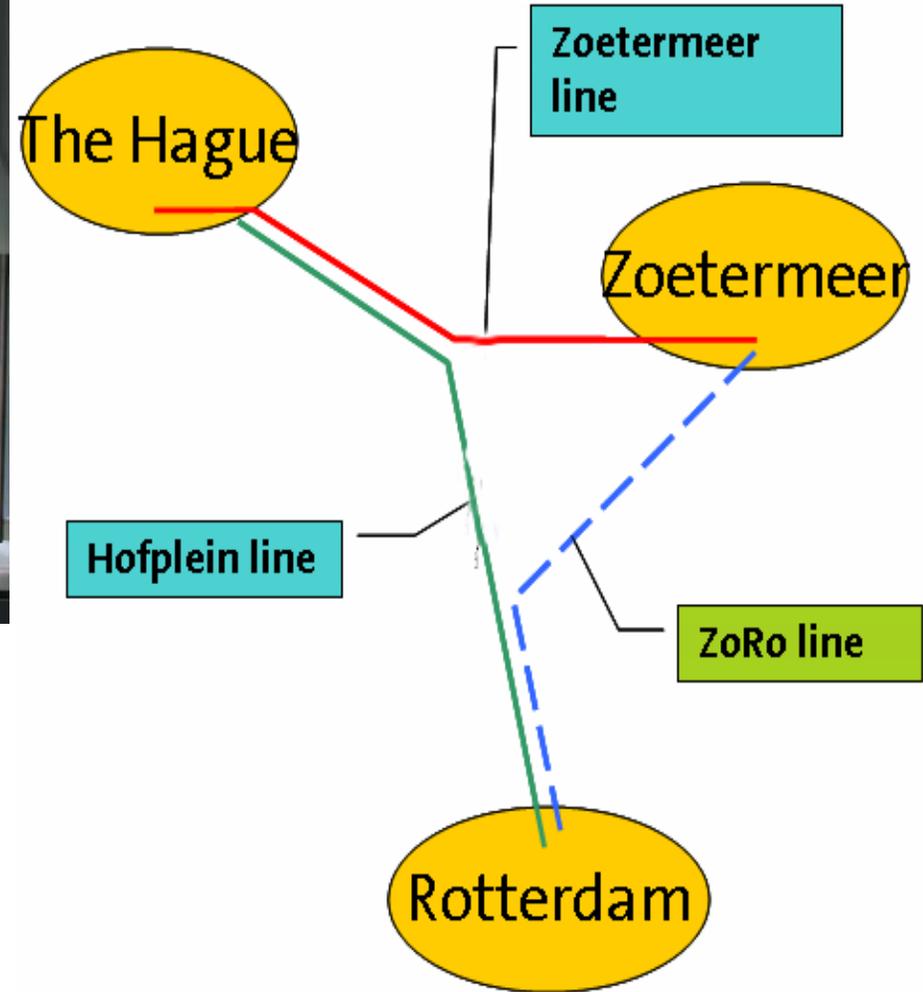
HTM

RandstadRail lifted on track in Zoetermeer

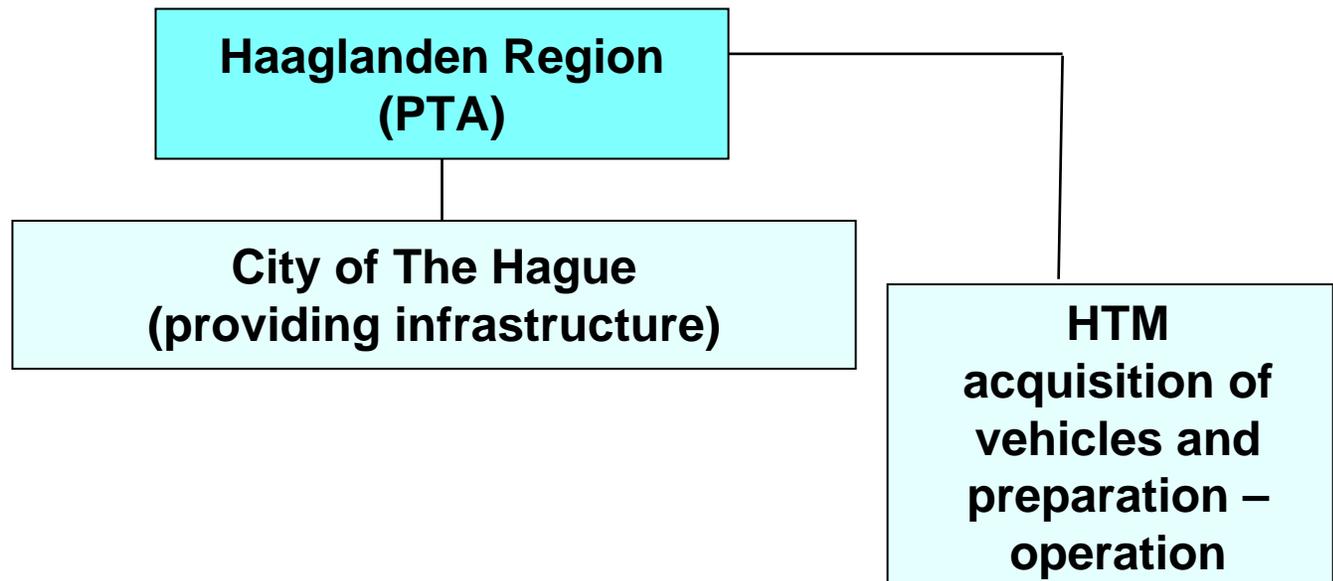




The RandstadRail project represents the building of a lightrail connection between The Hague and Zoetermeer, The Hague and Rotterdam and a high-quality bus connection between Rotterdam and Zoetermeer.



Haaglanden urban district (programme of demands)



- **1993: presentation of the idea of the system**
- **2003: from design and preparation to implementation**
- **2004 to mid 2006: construction of infrastructure**
- **October 2004: opening of tunnel under The Hague's main shopping street**
- **March 2006 : first vehicle arrives**
- **August/September 2006: testing and commissioning**
- **October 2006: start of the operation**
- **2008: connection to the underground network at Rotterdam Central**

HTM

Underground testing



29 September 2006



Main differences between RandstadRail and tram

	<u>Tram</u>	<u>RandstadRail</u>
Length	30 metres	38 metres
Width	2.35 metres	2.65 metres
Capacity	70 seats	90 seats
standing		96 standing rooms 130
Seat direction	facing front only	facing front and rear
Low floor	none	70%
Street-level boarding	no	yes
Wheelchair areas	none	2
Driver's cabin	open	closed
Maximum speed	50 km/hour	80 km/hour
Equipment	underneath the vehicle	on roof of the vehicle

The good feeling of the customers will be secured by:

- Admission checks
- Vehicle checks
- Supervising school-age children
- Camera monitoring
- Clean and well lighted stops
- Alarm button at stops and in vehicle
- Providing good information and service
- Well designed stops and scenery

