



RandstadRail vs Metro



RandstadRail

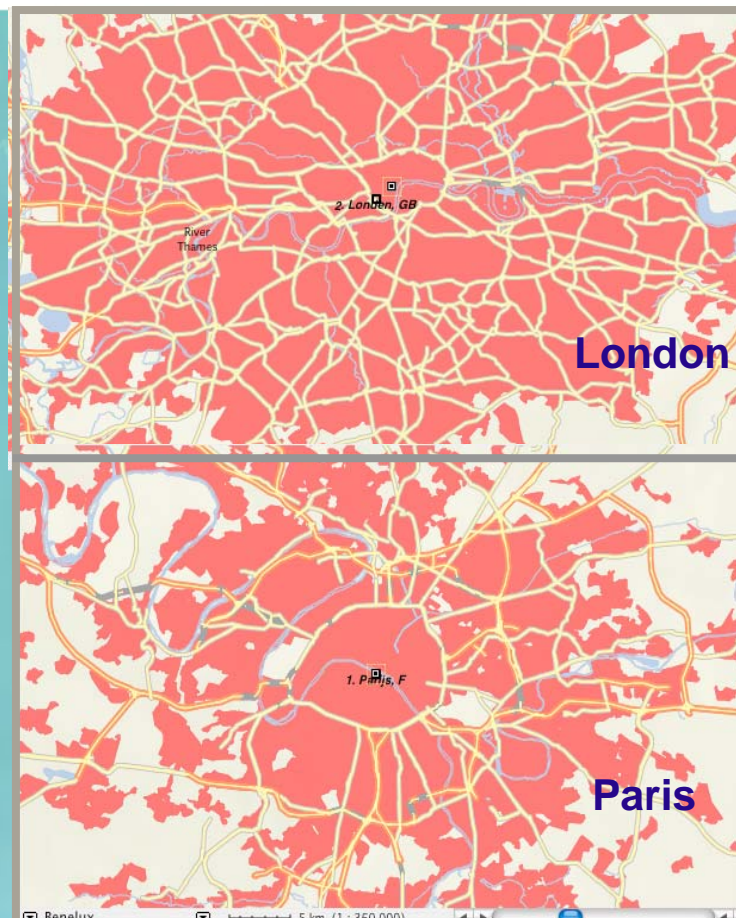
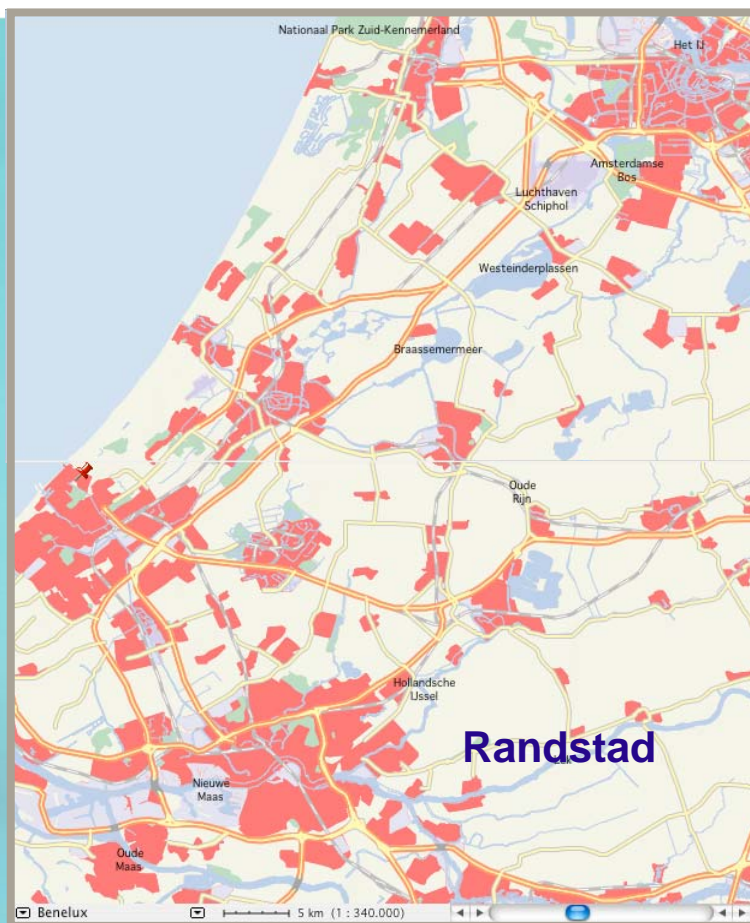
Bertrand Leushuis

19 september 2007

Table of contents

1. Spatial structure of the randstad
2. Introducing RandstadRail
3. Policy on Public Transport
4. The RandstadRail process
5. Negotiation and outcome

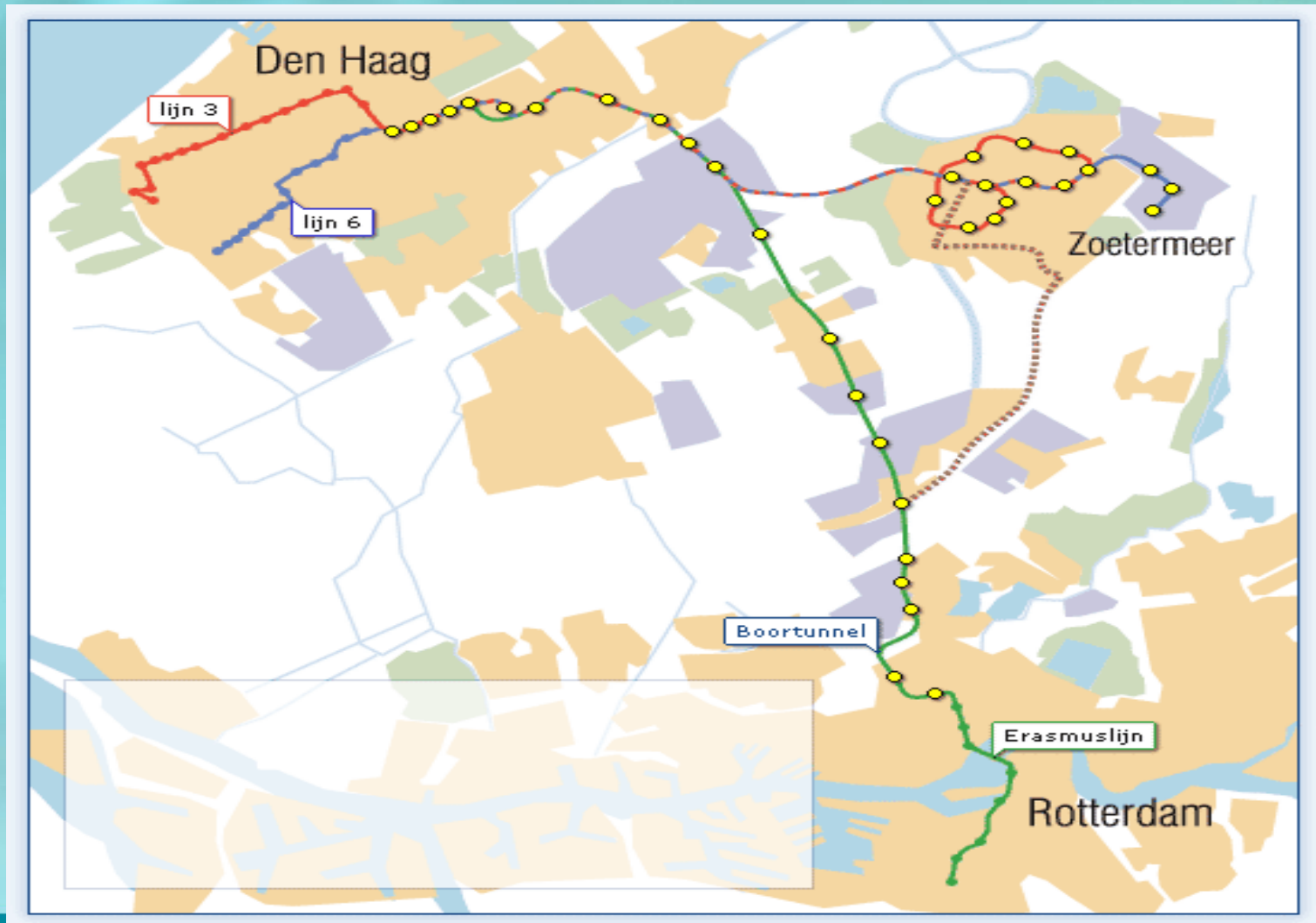
1. Spatial structure



Conclusion:

1. The spatial structure of the Randstad does not lend itself to a comparable metro system as in London or Paris;
2. Explains priority for motorway infrastructure in the past;
3. Spatial structure of Randstad is challenging for public transport

2. Introducing RandstadRail



2. Introducing RandstadRail (2)

- Light Rail system;
- Combination of Bus, tram, subway and train;
- Connects Rotterdam, The Hague & Zoetermeer;
- Between and inside the city's
- High quality Public Transport:
 - Frequent
 - (social) safe
 - comfortable
 - 9 new stops
 - 3,5 km new rail in Zoetermeer

2. Introducing RandstadRail (3)

Passengers (one way ride a day)	The Hague - Rotterdam	The Hague - Zoetermeer
1999	7.300	17.000
Prognosis 2010	47.000 – 64.000	42.000 – 51.000

3. Policy on Public Transport

Interest Regional authorities The Hague and Rotterdam

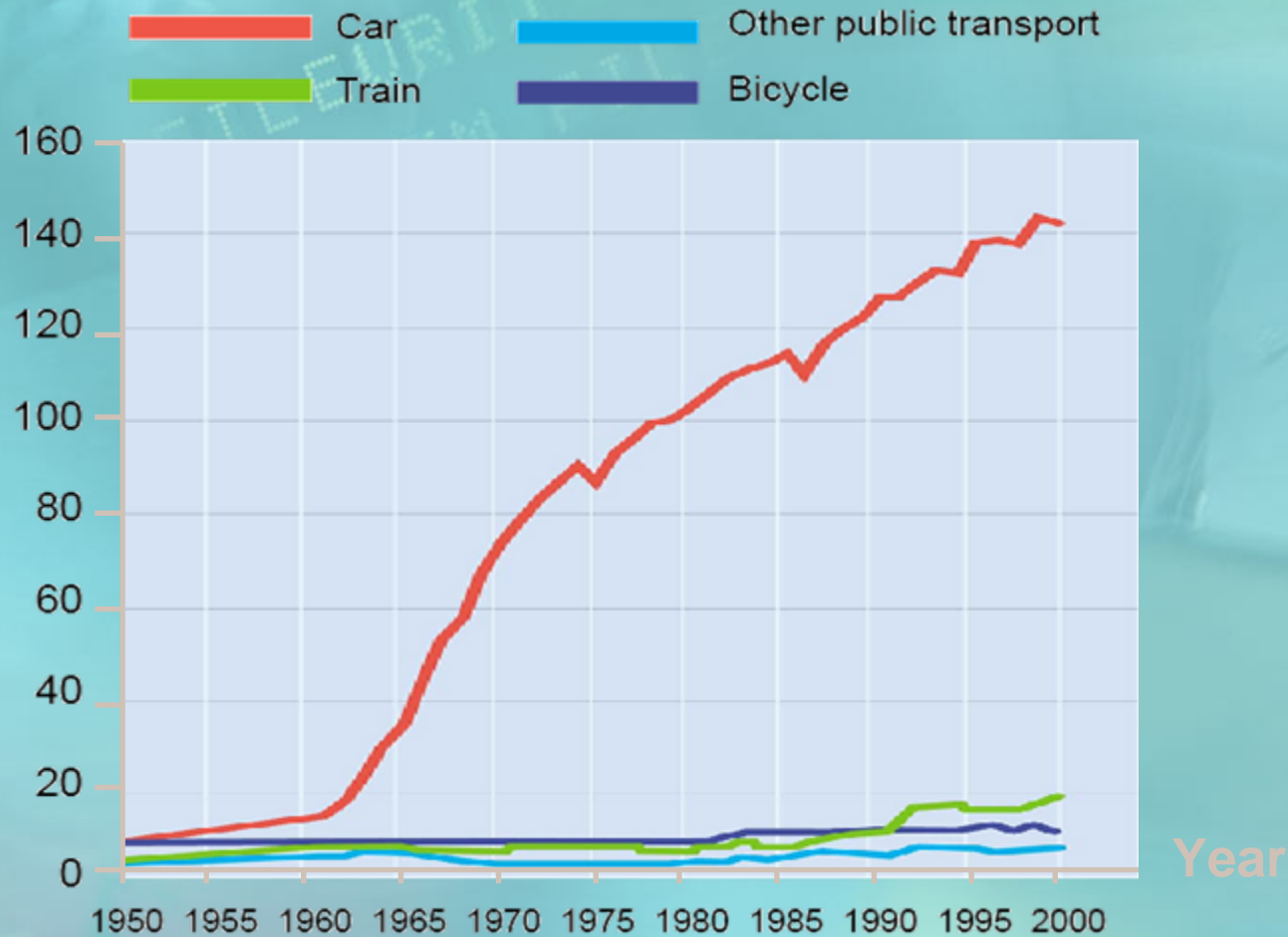
- Mobility problems in the Southern part of the Randstad;
- Southern part is the most densely populated in the Netherlands;
- Accessibility economic centres;
- Public Transport was not yet an alternative in the area between the city's

2. Policy on Public Transport (2)

State Mobility policy in the '90's (in a nutshell)

- Stop the increase of congestion
- Facilitate economic growth;
- Higher share for Public Transport in total traffic;
- Distances >10 and < 40 km good opportunities for Light Rail;
- €2 bln budget for local and regional projects.

Mobility in the Netherlands (x billion travelers km/year)



Policy Public Transport and pre/post transport

Estimated growth in number of passengers until 2020 :

- rail: 20%
- bus, tram, metro in urban areas: 10-15%
- bus, tram, metro in other areas: 5%

Policy in the past :

- losses of public transport-companies subsidized since 1970's
- result in 1999 : subsidy 65% of costs, over €1 bln/year
- strong state influence on operations, but poor performance

Policy change :

- decentralisation and competitive tendering (since 2000) has led to improved public transport (lower costs, improved quality, better accessibility)

4. RandstadRail the process

- 1996 Exploirationsurvey
- 1998 Planning system report
- 1999 Additional report
- 2000 Processdeal
- 2001 subsidy request regional authorities
- 2002 ministerial order RandstadRail

- 2006 RandstadRail operational
- 2008 ZoRo bus operational
- 2009 coupling metronetwork Rotterdam

5. Negotiations and outcome

Parties involved:

1. Ministry of Transport...
2. Regional authorities of The Hague and Rotterdam;
3. Province of Zuid Holland;
4. Transport companies (HTM, RET, NS)
5. Infra provider ProRail

5. Negotiation and outcome (2)

State's perspective (1996 – 2002):

- most effective and efficient approach;
- Couple with new built areas (houses, businessparks);
- Couple to other P.T. networks;
- Use as much as possible existing infrastructure;
- Sober and suitable

Strategy (Mobility Policy 2006)

- **Responsibility from central government to (as much as possible)**
 - regional/local authorities → decentralisation
 - private parties → more ppp
- **Optimise the use of existing infrastructure before building new**
- **Creating climate that stimulates innovation**
- **“Network approach”**: integrating all modes of transport & networks, door-to-door approach

5. Negotiation and outcome (3)

Deal between regional authorities and the state:

- decentralisation infrastructure heavy rail Zoetermeerlijn and Hofpleinlijn
- Construction subsidy for Light Rail
- Construction subsidy bus lane ZoRo
- Construction subsidy drill tunnel R'dam
- Maintenance subsidy Light Rail
- Exploitation subsidy (37% of the costs)

5. Negotiations and outcome

(4)

RandstadRail	Metropolitan area The Hague	Metropolitan area Rotterdam
Ministerial order Construction RR	€ 450 mln	€ 395 mln
(lump sum) Maintenance infrastructure (each year)	€4,6 mln	€ 0,9 mln



Questions?