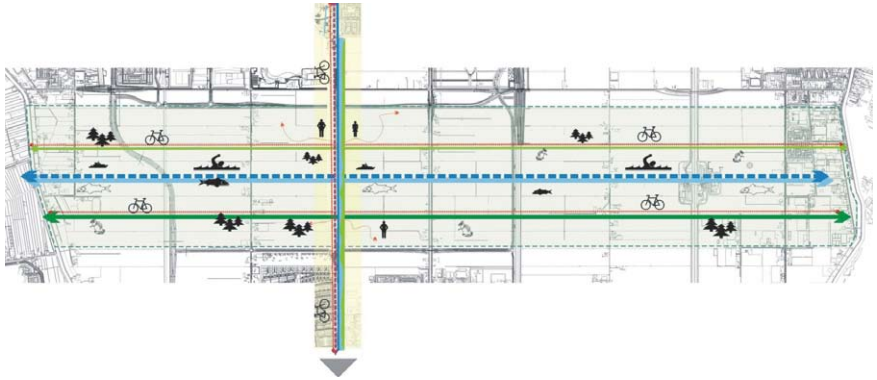
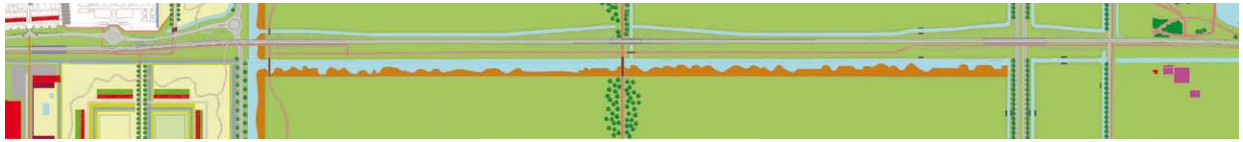
Zuid Tangent

Infrastructure design Zuid Tangent: a design for the public transport line

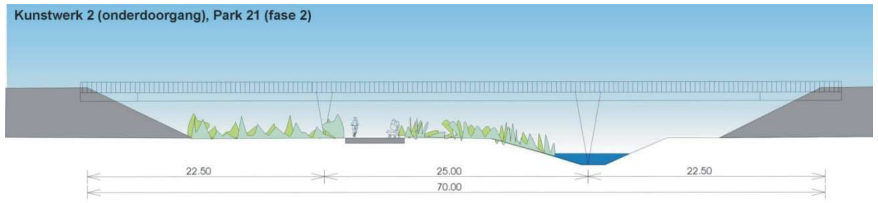
Client: Municipality Haarlemmereer : (in dienst van Gemeente Haarlemmermeer)
Project: 2002
Realisation budget: circa 28 million euros
Status: approved by municipality and provincial council. Realisation 2008.

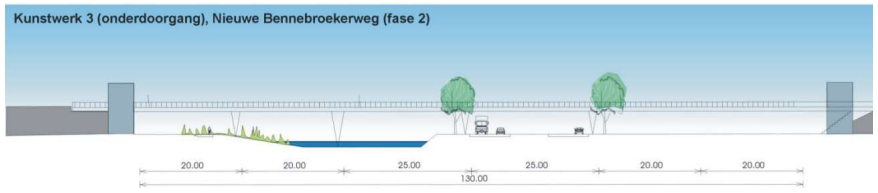
A new transport lineThe Zuid Tangent is the newest extension of a recently completed public transport line, in the area known as the Haarlmmermeer, which already links the airport Schiphol, with Hoofddorp, Amsterdam and Haarlem. The purpose of this new extension is to create a southern link from the town of Hoofddorp to the village of Nieuw Vennep, and later to possibly link a major new development called the Bollenstad (bulb city, still under study) in the future. The new link passes from Hoofddorp to Nieuw Vennep via a large area which is reserved for the making of a new regional park, called park 21. The public transport line is 'free- standing', (uninterrupted by traffic intersections) and designed to be serviced by buses as well as light rail systems, if required in the future.





A decision making framework
The task in hand required developing a route with the necessary spatial guidelines. Just as important, was to make decision making framework in which decisions could be held accountable to governing and provincial subsidiary bodies, while at the same time taking account of quality demands, technical restraints, ongoing urban developments and future urbanisation. A three step procedure was followed. A comprehensive inventory of the different demands were made . These included, technical demands of the transport line, the basic ecological and recreational demands of park 21, demands of new surrounding urban developments such as the requirement for new stations, bike routes, crossings, and new urban growth centres. These demands were physically mapped out in profiles and plans.





Designing the route
Step two involved developing a series of alternative models (six in total) indicating the main possibilities of implementing the route. These models (dikes, stilts, bridges, tunnels and combinations) offered considerable variations for the mobility of ecology and recreants across the line of public transport, flexibility for future use and spatial impact.
Step three involved testing the models based on an agreed system of criteria, in a multidisciplinary group. The highest scoring models were then tested for financial feasibility. The bridges have since been further worked out to a final design by Holland Rail Consult (see computer drawings) and are to begin construction in 2005.