

Mobility and Environmental measures due to lockdown in MADRID. COVID 19 CRISIS

Área de Gobierno
de Medio Ambiente
y Movilidad



DG de Planificación e Infraestructuras de Movilidad
A.G. Medio Ambiente y Movilidad
Ayuntamiento de Madrid

5 DE JUNIO 2020

1. WHAT HAS HAPPENED DUE TO THE LOCKDOWN IN MADRID???

1.1. Journeys reduction

- Usually in Madrid there are 10 mil., daily journeys and we got to 1,3 mil of daily journeys during the COVID19 Crisis (Reduction near 85-90% of the journeys)

1.2. Modal Share

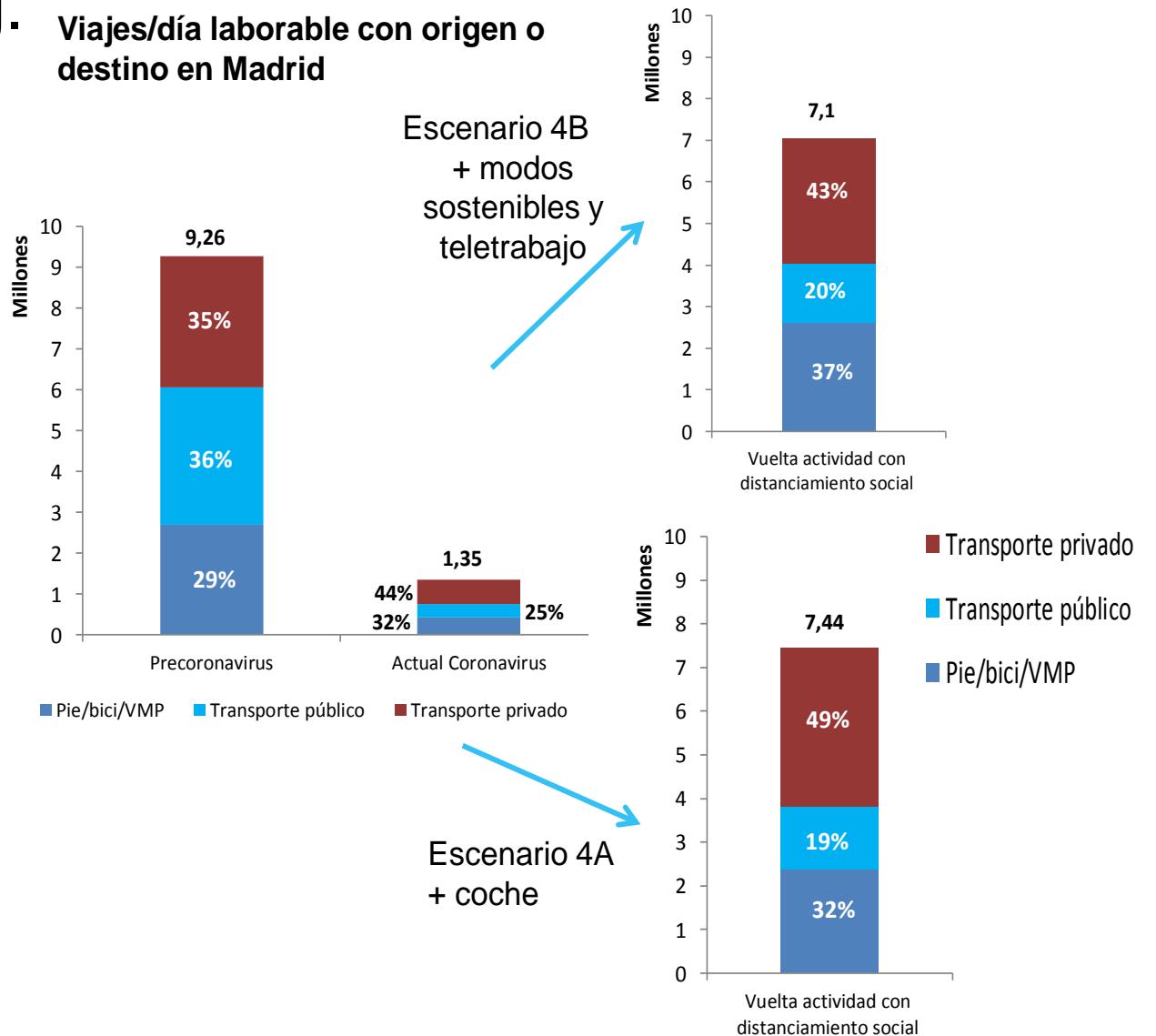
- 22% Reduction of public transport
- 44% Increasing of private cars
- Why? Sanitary risk perception in public transport and lack of traffic jump that invite to use private cars.

1.3. Rush hour modification

- The usual rush hour (8h-9h) during COVID19 crisis has disappeared
- We are recovering little by little this rush hour but not so intense.

Interesting Madrid data

- 58% of the people who use public transport don't have a private car
- 30% of the people who use public buses have more than 65 years, so it's very difficult that these people can use scooters or bicycles
- 13% of journeys in public buses are less than 1km long and 74% between 1-5 Km long.



2. CRISIS EFFECTS IN THE MOBILITY. WHAT WAS GOING TO HAPPEN??.

2.1. *Reduction in the mobility needs*

- Less business activity (20% Reduction) : From 10 mill. of daily journeys we are going to pass to 8 mill. daily journeys)

2.2. *Transfer from public transport to private transport*

- Public transport reduction. It is estimated a transfer to private cars around 10-12%
- The transfer to private car won't be higher because:
 - In Madrid we have 3,6 Million of private cars, no more.
 - 58% of citizens of EMT don't have car driver licence

2.3. *Less occupancy of the private car.*

- The vehicle occupancy rate in Madrid is 1,34
- The highest occupancy rate occurs in motorway A6 due to the BUS HOV line. So, we need more BUS-HOV lanes to access into Madrid.

2. CRISIS EFFECT IN THE MOBILITY. WHAT WAS GOING TO HAPPEN??.

2.4. *Transfer to other transport modes*

- 87% of the journeys are less than 5 Km
- transfer to other modes: bike, walk, carsharing.

2.5. *The hygienic-sanitary is incorporated to the decisión making*

- To choose the transport mode, not only you have take into account time and cost, but also the sanitary situation.



3. MEASURES TAKEN: MADRID MOBILITY PLAN 4S: SUSTAINABLE, SAFE, SALUTARY AND SMART.

Five main axis Plan:

1. *Better Public TRansport*
2. *Intermodality*
3. *Micromobility*
4. *Sustainability*
5. *Urban goods distribution (DUM)*

AXIS 1: Better Public transport

- **Covid Restrictions:** Capacity restriccción up to 50%
- **Implications:** More public buses for EMT and more frecuencies (dificult)
- **Measures taken:** We have built more than 45 new provisional bus lanes
 - more comercial speed
 - The result is an incresing of 32.000 seats avaibles in EMT.



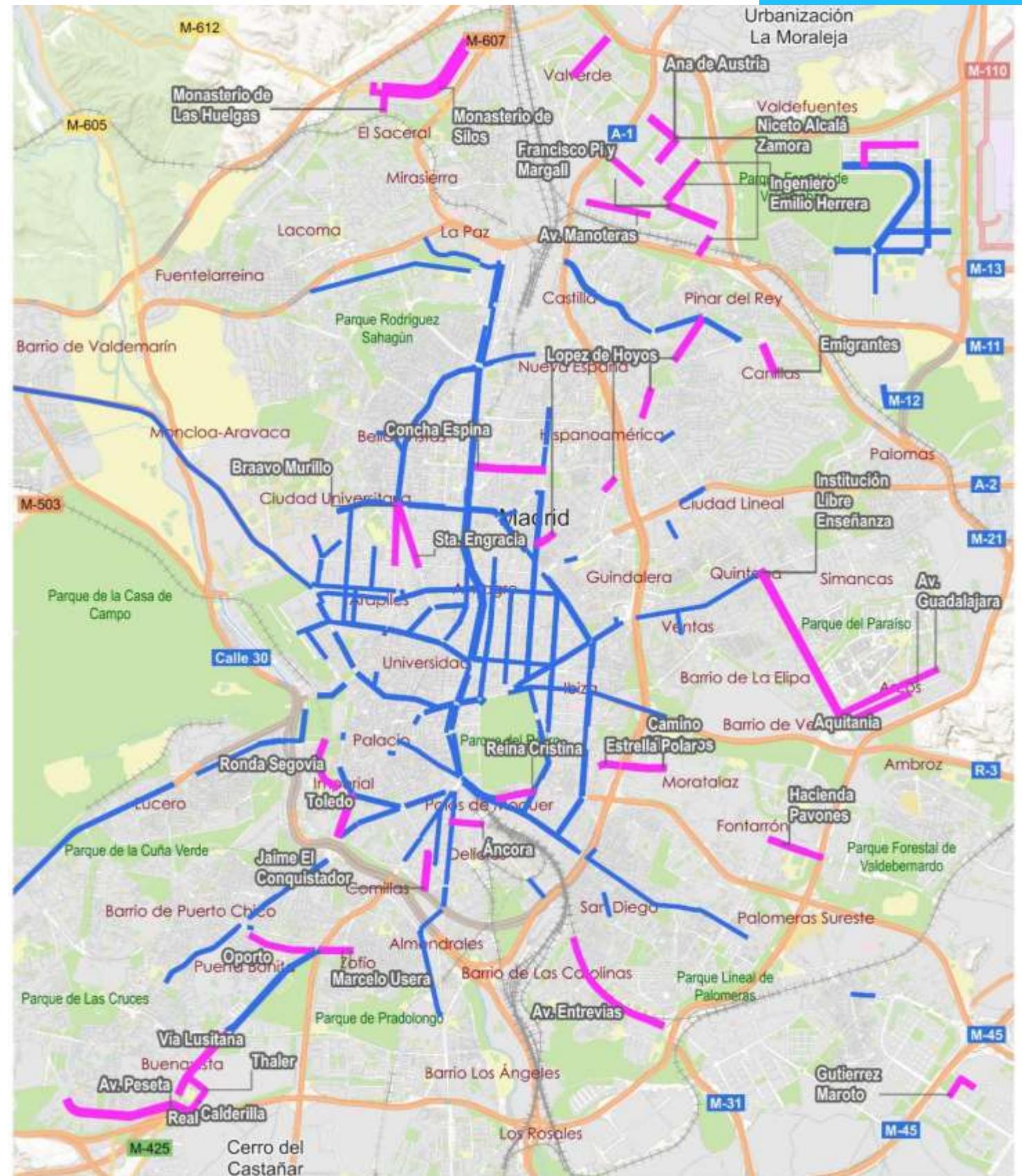
— Carriles Bus Existentes
— Carriles Bus Propuestos

**Bus lanes in Madrid
before Covid19 crisis:
147, 97 Km**

**New bus lanes after
Covid19 crisis: 45,32 km**

**30,63% more of bus
lanes**

**The biggest extension
ever done in Madrid**



Axis 2 : INTERMODALITY

- **Need:** To consider all the transport modes in the city, not only public transport and private transport.
- **Implication:** Improve the interchange among ALL the transport modes
- **Examples:** Intermodals Park and Ride
 - Park and Ride with logistic áreas to Urban goods distribution
 - Better a Carsharing
 - Better a BikeSharing



Axis 3 : MICROMOBILITY

- **Need: More social distance in mobility, transfer to micro mobility modes**
- **Measures Taken:**
 - a) ***36 pedestrian streets during weekends: 28,9 km y 331.278 m2***
 - b) ***4.800 Bike Sharing (public-private collaboration)***



Madrid aumenta el espacio peatonal para garantizar la distancia social.



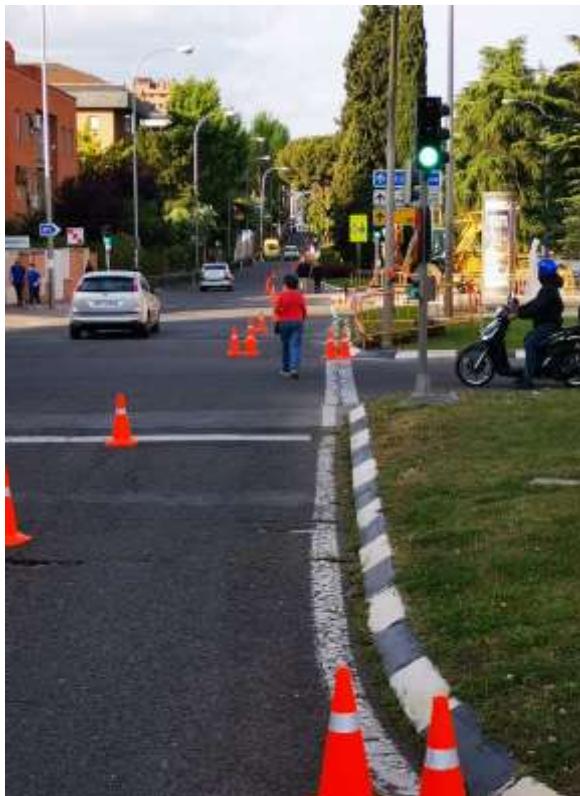
Durante los periodos en que se autoriza el paseo y las actividades deportivas se procederá al cierre del tráfico de manera completa en calles de todos los distritos de la ciudad.

36 tramos de calles (28,3 km y más de 325.000m²)

Se incrementan 6 tramos de calles (8,9 km y 90.000 m²) respecto al fin de semana anterior

Se incrementan 6 tramos de calles (8,9 km y 90.000 m²) respecto al fin de semana anterior

- Sábados, Domingos y Festivos de 8 h a 22 h.
- Se mantiene la banda de estacionamiento.
- Se desviarán los servicios de transporte público.
- Habrá presencia de policía municipal o de agentes de movilidad.
- Cada semana se hará un análisis del impacto de esta medida y se decidirá la permanencia o modificación de tramos.





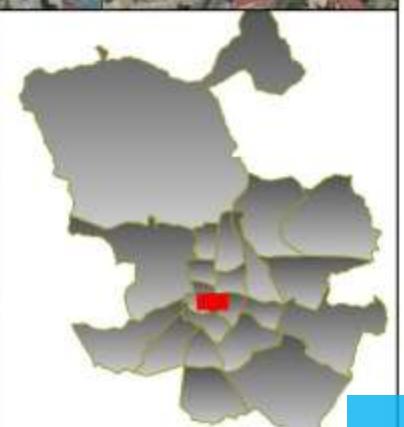
Paseo del Prado

Tramo: Carlos V- Cibeles Sentido Norte

Distrito: CENTRO

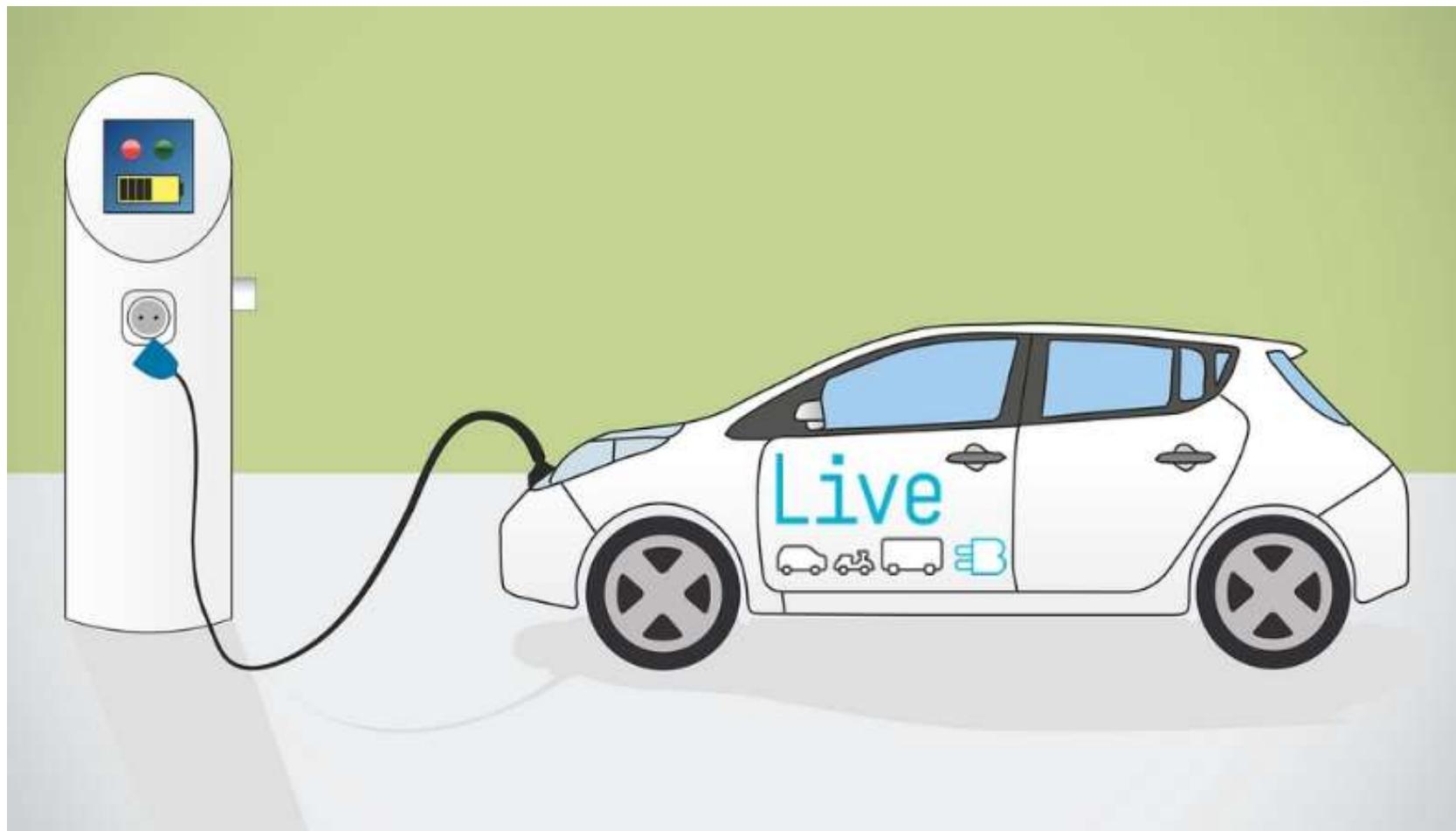
Superficie peatonal añadida provisional: 15756 m²

Longitud: 986 m



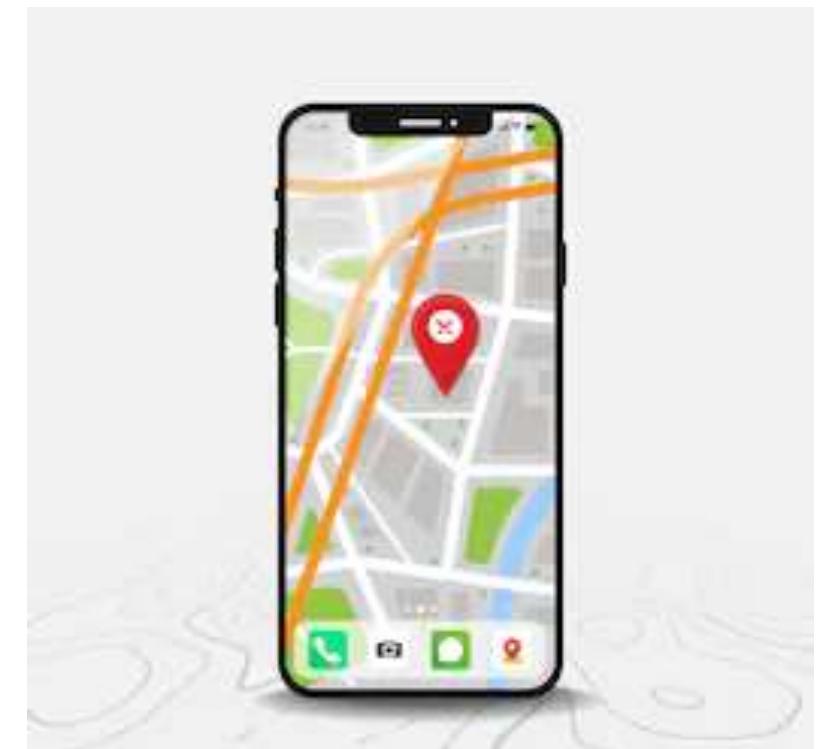
Axis 4 : Sustainability

- **Need: Less polutants emissions (NO2, partículas) y less CO2 emissions**
- **Measures taken:**
 - a) **Promotion electric mobility: Strategic subvention plan to buy Zero and Eco vehicles**
 - b) **Plan to define electric recharging points**



Axis 5 : Urban Goods Distribution (DUM)

- **Need:** between 15-20% of the Madrid city traffic
- **Implications:** During COVID19 crisis the online shopping has doubled in Madrid
- **Measures taken:** Smart distribution



Thank you very much for your attention

Área de Gobierno
de Medio Ambiente
y Movilidad

 | MADRID