

Strategic framework for sustainable mobility in Madrid

June 2022



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MADRID



Environmental Sustainability Strategy

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Madrid: 3.3 million inhabitants and 6.8 million at a regional level.

Second most populated Functional Urban area in the European Union.

Key role in the country's economy (12% of total GDP).

Belonging to 2 TEN-T corridors.



Strategy Highlights

Madrid 360 Environmental Sustainability Strategy was created to comply with the EU's limit values, improving the sustainability and climate neutrality of our city.

It is the **most ambitious strategy** that the city of Madrid has attempted, both in terms of **its content** (200 initiatives), **its scope** (it is completely comprehensive, including all districts and sources of emissions) and **its execution** (it involves the transformation of the city, mobility and the Administration)



Strategy Implementation

**Environmental Sustainability
Strategy Madrid 360**
Presented in September 2019

REGULATIONS

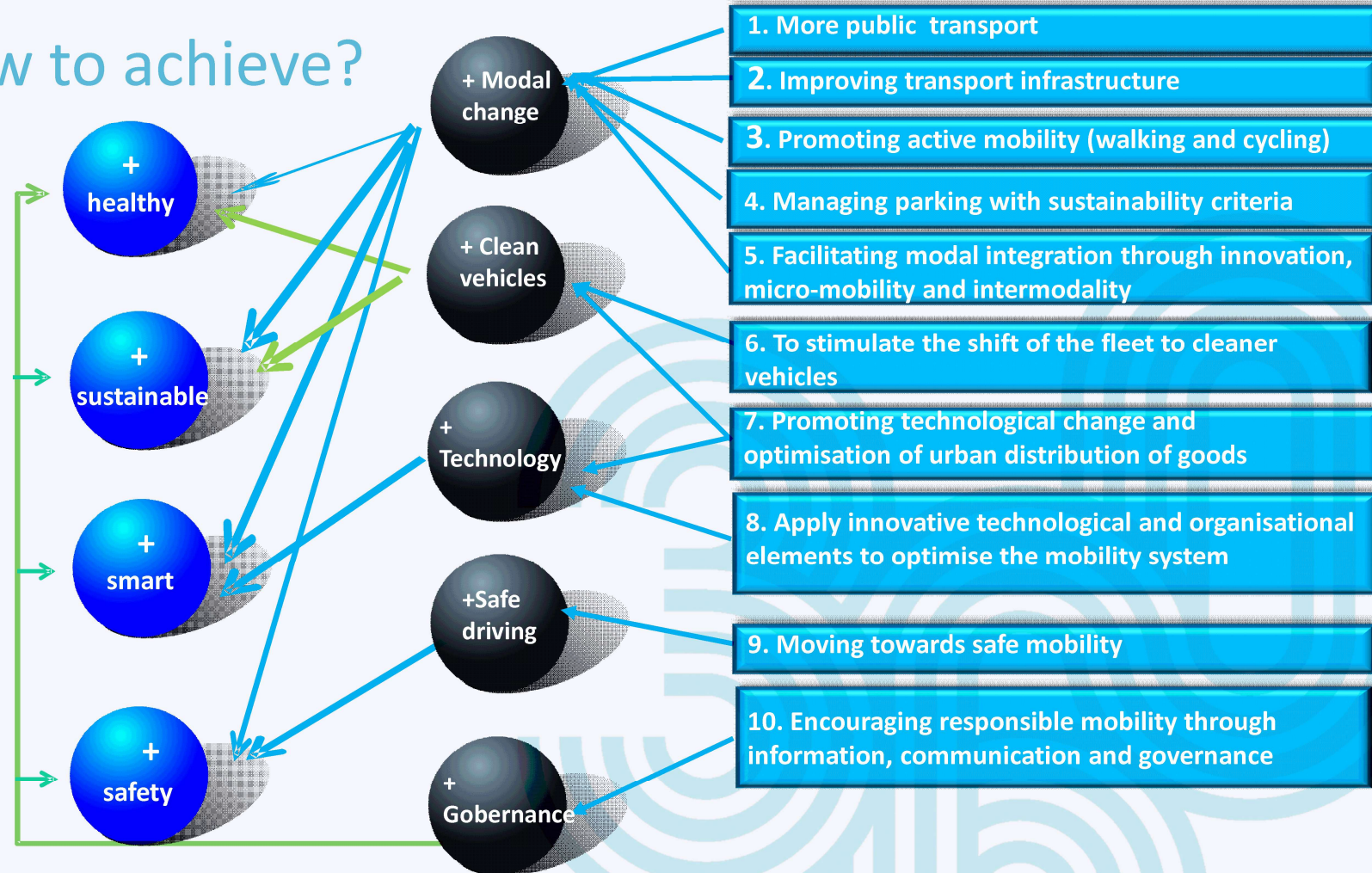
**Roadmap towards Climate
Neutrality**
Presented in May 2021

**Ordinance on Air Quality
and Sustainability**
Approved in March 2021

**Ordinance on Sustainable
Mobility**
245 articles
Approved in September 2021

**Plan of Sustainable
Mobility (SUMP)**
*10 strategic axes, 32 measures
and 121 actions.*
Objective 2030.
In process of approval
expected by 1Q 2022

How to achieve?





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SOME MEASURES THAT MADRID HAS ALREADY IMPLEMENTED

+ modal
change

+ more public
transport

Improving and extending
the service of the city
bus network



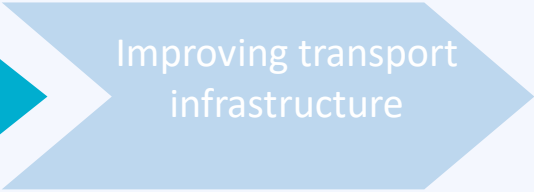
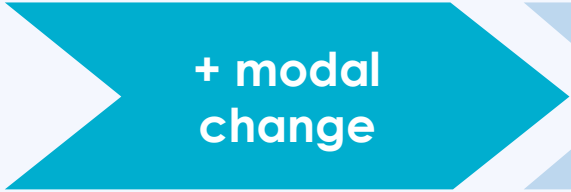
250 km in 2030



Three zero-emission lines
(two of them zero-cost).



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Important access to the city from the North. 270,000 vehicles/day. Dangerous point: 12 serious accidents/year. Underconstruction.

Remodelation of dangerous junctions Nudo Norte Junction

Remodelación del **NUDO NORTE DE CALLE 30**

NUEVO VIADUCTO en el NUDO NORTE

Conexión directa entre la Carretera de Colmanar (M-607) y el Paseo de la Castellana.

270.000 vehículos al día en Nudo Norte
20.000 en este paso superior

OBJETIVO
Eliminado el **trenzado** que se produce entre la M-607 a la altura del Hospital Ramón y Cajal y la Calle-30 desde la Avenida de la Ilustración, y que cruza aquellos vehículos que se dirigen hacia el Nudo Norte dirección Paseo de la Castellana o M-11/M-30.

SOSTENIBILIDAD
Reforestación del **talud verde** que hace de separación entre la calle Pedro Rico y la Calle 30, mediante la plantación de 50 ejemplares.

INNOVACIÓN
Novedoso sistema de **iluminación**, integrado en los sistemas de contención del propio viaducto, que guiará al tráfico por el carril de circulación.



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change

Improving transport
infrastructure

Construction of a tunnel at M-30 ringroad at the old Vicente Calderón football Stadium. 200,000 m2 reclaimed for green areas, residential buildings, offices, retail and restaurants. Underconstruction. Completion: 2023.

Tunnel of the M-30 ringroad
in the old Vicente Calderón
football Stadium





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Improving transport
infrastructure

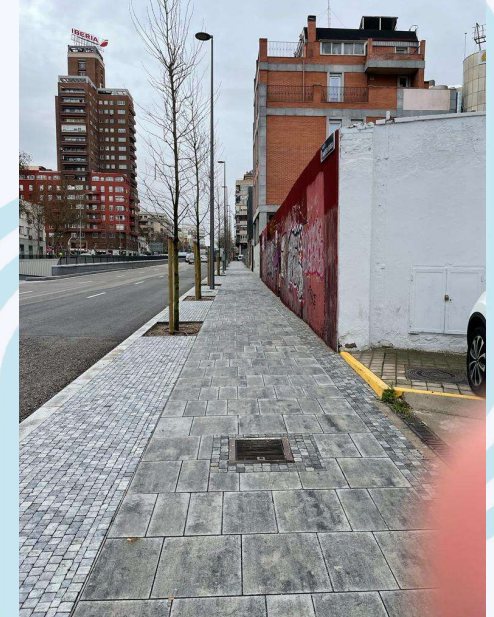
Street length = 1.26Km (+1.00km multimodal lane).

Three lanes in each direction for general traffic + one lane reserved for buses + a newly built segregated bike lane on the side of the street.

Widening of sidewalks: 5,400 m² of space gained for pedestrians.

Start: April 2021. Completion: February 2022.

Multimodal lanes (9,5 km in 2030) – Remodeling Joaquín Costa St.





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Improving transport
infrastructure

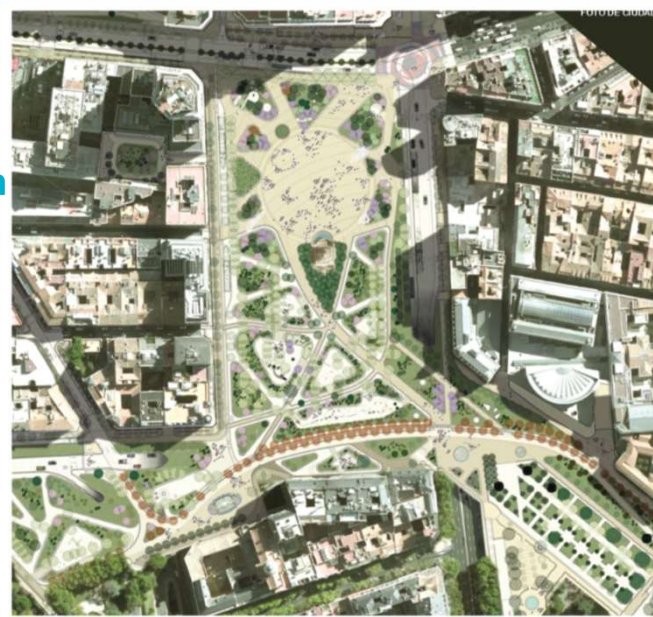
More than 70,000 square meters for the city.

Two paths: one for pedestrians and the other for cyclists: 1,37 km (+1,8km bike lane), swings and playground equipment.

New section of the Bailén tunnel under the square. Length of 1.1 km.

Completion: November 2021.

Multimodal lanes (9,5 km
in 2030) – Remodeling Plaza
España Square.





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Improving transport
infrastructure

Bidirectional.

Total length = 13 km (6.5 km/direction), width = 2.0 m.

Location: Paseo de la Castellana - Paseo del Prado, from Plaza Castilla to Atocha.

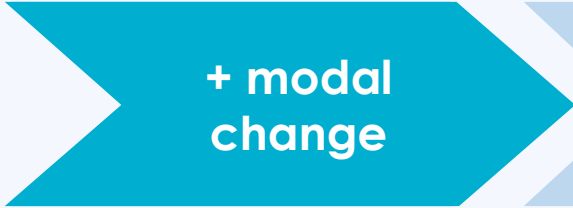
Start of works: April 2022. Duration of works: 12 months.

Multimodal lanes (9,5 km
in 2030) – Castellana Bicycle
Lane.





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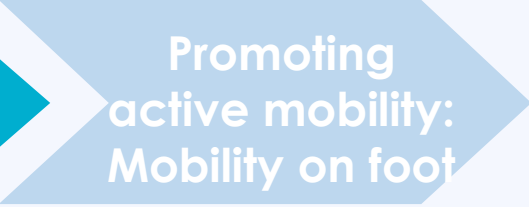
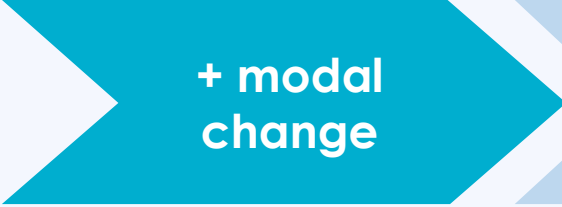


21 pedestrianisations (16 in service).
180,000 m2 for pedestrians.





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Pedestrianisations
del Sol

Puerta



+ modal
change

Promoting
active mobility:
Bicycle

Increase the number of
cycle parking facilities

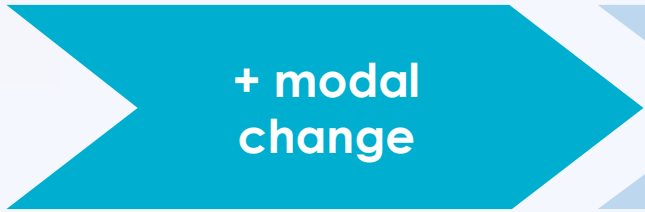
Extension of Bicimad

Create a line of aid for the
purchase of e-bicycles and
e-scooters





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Establish intermodal micromobility nodes and Increasing intermodal parking spaces





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Promoting
micromobility
and intermodality

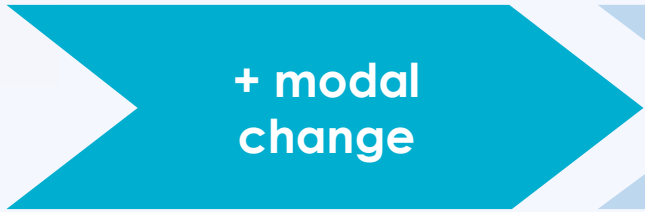


Aviación española Park & Ride





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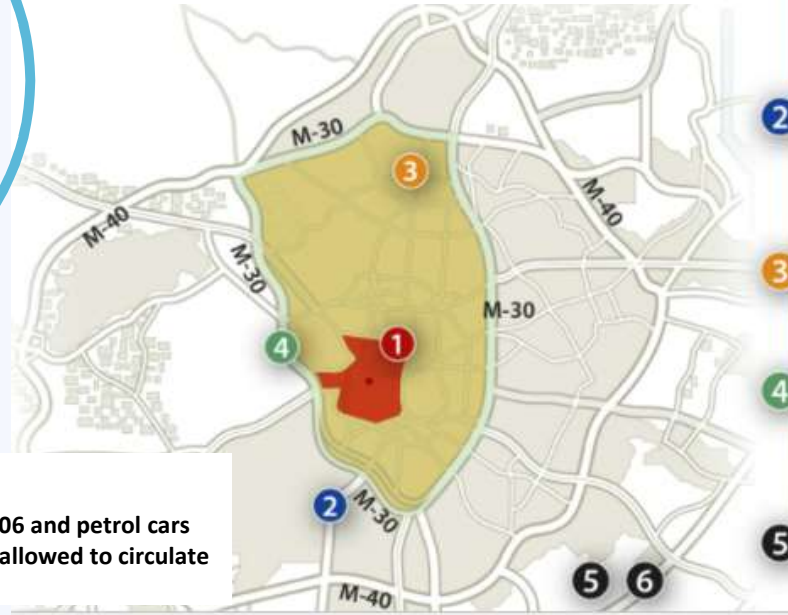
Fuente de la Mora Park & Ride





Establish driving restrictions for vehicles with no environmental tag (Madrid Low Emission Zones - LEZ)

Map of traffic restrictions until 2025



1 22 September 2021
 - The 15,000 shopkeepers in the central district will have the same access as residents.
 - The ban on vehicles with no tag would continue to apply to non-residents in the city centre and B and C vehicles that do not go to car parking.

2 22 December 2021
 Non-resident vehicles with no tag in Plaza Elíptica square will not be able to pass through the new low emission area (LEZ).

3 1 January 2022
 Access and circulation forbidden to cars with no tag inside the M-30 ringroad.

4 1 January 2023
 The ban on cars with no environmental tag also extends the access and circulation on the M-30 ringroad itself.

5 1 January 2024
 Cars with no environmental tag will not be allowed to drive in the whole municipality except those registered in the city.

6 1 January 2025
 All diesel cars registered before 2006 and petrol cars registered before 2000 will not be allowed to circulate throughout the capital.



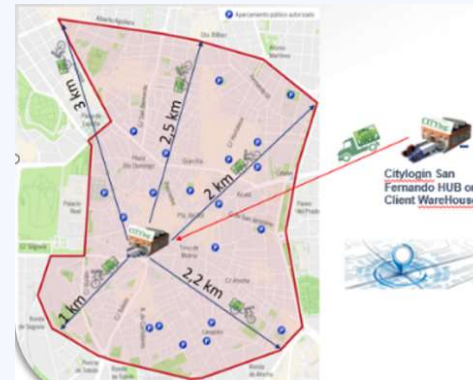
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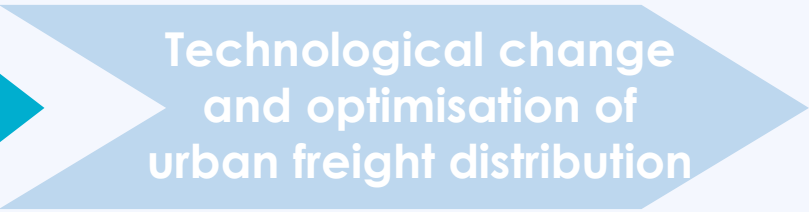
+ Clean
vehicles

Technological change
and optimisation of
urban freight distribution

Implement micro-
platforms in car parks close
to restricted Access areas -
Plaza Mayor

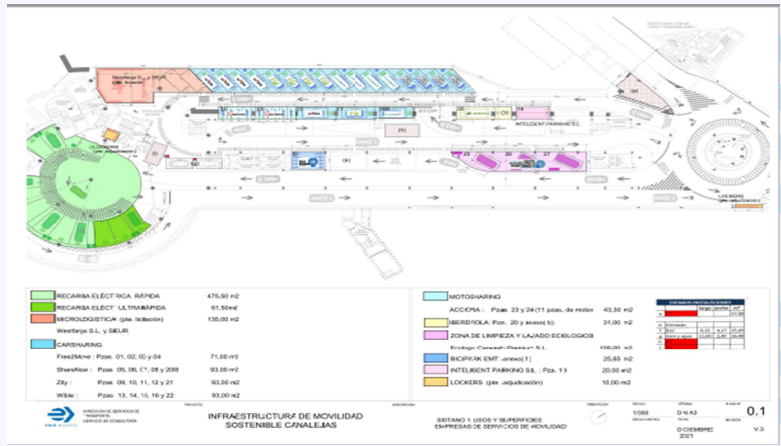
200 m2.
15 e-vehicles.
In service since October 2021. + 1,000 packages/day (7 days a
week)





Last mille logistics, biciPark, cars and motosharing, recharging points and lockers. Partially operational from May/June 2022. Fully operational from December 2022.

Implement micro-platforms in car parks close to restricted Access areas - Canalejas



1 HUB PICK UP



2 CARSHARING



3 MOTOSHARING



4 APARCAMIENTO BICICLETAS



5 LOCKERS





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We are on the right track!

The fact is that in 2020 and 2021 we have the best nitrogen dioxide values in the historical series.

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Thank you for your attention !



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Madrid City Council

