

Paseo Verde Suroeste: How a motorway becomes a new pedestrian and green walk

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Lola Ortiz
General Director for Mobility Planning and Infrastructure
Madrid City Council

01. Origin

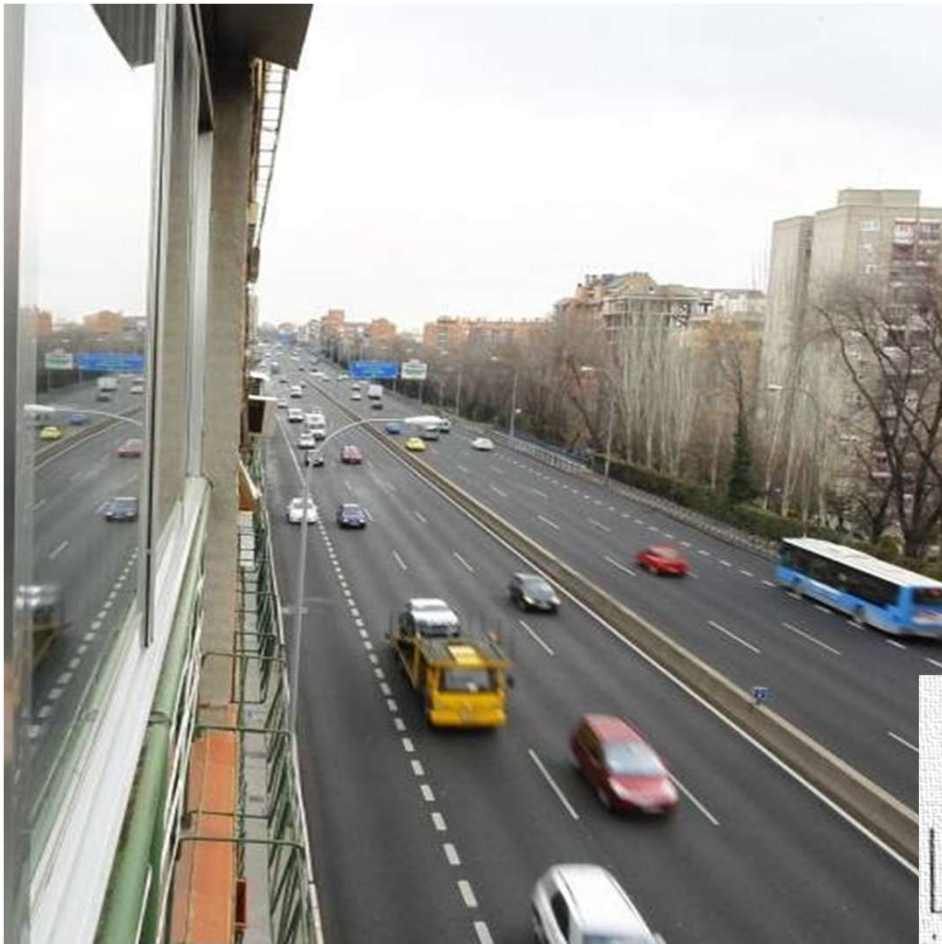
- It was built in the nineteenth century
- Split in 1968
- Later expanded
- Marked urban character
- Urban road since 2003
- Madrid Río 2007



02. Background – current situation



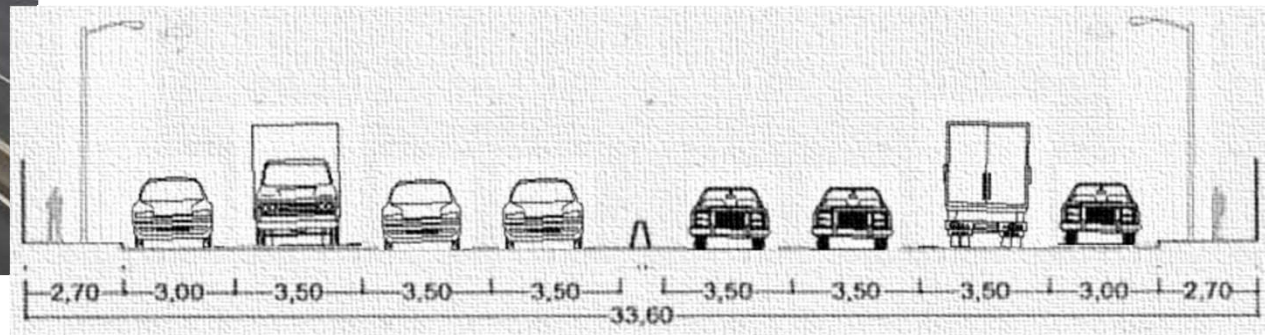
02. Background – current situation



High capacity highway with an important occupation.

Annual average daily traffic (AADT) of 80,000 vehicles/day

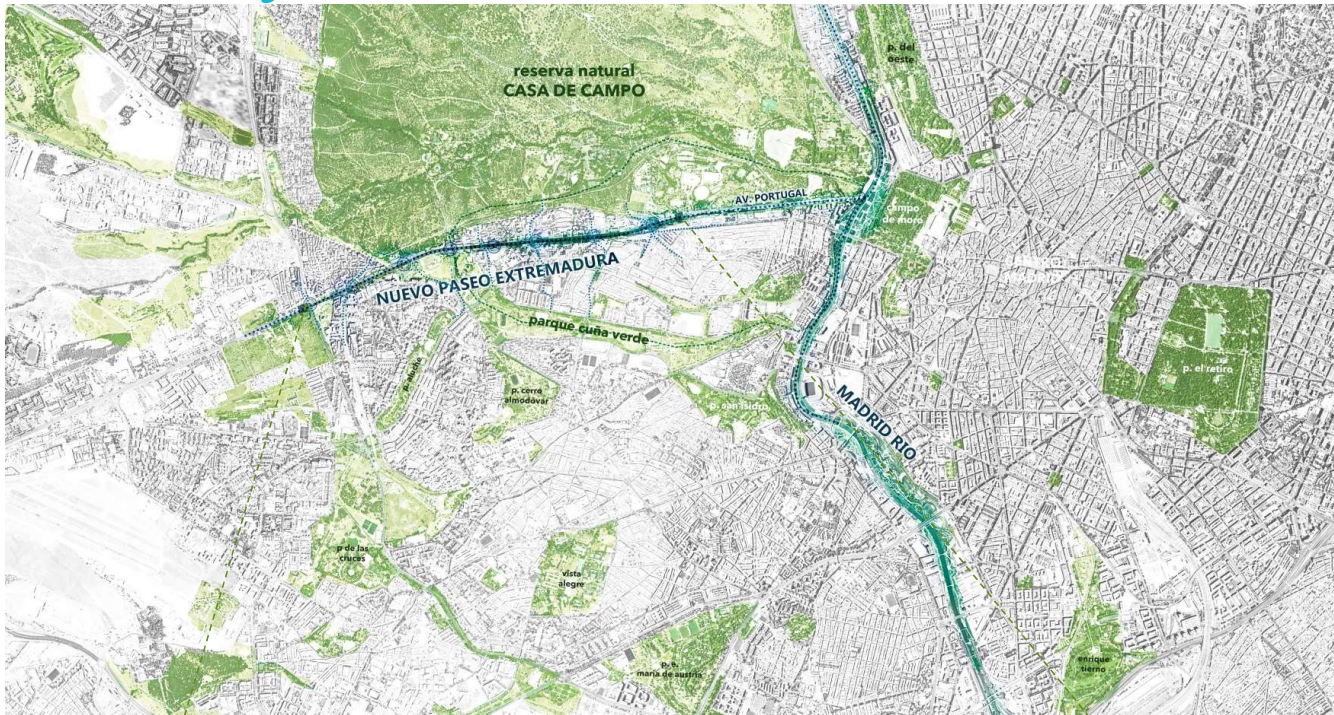
Population 150,000 inhabitants



02. Background – current situation



03. Objectives



Emplazamiento privilegiado del proyecto en el Distrito de Latina, rodeado de zonas verdes, con la Casa de Campo al norte y la cuña verde al sur y Madrid río al este

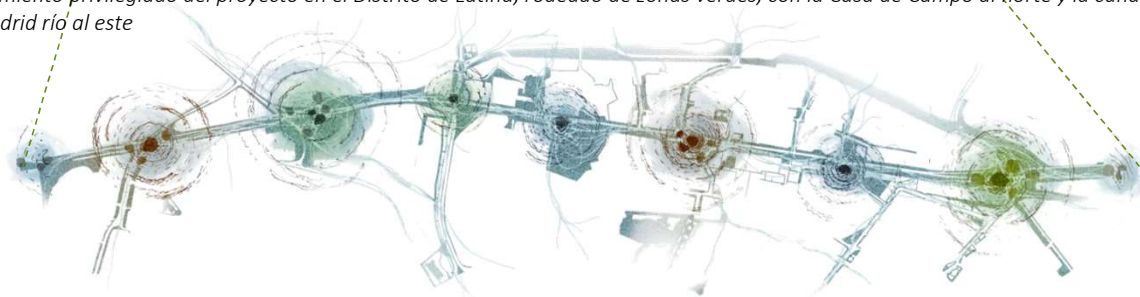


Improve the lives of citizens, with air quality as the main vector, transforming:

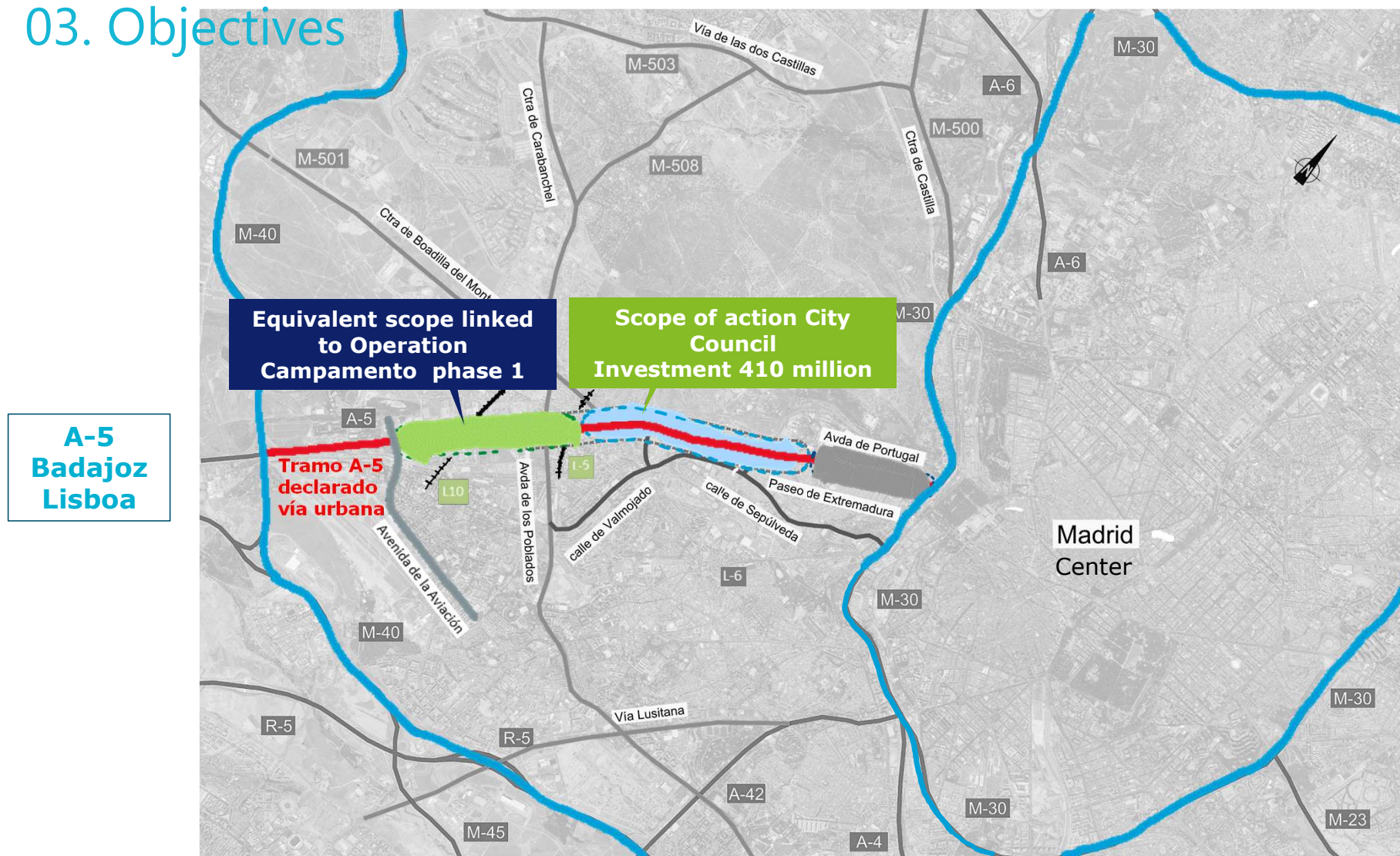
the city - extension Madrid Río, permeabilize, sequence and activate the new Paseo de Extremadura: new nodes and their new transversalities

mobility - burying the A5, improving traffic conditions entering Madrid, and solving transversal connectivity, overcoming the current "barrier" effect.

Administration – intelligent management system, leaving the necessary infrastructure prepared.



03. Objectives

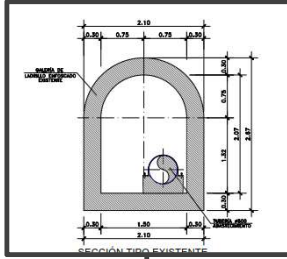


04. Physical constraints

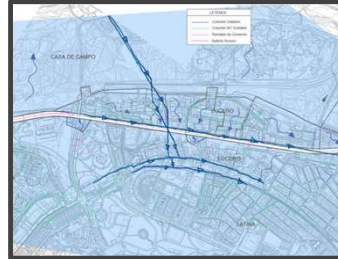
Túnel Metro L-5



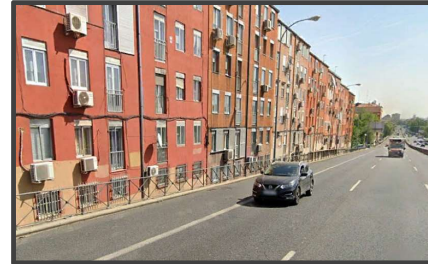
Galería de servicios



Red de Colectores



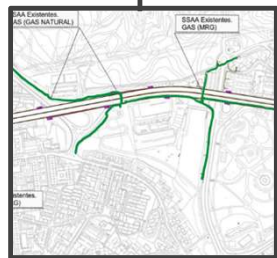
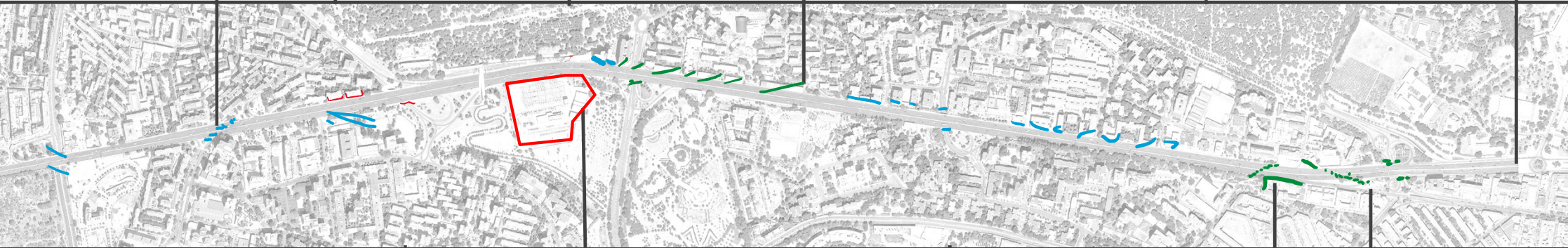
Edificación



Gasolineras (2)



Túnel Av. de Portugal



Red de Gas



Pasos inf. vehículos (5) y peatones (11)



Subestación de Iberdrola



Planeamiento

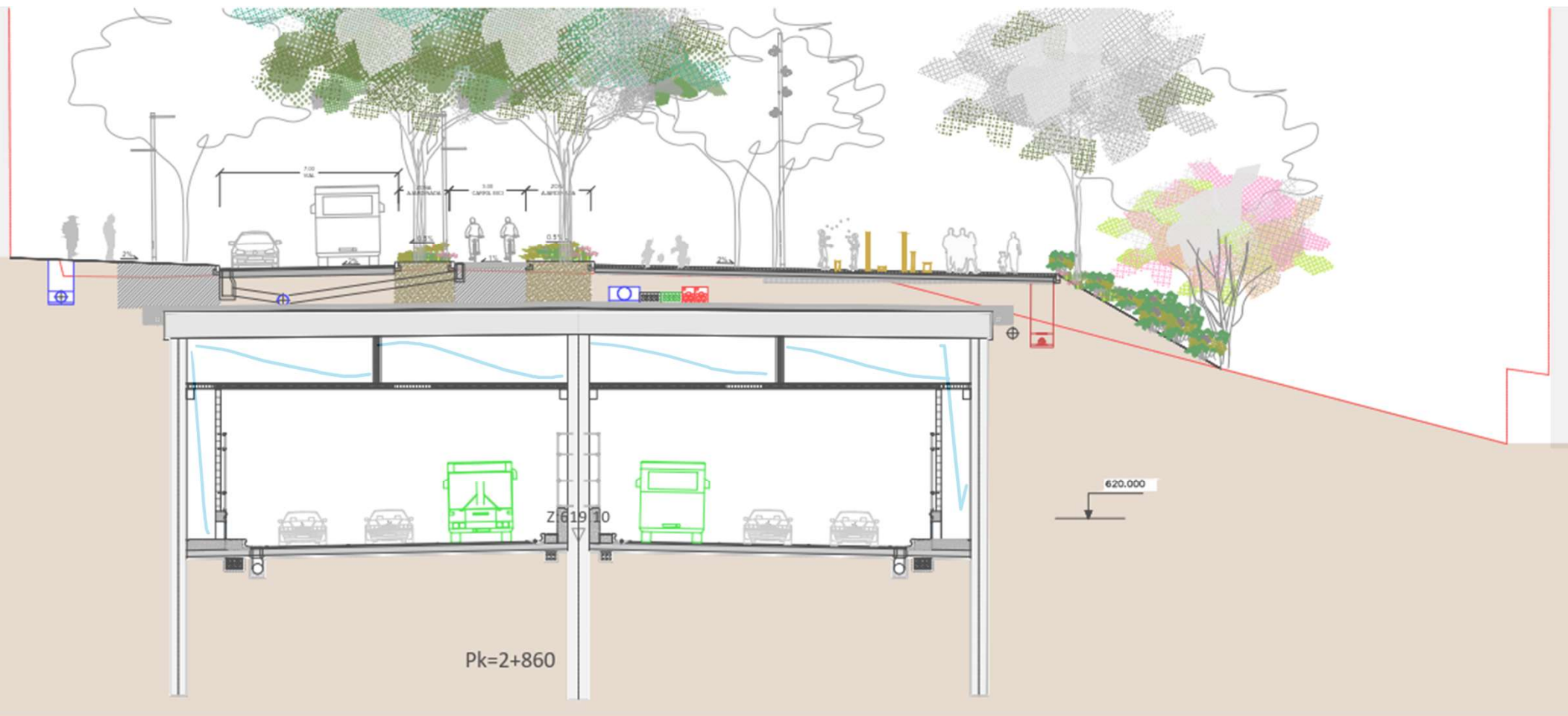


Edificación



Línea 6 de Metro

05. Expected results



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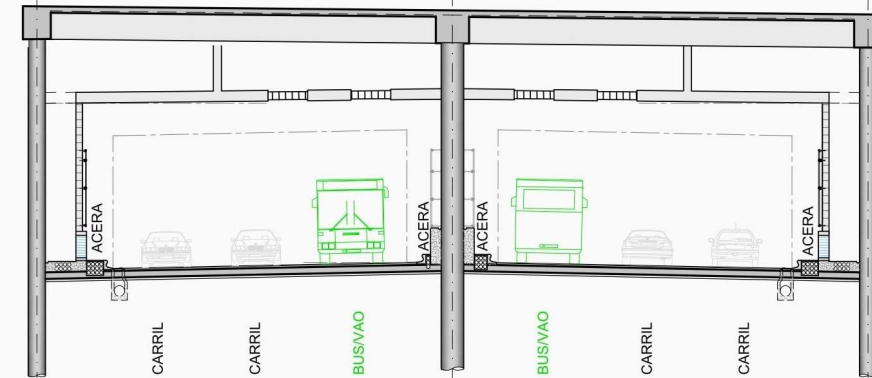
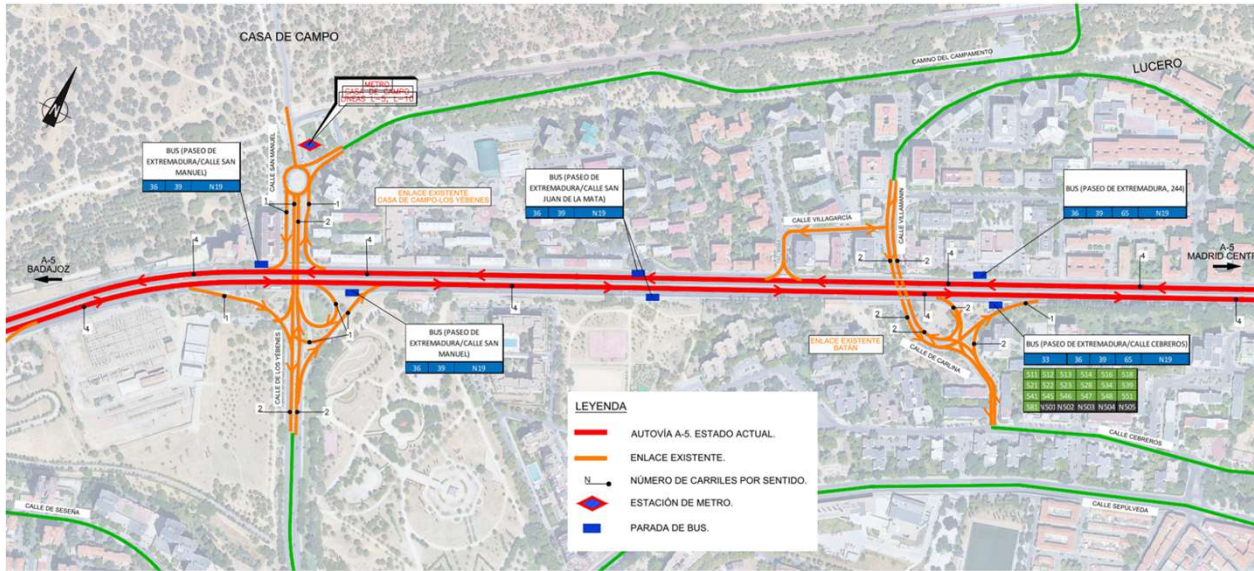
05. Expected results – new pedestrian and cycling itineraries



- 33 new pedestrian connections on the surface, compared to the current 16
- 2,884 m of new bidirectional bike lane with 3m width
- 7 Ha of new green areas: 302 trees transplanted + 1,278 new bushes



05. Expected results – public transport



The current offer of urban and intercity lines is maintained and with the same itinerary, adapted, according to the need, to the new configuration of the links.

For urban buses commercial speeds drop slightly by increasing the capillarity of the line and number of stops. Depending on the model, commercial speed decreases from 24.65 to 20.23 km/h in the morning and from 20.65 to 18.5 km/h in the afternoon.

For intercity buses circulation will be more orderly than before due to the BUS VAO lane. Commercial speed increase, from 29.42 to 37.02km/h in the morning, and from 28.10 to 34.12km/h in the afternoon.

06. Expected impacts

Promoting "soft" mobility – 3 km of new continuous pedestrian promenade and bike lane → goal Healthy Madrid

Improve surface permeability – multiply cross-axes at pedestrian level → target Accessible Madrid

Create new nodes - multiply uses, programs and synergies between the promenade and existing facilities → objective of efficient Madrid

Multiplying green and biodiversity + low emission zone → sustainable Madrid objective

Generating a new focus of attraction of the city - continuity of Madrid Río and a new door to the Casa de Campo → objective of global Madrid

Make the most of the complexity of your systems. (underground + BUS V.A.O. + public transport + intelligent control systems) → goal Smart Madrid

Reduction of CO2 and NOx emissions of +90% in the center of the walk compared to the current ones (morning rush hour on a weekday)

We are confident that, when it becomes a reality, this project can improve the lives of citizens.



07. Summary

Burial of 2,788 m of the A-5 motorway

+1.2 million m³ of earthworks

95% of the fillings of the future urbanization coming from the tunnel

+215,000 m³ of concrete and +25,000 tons of steel.

26 Ha of new urbanization, generating 8 new centralities

7 Ha of new green areas: 302 trees transplanted + 1,278 new bushes

33 new pedestrian connections on the surface, compared to the current 16

2,884 m of new bidirectional bike lane with 3m width

+5.000m² for renewable energy generation (photovoltaic)

Geothermal energy in all the piles of the tunnel (+120,000ml) to connect the air conditioning systems of nearby public buildings.

Reduction of CO₂ and NO_x emissions of +90% in the center of the walk compared to the current ones (morning rush hour on a weekday)

Total estimated term of 36 months, of which approximately 2 years will correspond to the civil works.

Investment of 410 million euros

Área de Gobierno de Urbanismo, Medio Ambiente y Movilidad





Thank you!

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