

# Enabling cycling outside the city centre

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- Cycling network and corridors linking peripheries to the city centre
- Mass bicycle parking infrastructure
- Reduced car traffic, better air quality and lower emissions

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**Location:** Madrid, Spain

**Organisations involved:** [Madrid City Council](#)  
[Grupo de Estudios y Alternativas 21 \(GEA21\)](#)  
[Madrid Regional Transport Consortium \(CRTM\)](#)



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## What is the solution?

In 2008, the City of Madrid adopted its Bicycle Master Plan (2008-2016). The plan boosted the development of a cycling infrastructure network, currently over 300 km, and also led to the implementation of BICIMAD - the city's electric bike-sharing system. Despite this, cycling levels remain at a very low rate (below 1% of all trips). This is particularly the case for trips to and from the peripheries. A higher perceived accident risk when cycling can explain the latter.

The Bicycle Master Plan is being updated, with the shared use of road space in the demonstration area - the peripheral district of Vallecas - prioritised. Bike ownership will be fostered through the implementation of innovative parking solutions for residents and for users of public transport hubs in the demonstration area. The potential of the Anillo Verde Ciclista (64 km cycling ring road of cycling infrastructure surrounding the city) to boost cycling mobility in the area will be analysed, as well as the chances for improving its connectivity with the demonstration areas. This will contribute to reducing overall car trips, decarbonising mobility in Madrid and thereby improving the overall health and air quality of the city.

## How does it work?

As part of the update of the Bicycle Master Plan and to achieve the goal of increasing bicycle trips, the following activities are being carried out:

1. High-quality cycling corridors in the peripheral urban district of Vallecas - the CIVITAS ECCENTRIC 'living lab' for Madrid. The two main cycling corridors connect three areas in Vallecas (Ensanche, Villa and Puente de Vallecas) and a broader cycling network links the neighbourhood centres to public transport stations and other main destinations, such as the university campus and commercial areas. This enables easy switching from bicycle to bus and metro (underground) within the district. The corridors are being implemented with a focus on improving cyclists' safety when on the road. Planning is being done in cooperation with residents and local stakeholders, following a participatory approach.
2. Provision of bike storage facilities, on a large scale, which are located close to public transport and the 'e-mobility hub'. This is being done through another CIVITAS ECCENTRIC measure by Madrid, that targets pedestrians ('Pedestrian friendly public space outside the city centre'). This will further enable easy switches from bicycle to public transport.
3. An in-depth study of the potential of the existing 64 km cycling ring road to further boost cycling as a mobility option in Vallecas, improving its connectivity with the surrounding neighbourhoods, and with the outskirts of Madrid at large. The results of this study will determine the possibilities of upscaling the cycling network approach, piloted in Vallecas, to other parts of the city.

Prioritising cycling outside the city centre represents a change in the way public space is used. Thus it requires a behavioural and cultural change, which is why public participation in the process is an important aspect of this measure.

## Expected results

Expected results are an increase in the number of bike users in the area (up to 2% - 1,000 new travels/day) and an increase in traffic safety levels for cyclists. The measure is also expected to deliver:



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- A high-quality cycling corridor.
- Mass storage cycle parking solutions linked to public transport.
- Information on collective parking solutions for residents and ad-hoc solutions for visitors.
- Information about the potential of an existing 64 km long cycling ring road to boost cycling mobility in the outskirts of the city.
- Increase cycling levels in the affected neighbourhoods.
- Reduce traffic haphazard involving cyclists.

There is potential for applying the approach undertaken for this measure to other peripheral districts, and thus increasing the share of bicycle trips made there as well. Furthermore, a reduction in car emissions is expected as a result of a modal change from motorised transport to cycling.

## Business model

The measure is funded by CIVITAS ECCENTRIC and has a total planned budget of €250,000. Co-funding from the City of Madrid is also being provided, following a participatory budgeting approach, organised through *Participative Budget* ([www.decidemadrid.es](http://www.decidemadrid.es)). This approach guarantees citizen involvement.

The construction of new cycle lanes is planned to be carried out within a year.

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