

POLICIES & ACTIONS

	1990 – 2001 PERIOD	2001 – 2010 PERIOD
Town Planning and Transport		
Control of urban sprawl		
Integration of town and public transport planning	Intensive development of public transport in fast growing suburbs (radial lines).	Continuation of this policy (radial and circular lines). Public transport authority can make recommendations on planned urban development projects.
Rules limiting the construction of parking spaces		
Control of Car Traffic		
Parking regulations and restrictions		Reduction of roadside parking spaces in city centre, building of additional off-street residents' parking where necessary. Use of meters since 2002.
City centre access control		Access restricted to residents only in an increasing number of areas.
Pedestrian areas and low traffic zones		Progressive pedestrianisation of the historical centre.
Urban toll		Opening of toll roads (some radial roads, and towards the airport).
Development of Public Transport		
Investment in Public Transport	Extension of six metro lines and development of two new lines connecting suburbs with city centre (66 km). Development of interchanges between suburban (bus and rail) and urban networks, including cross platform transfer.	Further extension of metro network towards peripheral settlements (55km from 1999 to 2003; an additional 49km planned by 2009). In particular, extension of airport line to city centre (2002), and opening of circular suburban line <i>MetroSur</i> (2003). Renewal and capacity increase of one metro line in city centre. Extension of suburban railways network <i>Cercanias</i> , including new tunnel under the centre of Madrid. Further development of four new interchanges between suburban buses and the urban network. Building of three light rail lines to the North and West (28km) to open in 2007. Significant rolling stock renewal for metro and suburban railways.
Extension of reserved routes and public transport priority schemes	Reserved bus lane (16km, reversible) on a radial trunk road, leading to a public transport interchange in the centre. Along parts of its route the lane is also accessible to high occupancy vehicles.	Reserved bus lanes in municipality of Madrid (30km in 2005, planned to be extended to 50km in 2007). Planned to develop 200km of reserved bus lanes, leading to public transport interchanges, on radial trunk roads.
Improvement of service quality	Improvement of bus stops and stations (in particular accessibility). Improvement of environmental performance of buses.	By 2010, 100% of buses and 80% of metro and suburban railway stations to be accessible to persons with reduced mobility. Real-time information for buses. Alternative fuel trials (hydrogen,

		bio-diesel).
Attractive price scale	Success of the <i>Abono Transporte</i> .	Tourist travel cards.
Organisation and Integration		
Public transport organisation	(Since 1986) Single public transport authority in charge of public transport infrastructure planning, fare integration, service planning, and global image of public transport. For suburban railways, this authority is only in charge of fare integration.	
Network integration (image, information, fares)	(Since 1987) Multi-modal travel cards.	Use of contactless travel cards to start by 2006.

EVOLUTION 1995 – 2001

Indicators	1995 VALUES	2001 VALUES
Population density (inhabitants/ha)	66.4 (1)	55.7
Motorisation rate (vehicles/1.000 inhabitants)	372	478
Number of parking spaces/1.000 jobs in the CBD	263	187 (2)
Length of motorways/inhabitant (km/million inhabitants)	93.6	98.3
Length of reserved routes/inhabitant (km/million inhabitants)	84.4	92.4
Average PT operating speed (km/h)	28.5	30.7
Vehicle x km PT/hectare	4,480 (1)	4,730
Vehicle x km PT/inhabitant	67.4	85.0
PT boardings/inhabitant/year	250	293
PT market share (mechanised and motorised trips)	27.2% (1)	30.2%
PT farebox revenue (excl. reimbursement) per boarding (euros)	0.461	0.476
PT operating costs (excl. depreciation) per boarding (euros)	0.746	0.777
PT operating costs (excl. depreciation) per vehicle x km (euros)	2.77	2.67
PT investment per year and per inhabitant (euros) (averages 91-95 and 97-01)	150	162
Total cost of transport (% GDP)	12% (1)	10.4%

(1) The original value from the Millennium Cities Database was corrected.

(2) Data are not comparable. Private non residential parking is not taken into account in 2001.

SYNTHESIS

The modal share of public transport rose between 1995 and 2001 despite the increased dispersion of population towards suburban settlements and the significant growth in road infrastructure and car ownership. In parallel, the cost of transport for the community (% GDP) decreased significantly during the same period. This good performance is the result of long lasting efforts in improving public transport, which started soon after the creation of a single organizing authority for public transport in 1985.

Much effort focused on the connection of growing suburban settlements with the city centre and between each other, through intensive development of metropolitan and suburban railway infrastructure. The use of alternative funding mechanisms (creation of a dedicated entity, use of private financing, and land value capture) enabled to speed up the decision-making process and the implementation of the new lines and interchanges.

On the other hand, unchecked urban sprawl and the rate of development of new roads in the Madrid Region are reasons for some concern. In this respect, the set of measures aiming to limit the use of private cars recently implemented by the municipality of Madrid is an encouraging sign.