

INFORMATION SHEET N°	8	TARGET	3.6
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OUTPUT

Indicator	Separated cycle paths		
Description	Proportion of cycle paths that runs through areas in which there is no motor vehicle traffic or in which there is a physical barrier between the roads and the cycle path, with respect to the total cycle paths. As in the case of the pedestrian/vehicle ratio, this is related to target 3.6, since the separation of cycle paths from roads with motor vehicle traffic reduces the risk of mortality and injuries caused by being struck by vehicles.		
Type	GIS	Source	Strategy for localisation of the SDGs in the city of Madrid

Data source

	Cycle paths in Madrid Nuevo Norte	BIM	YES
Madrid Nuevo Norte	Combination of the following files into a single GIS layer: <ul style="list-style-type: none"> DOC. 3: DESIGN PRINCIPLES OF THE LANDSCAPE FRAMEWORK. LANDSCAPE MASTER FRAMEWORK 1997 SPECIFIC MODIFICATION OF THE CITY PLAN in the Planning Areas: APE 08.03 "Prolongación de la Castellana" AND APE 05.27 "Colonia Campamento" for the Definition of the Determinations and Planning Parameters of the Urban Development Operation "MADRID NUEVO NORTE". IV. ANNEXES. Annex 9. Mobility strategy in the SMCP MNN_AD.GDB Red - Transportes_MPG_200211. 		

	Cycle paths and cycle streets in Madrid		
Comparison	Combination of the following files into a single GIS layer: <ul style="list-style-type: none"> Bike. Calles tranquilas (2015) (https://datos.madrid.es/) Cycle paths: 1:1000 municipal maps by districts (2016) (https://datos.madrid.es/) Cycle paths: NOME CALLES. Official nomenclator and street map of the Region of Madrid (https://www.madrid.org/nomecalles/DescargaBDTCorte.icm) 		

Calculation method

The information from different layers of Madrid was combined to identify the separated cycle paths. The Cycling Ring and all of the cycle paths that are separated or pass-through pedestrian areas were considered. In Madrid Nuevo Norte, all cycle paths were considered to be separated paths because of the design of the streets in the design document, which proposes a physical separation between the cycle paths and streets with motorized vehicles, where the traffic speed is also limited. During the activity of Madrid Nuevo Norte, the precision of the indicator may be improved with the detailed layout and sections of streets in Madrid Nuevo Norte.

OUTCOME

Indicator	Unit	Source
Mortality caused by traffic accidents	%	DGT (https://www.dgt.es/menusecundario/dgt-en-cifras/)
Pedestrians killed by being struck by vehicles	N	Strategy for localisation of the SDGs in the city of Madrid (https://www.madrid.es/portales/munimadrid/es/Inicio/EI-Ayuntamiento/Cooperacion-y-Ciudadania-Global/Agenda-2030/Estrategia-de-localizacion-de-los-ODS-en-la-ciudad-de-Madrid/?vgnnextfmt=default&vgnextoid=b7b75cd724a38710VgnVCM1000001d4a900aRCRD&vgnnextchannel=5347a62071048710VgnVCM1000001d4a900aRCRD)
People seriously injured in traffic accidents:	N	