

## **A GREEN SOCIETY TO LIVE BETTER**

**Más Madrid · Electoral Programme for the Community of Madrid 2023 – Environment chapter · English translation – unofficial working translation prepared for the European Green Party membership application. In case of discrepancy, the Spanish original prevails.**

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### **A green society to live better**

After decades of environmental neglect, plundering of natural resources and property speculation encouraged by the Partido Popular, the Community of Madrid needs a comprehensive strategy to become a sustainable and healthy region — one that places people's wellbeing and health and the protection of the environment at the centre of all policies.

In the twenty-first century we face the great challenge of climate change, whose effects are felt very intensely in the form of heatwaves, droughts and increasingly dangerous and devastating wildfires. We need a set of public policies that prepare our towns and cities, and the ecosystems around them, to become more resilient to the effects of climate change. Madrid has the economic, technological and human potential to turn this enormous challenge into an opportunity for the green transformation of our society, one that benefits the great majority of citizens and reconciles us with our environment.

We want a Community of Madrid where life is good; where green spaces are close to people's homes; where it is easy and safe to get around on foot or by bike; where air and water are clean; where healthy, local food is produced; where animals are respected; and where landfills — legal or illegal — do not grow faster than vegetation.

To achieve this, Madrid needs a major legislative and strategic overhaul to bring it into line with other Spanish regions and with Europe on decarbonisation and energy transition, protection of biodiversity and natural heritage, circular economy, agroecology, sustainable

mobility and animal protection. This will also give a major boost to changing the productive model and create thousands of new jobs.

All it takes is political will to achieve a greener Madrid in which to live better.

## 1. ENERGY TRANSITION

In energy terms, the Community of Madrid is a sink: only 5% of the electricity it consumes is produced within the region. Moreover, years of indifference on the part of Partido Popular governments have left Madrid at the bottom of the table on renewable energy, at a time when we need it more than ever to fight climate change and to cut energy bills.

Más Madrid's mission for the energy transition is that, by 2030, at least 50% of the electricity consumed in the Community of Madrid is produced from renewable sources within the region. To this end we propose installing 9.36 GW of solar photovoltaic capacity by 2030, of which at least 3–4 GW on rooftops and 5–6 GW on the ground, preferably in small and medium-sized plants with citizen participation. We will carry out the following measures:

**Madrid Energy Agency.** We will create the Madrid Energy Agency, expanding and replacing the current Energy Foundation of the Community of Madrid, to coordinate and drive the energy transition in the region, with the capacity to market the surplus renewable energy produced by public buildings. This public supplier will give priority to buying surpluses from collective self-consumption energy communities.

**Citizens' Energy Transition Offices.** Together with municipalities, we will promote Citizens' Energy Transition Offices to involve citizens in the energy transition by proactively advising on individual and shared solar self-consumption, the creation of energy communities and the energy renovation of homes. They will also help vulnerable households apply for available support.

**Solar bonds.** We will launch solar bonds, citizen instruments enabling people in Madrid to invest their savings in financing public renewable energy infrastructure managed by the Madrid Energy Agency.

**Solar panels on public buildings.** We will install solar panels on the roofs of all public buildings (hospitals, schools, sports centres, etc.), opening participatory processes to create energy communities or allowing the energy to be sold through the Madrid Energy Agency.

**Solar Schools.** We will develop the Solar Schools programme, installing photovoltaic panels in the Community of Madrid's public schools to cut emissions and costs while promoting environmental education. This will be accompanied by 50/50 energy-saving programmes.

**Renewable energy for administrative buildings and roads.** We will contract 100% certified renewable electricity for all administrative buildings and the road network of the Community of Madrid.

**Easier self-consumption.** We will simplify the legal procedures for setting up self-consumption installations and energy communities.

**Training in renewable energy.** We will promote training and certification programmes for renewable energy installation technicians.

**More rooftops for solar energy.** Through the Madrid Energy Agency, we will create a public rooftop-leasing scheme to install solar panels on homes whose owners find it hardest to afford them. We will also seek agreements with companies installing self-consumption on their roofs in order to make the most of these often under-used surfaces.

**More self-consumption in public housing.** We will introduce shared self-consumption in all public housing developments.

**More solar energy in car parks.** We will make it compulsory, within five years, to install photovoltaic panels over open-air public and private car parks.

**More self-consumption in all buildings.** We will require self-consumption in all new-build developments and in existing buildings with more than 500 m<sup>2</sup> of roof area.

**Renewables that respect the land.** We will establish binding zoning for renewable energy installations based on a strategic environmental assessment, defining exclusion zones (protected areas, Natura 2000 sites, areas affecting Natura 2000 or of high ecological value) and priority deployment zones (degraded, abandoned or low-productivity land with little environmental impact).

**More renewables, more efficient installations.** We will give priority in licensing to installations requiring less energy transmission or storage, in order to optimise overall performance.

**More renewables, faster procedures.** We will increase resources for environmental assessment and licensing to speed up decisions on solar projects.

**Good-practice label for renewable energy.** We will create a good-practice label for solar plants allowing fast-track processing for projects that meet it. Its criteria will include citizen participation by local municipalities, respect for biodiversity, use of degraded, abandoned or low-productivity land, compatibility with other uses, and pre-purchase agreements for land.

**Greater involvement of municipalities and residents.** We will promote professional mediation between developers, municipalities and residents to improve acceptance of renewable energy projects.

**Agrivoltaics.** We will set up a funding line for pilot agrivoltaic projects to assess their suitability.

**More jobs linked to renewables.** We will introduce incentives so that renewable plants become catalysts for attracting new industries, including energy-intensive ones, to nearby areas to create employment.

**Window replacement scheme.** We will establish a window replacement scheme to minimise energy losses in homes, giving priority to households in energy poverty and homes with the lowest energy ratings.

**Energy renovation of homes.** Together with municipalities, we will explore PACE (Property Assessed Clean Energy) programmes to finance the energy renovation of homes using municipal and regional public funds, recovered through an additional charge on property tax.

**Thermal Insulation Plan.** We will establish a Thermal Insulation Plan to improve building envelopes and reduce energy losses through façades and roofs, giving priority to residential buildings where the work involves replacing an existing asbestos roof.

**Boiler-to-heat-pump replacement scheme.** We will launch a replacement scheme promoting heat pumps in residential, commercial and industrial buildings, prioritising the most polluting boilers and extending it to communal heating systems and other heat networks.

**Heat recovery.** We will explore recovering waste heat from other energy-intensive activities (refrigeration, data centres, the Metro, etc.), combined with heat pumps, to reduce the energy consumption of communal heating and other heat networks.

**Energy Efficiency Plan.** We will establish an Energy Efficiency Plan for the Community of Madrid's public buildings, including energy audits and renovation procedures so that they can be certified as nearly zero-energy buildings.

**Electrification of heating and hot water.** We will establish a plan to electrify heating and domestic hot water in public buildings using heat pumps, starting with those still using heating oil.

**Low-energy lighting.** We will create new funding lines for municipalities of fewer than 10,000 inhabitants to install low-energy, high-efficiency or solar-powered public lighting.

**Light pollution.** We will implement measures to control light pollution on public roads and to control energy use on the road network and in publicly owned buildings.

**Electrification of the public fleet.** We will draw up and implement a plan to transition the regional public vehicle fleet to electric vehicles.

**Grants to electrify vehicles.** We will establish grant lines for the electrification of the vehicles that travel the most kilometres, especially those of SMEs and the self-employed.

**Electric charging points in municipalities.** We will promote new electric charging points in municipalities across the region through public-private partnerships, using existing electrical infrastructure such as street lighting wherever possible.

**More bicycles.** We will create a specific grant line to support municipalities, including legally, in setting up their own bicycle fleets, and another for the purchase and repair of bicycles by individuals.

**Citizens' Climate Assembly.** We will convene a Citizens' Climate Assembly as a participatory instrument to involve the people of Madrid, raise environmental awareness and facilitate complex decision-making in this field.

**Climate Change and Ecological Transition Law.** We will adopt a Climate Change and Ecological Transition Law setting targets of a 55% reduction in emissions by 2030 compared with 1990 and net-zero emissions by 2040; a 40% reduction in primary energy consumption by 2050; and the goal that most of the energy we consume is produced from renewable sources.

## 2. BIODIVERSITY AND NATURAL AREAS

The natural heritage, fauna and flora of our region are among the Community of Madrid's greatest assets. As well as providing major environmental services, they support people's physical and mental health, so protecting and managing them properly is vital to living better in Madrid. We therefore propose measures to make Madrid a greener region:

**A Greener Madrid (*Madrid Más Verde*).** A major plan to re-green the region, combat the effects of climate change — especially heatwaves — protect biodiversity and give people better green spaces for recreation and environmental education. It will include, among other measures:

- Planning the completion of a great Madrid Metropolitan Green Belt connecting the South-West ecological corridor and the Guadarrama River Regional Park with the Henares River via Polvoranca, Bosque Sur and the South-East Regional Park, protecting the land from urbanisation, restoring cycle paths and natural trails, and planting more than one million native trees and shrubs.
- Drawing up a general environmental education strategy, expanding the Community of Madrid's network of environmental education centres and increasing resources for regional environmental education services, extending their reach and improving the working conditions of environmental educators; and working with the education department on structural and curricular improvements in schools.
- Creating the Environmental Education Centre of the Middle Guadarrama River Regional Park, and two new visitor centres in the South-East Regional Park at Perales del Río (Getafe) and Ciempozuelos.
- Establishing a Regional Network of Ecological Corridors linking protected areas and existing green spaces, re-naturalising the areas in between to improve the connectivity of flora and fauna across the region, with particular attention to the Meaques–Retamares–Guadarrama River corridor and other degraded or high-value areas. The design will also improve access to green spaces for residents across the region, following the 3-30-300 principle: everyone should be able to see 3 trees from their window, have 30% green cover in their neighbourhood, and be within 300 metres of a natural area.
- A grant line for municipalities to re-naturalise degraded spaces and watercourses and connect them through green corridors.

- A Law on the Conservation of Natural Heritage, Landscape and Biodiversity of the Community of Madrid.
- Updating the Catalogue of Threatened Species of the Community of Madrid in line with Spanish and European law, and drawing up management plans for endangered and/or vulnerable species.
- An Iberian Lynx Recovery Plan, bringing Madrid into European conservation plans for the species and promoting scientific research.
- A regional Hunting and Fishing Law to replace the pre-constitutional Hunting Law of 1970 and River Fishing Law of 1942, based on criteria of environmental sustainability, conservation and recovery of biodiversity, and compatibility with the use of natural areas by non-hunters and non-anglers.
- Ending the trapping of finches for caged song, in compliance with the Birds Directive.
- Ending the release of exotic and invasive fish species, such as rainbow trout, in the headwaters of Madrid's rivers.
- Banning pigeon shooting and similar practices.
- Reviewing and adopting new management plans for the Upper Manzanares Basin, South-East and Middle Guadarrama River Regional Parks.
- Reviewing the management plans for Natura 2000 sites and designating the steppe-bird area of Torrejón de Velasco–Secanos de Valdemoro as a Special Protection Area (SPA) for birds.
- Restoring the governing boards of all protected areas, the Drove Roads Board, the Hunting and Fishing Councils and the other participatory bodies abolished by Law 9/2010.
- Initiating the procedures to make Monte de El Pardo the second National Park in the Community of Madrid.
- An SOS Navacerrada Plan for the comprehensive restoration of the Navacerrada mountain pass, in agreement with the National Parks Agency, including extending the Sierra de Guadarrama National Park to incorporate areas of exceptional scientific and conservation value, creating new green jobs linked to environmental education and enjoyment of nature.
- Reviewing the Action Plan on Catalogued Wetlands to include more wetlands and protect their surroundings from harmful or incompatible activities, as in the case of the Ambroz Lagoon in the municipality of Madrid.
- River restoration plans and the re-naturalisation of urban stretches, in particular of the Tagus as it passes through Aranjuez, requiring the Tagus River Basin Authority to strictly respect environmental flows that guarantee the survival of the ecosystem.
- Extending the re-naturalisation of the Manzanares River through the Linear Park as far as Getafe and Rivas-Vaciamadrid, and cooperating with municipalities along the Guadarrama, Jarama and Henares rivers to reverse their current degradation.
- Improving forest management through clearing and thinning (which also yields firewood and biomass, creates jobs and prevents wildfires), promoting the composting of wood waste, selective felling and reforestation with diverse native trees and shrubs to create functional ecosystems.

- Defending, restoring and maintaining drove roads, implementing the Drove Roads Law and Regulation and ensuring that 100% are surveyed and marked during the term of office.

**Regional Environment Council.** We will revitalise the Regional Environment Council to ensure the effective participation of civil society organisations.

**Better Environmental Impact Assessment.** We will adopt a new regional Environmental Impact Assessment Law — the previous one was repealed by the Partido Popular in 2015 — with particular emphasis on territorial cohesion, ecosystem regeneration and climate change mitigation.

**Carbon Sequestration Strategy.** We will establish a strategy for sequestering atmospheric CO<sub>2</sub> in the Community of Madrid to mitigate its carbon footprint, through territorial measures such as soil regeneration and the accumulation of organic matter.

**Forest biomass.** We will develop a strategy to use biomass from pruning and forest clearing carried out by forest management and fire-prevention services for heating boilers, pellet production, etc.

### 3. LAND-USE AND URBAN PLANNING

The way in which cities, towns and territories develop has a major impact on how their inhabitants live. Our goal is to live better, and this requires planning in which housing, natural surroundings and access to public services are high-quality, close at hand and accessible to everyone. We propose the following measures, focused on quality of life and environmental protection:

**Repeal of the Omnibus Law and a new Land Law.** We will repeal the Omnibus Law and draft a new Land Law that prioritises the strategic protection of land, facilitates urban renovation and regeneration, promotes the social objectives of planning and combats speculation.

**Inspection services.** We will expand planning and environmental inspection and enforcement services, providing them with the necessary financial and human resources, and draw up an inventory of illegal or irregular buildings in order to propose legally sound and socially acceptable solutions.

**Land for social housing.** We will restore the mandatory transfer of land for social housing in new urban developments.

**Protecting forest land.** We will adopt the rules needed to make it impossible to develop land for thirty years after a forest fire.

**Green Territorial Strategy.** We will draw up a Territorial Planning Strategy for the Community of Madrid to address the region's territorial imbalances, protect ecosystems and basic natural resources (water, forests and fertile land), and organise access to

essential public services, transport infrastructure and urban development, dividing rural areas into *comarcas* according to their social characteristics, needs and potential.

**15-minute cities.** We will support municipalities in becoming cities of proximity, where every neighbourhood has adequate facilities and services and urban space is redesigned to be closer and more accessible — reclaimed for everyone, for children, older people, pedestrians and cyclists — leading to a better quality of life and better health.

**Plan to complete new neighbourhoods.** We will draw up a plan to deliver the infrastructure still pending in newly built neighbourhoods so that everyday life can be lived comfortably and fully there, with the necessary public services and faster development of private investment in commercial areas and other fields. This will include scheduling and budgeting new infrastructure and reaching agreements with the municipalities concerned — for example, a regional funding line to increase planting and green spaces in new urban areas to avoid or reduce heat-island effects, or the purchase of commercial premises for renovation and rental to support local shops.

**New Neighbourhoods Law.** We will propose a law to ensure that the growth of new neighbourhoods keeps pace with the development of the necessary infrastructure in existing ones, including at least the following:

- Guaranteeing that public health, education, sports, security and emergency, cultural and social services facilities in new neighbourhoods are built within five years of the first residents moving in.
- Prohibiting new urban developments in a municipality where land for public health or education facilities was transferred more than five years earlier and those facilities are still not operating.
- Regulating the advertising of homes in new developments based on renderings showing public facilities whose location may later change.

## 4. CIRCULAR ECONOMY

Because of its population density, the Community of Madrid consumes far more natural resources than it produces. This makes it highly dependent on imported resources and leads to very high waste generation, with all the serious problems this entails. A change of model based on making the most of resources and recovering the materials contained in waste will put the Community of Madrid on the path to a circular economy. We propose the following measures:

**Circular Economy Law.** We will adopt a Circular Economy Law for the Community of Madrid, drafted with the participation of all affected sectors, incorporating all new European and Spanish legislation and changing and decentralising the current model — prioritising waste reduction and reuse and introducing the most effective systems for separate collection for recycling and composting of organic waste, in line with the legislation of the regions leading on the circular economy.

**Waste Agency.** We will create a Regional Waste Agency to coordinate waste management and end the current practice of exchanging tonnes of rubbish between municipalities for the sole purpose of landfilling or incinerating it. Infrastructure planning will be reformulated and decentralised to avoid the degradation of particular parts of the region.

**Sustainable Waste Management Strategy.** We will renew the Community of Madrid's Sustainable Waste Management Strategy in a participatory way with municipalities, social partners and industry, aligning its objectives, measures, timetable and budgets with European law from 2025. The new strategy will assess current treatment systems with a view to closing the mega-landfills and phasing out the incinerator, replacing them with more sustainable and decentralised treatment systems in line with EU directives.

**Separate collection of organic waste.** We will support and promote separate collection of organic waste in municipalities that have not yet introduced it, as required by the EU Waste Framework Directive.

**More composting.** We will promote small and medium-sized composting plants that guarantee a proper process and no odours, and create a network of community composters across the region as well as four agro-composting plants.

**Bring back the bottle.** We will introduce deposit-return systems for packaging, to complement the current container-based collection systems.

**Repair and lending hubs (*cosotecas*).** We want to extend the life of things by linking recycling centres with vocational training courses and turning them into hubs for repairing, swapping and lending objects.

**Less dumping, less pollution.** We will launch an emergency plan against the spread of rubble dumps, illegal wastewater discharges, hazardous waste deposits, odour emissions and polluting industries, strengthening the environmental inspectorate.

**Less food waste.** We will draw up a Regional Food Waste Reduction Plan with a timetable of specific reduction targets up to 2030 and measures to quantify food waste, in line with Sustainable Development Goal 12.3, including incentives recognising companies, organisations and citizens that take action to reduce food waste.

**Textile waste.** We will design and implement textile waste collection systems for reuse or recycling across the region.

**Less incineration.** We will reduce incineration at Valdemingómez by at least 50% by 2025, with the aim of ending it completely before the end of the term of office.

**Less asbestos.** We will propose a Law on the Safe Eradication of Asbestos, including an inventory and a plan to remove asbestos from sensitive spaces.

## 5. WATER AND POLLUTION

Living in a healthy region means having access to good-quality water and air, and noise levels low enough to be compatible with a good quality of life. This requires valuing and protecting the natural resources of the Community of Madrid, enshrining citizens' right of access to them, properly measuring pollution levels and taking measures to protect their quality. We propose the following:

**Regional Climate Change and Air Quality Strategy.** We will draw up, with citizen participation, a Regional Climate Change and Air Quality Strategy including low-emission zones (like *Madrid Central*) in all cities of more than 50,000 inhabitants, grants for the energy renovation of buildings, solar energy generation and self-consumption.

**Vital Minimum Water Law.** We will adopt a law guaranteeing the right to water in the Community of Madrid, so that no household can have its supply cut off for financial reasons and everyone is guaranteed by law a vital minimum daily quantity of water. This right could also be incorporated into the Statute of Autonomy.

**Madrid's own tap water.** We will promote the use of tap water throughout the region, regulating the installation of public fountains and toilets and the provision of free tap water in bars and restaurants on request.

**Canal de Isabel II and a Water Observatory.** We will safeguard the public nature of Canal de Isabel II, the company responsible for water supply, sanitation and reuse in the Community of Madrid, with participation by citizens, municipalities and workers, converting it from a public limited company back into a public body. We will divest its business ventures in Latin America, facilitating their return to public management in cooperation with the governments concerned, and complete the harmonisation of Canal workers' pay in agreement with the works council. We will also ensure transparent and participatory oversight of the sustainable management of the water cycle by creating the Water Observatory of the Community of Madrid and including representatives of workers, residents' associations and consumer organisations on the company's board.

**Madrid's wastewater treatment plants.** Through Canal de Isabel II, and in coordination with the relevant Ministry and Madrid City Council, we will take part in the restructuring of the La China, Sur and Butarque treatment plants.

**100% treated water, quality water.** We will review wastewater treatment infrastructure across the region so that by 2027 all water bodies meet the good-status objectives of the Water Framework Directive.

**Improving the water distribution network.** We will review the water distribution network, minimising losses and removing the remaining asbestos-cement pipes.

**Rainwater.** We will introduce rainwater harvesting, increasing catchment areas in urban settings and restoring natural streams and watercourses.

**Expanding the Regional Air Pollution Monitoring Network.** We will expand the Regional Air Pollution Monitoring Network, improving coordination between the regional

government, the city of Madrid and other municipalities, and install monitoring stations in every municipality of more than 50,000 inhabitants.

**Moratorium on the expansion of Barajas Airport.** We will introduce a moratorium on infrastructure designed to increase the operating capacity of Madrid-Barajas Airport, and carry out studies on the airport's current emissions and under different scenarios in order to reduce its environmental impacts (noise and pollution) on surrounding residents.

**Noise regulation.** We will adopt a regional law or decree against noise and acoustic pollution in the Community of Madrid.

## 6. AGRICULTURE, FOOD AND RURAL AREAS

Producing food, processing it by artisanal methods and distributing it locally are highly valuable practices that deserve support and investment if we are to achieve the healthy region we want. At the same time, caring for rural Madrid is essential for territorial balance and the sustainability of the region. We propose the following measures:

**“Eat Local, Eat Madrid” Agroecological Plan.** We will develop a comprehensive strategy to boost agroecological production in the Community of Madrid, with the aims of: promoting healthy diets in line with World Health Organization guidance and responsible, sustainable food consumption for the whole population; increasing food sovereignty along the whole chain and reducing food waste; promoting fair agroecological and local food production and building urban–rural alliances across the region; protecting biodiversity and soils, closing cycles and returning nutrients to the soil; and promoting short supply chains, supporting the local economy and the social and solidarity economy. The strategy will include the following measures:

- Promoting an agroecological transition in the region until 25% of utilised agricultural area is farmed with agroecological methods, making Madrid a national benchmark for organic production.
- In line with the national InterVegas Pact, reviewing planning and environmental legislation to protect the most valuable agricultural land from property speculation, maintaining sustainable farming and livestock practices compatible with the conservation of soils, water and biodiversity, and especially native crop varieties and livestock breeds.
- Bringing abandoned or under-used farmland into use through a Land Bank, to help new farmers and livestock breeders get started and increase the production of high-quality agroecological food, without owners losing their legitimate rights.
- Expanding support for irrigation communities, especially to improve irrigation techniques in areas such as Aranjuez and the Jarama Valley, to raise crop efficiency while saving as many resources as possible; much of the irrigation infrastructure also urgently needs renovating.
- Strengthening the network of district agricultural advisory offices with more staff and resources, to help producers access finance and market their products and to provide legal and technical support throughout the agroecological transition.

- Creating a Regional Agricultural Council to ensure permanent, agile and close communication between farmers, livestock breeders and the regional government, and establishing agreements with farmers' organisations to provide advice and mentoring to new producers.
- Supporting municipal agricultural parks — both the existing ones in Fuenlabrada and Rivas and new ones in the metropolitan area and beyond — as spaces for training new producers, for environmental education, for healthy and sustainable local food, and for promoting distinctive local products such as traditional fruit and vegetable varieties.
- Transforming the Madrid Institute for Rural, Agricultural and Food Research and Development (IMIDRA) into a fully-fledged agricultural research institute, like Catalonia's IRTA or Navarre's INTIA, with a strategic and research plan directly linked to the sector's interests and researchers recruited through open competition, providing technical support to producers in the agroecological transition; and strengthening its role as an agricultural training centre, making full use of its experimental farms in Aranjuez, Alcalá de Henares, Arganda and elsewhere.
- Bringing in one hundred new farmers and livestock breeders a year through vocational training and easier access to land, rural housing and grants.
- Reformulating the "M de Madrid" quality label so that it is restricted to products whose main raw materials are produced and processed in the region, with the public administration covering 100% of verification and certification costs through a steering committee in which producers take part.
- A law to promote and regulate local and artisanal food products, as exists in other regions, defined as products made by essentially manual processes in family businesses with fewer than ten employees, always meeting all health standards.
- Expanding and reorienting support for the food industry and food entrepreneurs whose business models are based on local, organic and healthy production, giving priority to cooperatives producing in the Community of Madrid.
- Completing and revitalising the Buitrago de Lozoya district slaughterhouse as a public inter-municipal facility for livestock farmers in the Sierra Norte, ensuring it is mixed (cattle and sheep/goats) and able to process organic products, and developing a mobile slaughterhouse for sheep and goats as in other regions.
- Opening a "MercaVerde Madrid" hub at Mercamadrid, bringing together producers from Madrid and neighbouring regions to process, package and market their products, with public staff dedicated to finding distribution channels for local produce, protecting small producers and promoting the "M de Madrid" label and local designations of origin. It will be a complete facility serving local producers, providing storage and processing, the distribution of inputs (fertilisers, seeds, etc.) and delivery services.
- Grants for municipalities to modernise and establish municipal markets, provided they include Green Spaces for the direct sale of organic and local products to consumers, including funding for digital ordering platforms; and promoting specialised fairs for local products such as honey, cheese, craft beer, pulses and vegetables.

- A Healthy and Sustainable Food Law promoting the public procurement of local, healthy and organic food for canteens in schools, hospitals, care homes and other public facilities.
- Supporting cooperative supermarkets and consumer groups operating on food sovereignty and agroecological principles, fostering direct relationships between producers and consumers; and creating, with Madrid's cooperative organisations, an ethical online sales platform for the products and services of social and solidarity economy organisations.
- Promoting sustainable food purchasing and consumption habits through education and awareness programmes, collaboration with schools and continuous advertising campaigns for Madrid's agri-food products, to recover a food culture based on seasonal and local produce and to prevent food waste.
- Improving vocational training in agri-food, especially organic farming.
- Developing the Statute for Rural Women, to ensure equal treatment and opportunities for women working in agriculture in Madrid.

**Native breeds.** We will support and promote the breeding of endangered native livestock breeds.

**Seed bank.** We will create a seed bank for the Community of Madrid to conserve the genetic diversity of wild plants and native crop varieties.

**Responsible use of fertilisers and pesticides.** We will promote the responsible use of fertilisers and pesticides in the region, ending the public use of chemicals harmful to health and ecosystems, such as glyphosate.

**A GMO-free Madrid.** We will promote the declaration of the region as free of genetically modified food crops such as maize and soya. The use of GM seeds patented by biotech companies is incompatible with agroecology and makes it harder for farmers to save seed from their own crops, a highly valued practice in sustainable agriculture. As in countries such as Germany and France, we propose excluding GM cereal crops from Madrid's farmland, without undermining the value of these techniques in science and medicine.

**Madrid designations of origin.** We will support and promote agricultural products with a Madrid Designation of Origin.

**Wolf Plan.** We will develop a Wolf Plan, with preventive measures in wolf areas to avoid damage to livestock.

**Carrion feeding sites.** We will adopt rules allowing dead livestock to be left in areas important for scavenging birds, in line with Spanish and European legislation.

**Rural Development Forum.** We will establish a Monitoring Forum on Rural Development and Depopulation, with representatives of the municipalities concerned (through the Federation of Municipalities of Madrid), Local Action Groups, the political groups in the Assembly of Madrid, social partners — in particular farmers' organisations — and the relevant regional departments.

**Living better in rural areas.** We will encourage new residents to settle in rural Madrid through housing grants and support for life projects that include sustainable activities.

**Rural economy.** We will support family businesses, the social economy and SMEs in rural areas through training, administrative facilities and/or differentiated tax treatment.

**Local Action Groups.** We will review and revitalise the existing Local Action Groups, which are vital because of their deep roots in the territory after almost thirty years of operation.

**Cooperative and social economy in rural areas.** We will provide advice and funding for the creation and development of cooperatives and social and solidarity economy organisations that provide locally needed services that are currently unavailable in rural areas, in coordination with the Cooperatives Council that will be created.

**Sustainable rural tourism.** We will link rural tourism to the conservation of heritage and the natural environment and to food based on local products, and promote cycle tourism as a driver of economic activity through specific routes and a dedicated website, coordinated by a body shared between the regional government and municipalities.

**More culture in rural areas.** We will promote culture in rural areas by including sustainability criteria in grants and funding for rural cultural activities; making spaces available for cultural projects; providing advice through the Cultural Sector Support Office; creating a bank of reusable resources for cultural initiatives; and fostering cultural and creative industries in rural areas.

## 7. MOBILITY

Complying with European air quality guidelines to protect health is urgent. With more than 2,000 premature deaths, Madrid is the European city with the highest number of deaths from nitrogen dioxide, a toxic gas associated with road traffic, topping the ranking of European cities with the highest mortality burden attributable to NO<sub>2</sub>.

Moreover, people in Madrid lose more than forty minutes a day on everyday journeys, an average of forty hours a year in traffic jams, and wait an average of ten minutes at a Metro station or bus stop.

This calls for a new mobility strategy with bold measures that reshape our region. We will promote new hubs of social, community and commercial life around pedestrian centres, with traffic calming, active travel and less use of polluting private vehicles — a comprehensive view of the territory in which residential and economic areas fit together, taking into account not only journeys between home and work but also care-related journeys, such as trips to schools, health centres and shops.

More than 75% of daily journeys are shorter than five kilometres, and the most effective and efficient way to make them is on foot or by bicycle. That is why, as well as strengthening public transport, we will create a safe and connected cycle network and pleasant walking routes. This new strategy will require reforming the Regional Transport Consortium so that

it recovers its planning role, taking into account its interdependence with urban development and increasing the effective participation of municipalities and civil society.

**Low-emission zones.** We will create a specific grant line to support municipalities, including legally, in establishing their own low-emission zones in urban centres: new hubs of social and commercial life around pedestrian centres, promoting active travel and restricting access for polluting vehicles.

**Safe school surroundings.** We will provide financial and legal support to municipalities to create safe school environments.

**Bus rapid transit.** We will support the creation of bus rapid transit networks in municipalities that need them.

**More public transport.** We will double public transport provision in the region.

**A region of proximity.** We will ensure that, as a general rule, journeys between any two points in the Community of Madrid take no more than one hour.

**More trains for a better Metro.** We will begin all the procedures for the immediate purchase of eighty new trains for Metro de Madrid, improving frequencies and service.

**San Fernando de Henares.** We will establish a legal framework for a Comprehensive Reparation Plan for San Fernando de Henares so that residents affected by the works on Metro Line 7B can rebuild their lives, including immediate compensation worth €125 million, repair of damaged buildings, institutional support with advice and psychological care, grants for local businesses, and restoration of public services affected by demolitions.

**Family travel pass.** We will introduce a €15 monthly family pass for travel throughout the region at weekends and on public holidays.

**Regional public bike-sharing service.** We will create a public bike-sharing service for the Community of Madrid, with a network of stations across municipalities and at modal interchanges, complementing public transport to improve inter-urban connectivity and encourage everyday cycling.

**Subsidised taxi as a public service.** Through an agreement between the Regional Transport Consortium and municipalities, people who have difficulty reaching essential services such as hospitals, and need more than thirty minutes by public transport, will be able to use a taxi service at a fixed subsidised fare.

**A better Metro de Madrid.** We will launch an Urgent Action Plan for Metro de Madrid, including recruiting staff and acquiring trains, removing asbestos from the network, decisively improving accessibility and ensuring air quality on platforms and in stations. We will also study extending Metro hours at weekends and on the eve of public holidays, listening to the real needs of passengers and Metro workers.

**Better Metro in the south of Madrid.** We will carry out the studies and projects needed to:

- Connect Metro Line 3 with the El Casar commuter-rail station (Getafe) and Metrosur.
- Extend Line 10 with two stations in Alcorcón and two in Móstoles.
- Extend Line 11 southwards, possibly operating as a Y-shaped line (La Fortuna–San Nicasio in Leganés and La Fortuna–San Ignacio de Loyola–Las Águilas in Latina), and northwards between Plaza Elíptica and Avenida de la Ilustración.
- Study options for connecting Valdebebas to the Metro network.
- Study options for connecting Pinto to Metrosur.

**Metro de Madrid shares.** We will negotiate with Madrid City Council for it to recover the 75% of Metro de Madrid shares transferred in 2012.

**A Metro for everyone.** We will launch a new Accessibility Plan for Metro de Madrid covering physical, cognitive, sensory and technological accessibility, with penalties for failure to comply with accessibility plans, greater transparency, and the guarantee that all public transport in the Regional Transport Consortium is accessible to all.

**Better Metro in the east of Madrid.** We will study integrating the Puerta de Arganda–Arganda del Rey section, currently operated by a private concessionaire, into the Metro de Madrid network.

**Caring for Metro workers.** We will establish a multi-year compensation fund for Metro de Madrid workers who contract an occupational disease from asbestos exposure, providing information and training on prevention and specific health monitoring, even beyond retirement.

**Easier public transport.** We will introduce a new fare framework adapted to new mobility patterns that corrects the inefficiencies of the current one, integrating all public transport options in the region and allowing transfers with single tickets, the Public Transport Card or a bank card, with greater flexibility, so that passengers pay only for the journeys they make.

**Public transport for leisure too.** We will study removing fare zones at weekends, making it cheaper to travel across the region and encouraging leisure trips by public transport.

**Better cycling.** We will develop a coherent, intuitive and uniform regional and local cycle network that links existing cycle paths and creates new ones, connecting neighbouring towns, transport interchanges and key destinations outside town centres such as airports, hospitals, campsites, industrial estates, shopping centres and cultural venues.

**Bicycles and public transport.** We will promote a bike–public transport intermodality plan, expanding the Bicycle Parking Network (REB) with secure, easy-to-use and scalable parking at public transport stations across the region, and studying the best ways to carry bicycles on trains and inter-urban buses, as in other metropolitan areas.

**Special Bicycle Plan.** We will launch a Special Bicycle Plan, central to mobility in Madrid and to intermodality, including: a regional, inter-municipal and local cycle network; the expansion of the REB, with specific measures for carrying bikes on trains and buses;

financial support for municipalities to set up their own bike networks; and the promotion of cargo-bike logistics for last-mile freight.

**Safer public transport for women.** We will extend on-demand stops across the night inter-urban bus network so that women can get off closer to home; extend interchange opening hours; set up at least three pilot “purple points” to assist in cases of harassment on public transport, day and night; and establish a municipal night-bus (*búho*) service connecting with the inter-urban night network and promoting cross-town mobility at night.

**Interchanges.** We will advance the work needed to build transport interchanges at Chamartín, Conde de Casal and Legazpi.

**Better knowledge of mobility.** We will carry out studies on differences in transport use by gender, paying particular attention to care-related journeys (accompanying children and dependants, shopping for food and medicine, and medical visits). Their findings will be binding in the design of routes and frequencies.

**Safer motorcycling.** We will draw up an inventory of regional road sections with motorcyclist protection systems and establish a plan to install them on all crash barriers on regional roads.

**Safer roads.** We will draw up a Special Plan to Improve the Conventional Roads of the Community of Madrid, increasing investment in road surface maintenance and road equipment, an essential step to improve road safety.

**Bus-HOV lanes on national roads.** We will call on the Ministry of Transport to establish bus and high-occupancy-vehicle lanes on the national access roads to Madrid (A1, A2, A3, A4, A-42 and A5).

**Bus-HOV lanes on regional roads.** We will study the technical and economic feasibility of bus-HOV lanes on regional roads linking the region’s main cities, such as the M-201, M-500, M-503, M-506, M-511 and M-607.

**District interchanges.** We will begin building district-level interchanges, key to promoting intermodality and reorganising inter-urban bus services to make them more efficient and closer to people, breaking with the radial model.

**Public transport in every municipality.** We will create express inter-urban bus lines between municipalities and to key destinations such as industrial estates and reference hospitals, with priority on the roads they use for faster and more efficient travel.

**Better commuter rail (*Cercanías*).** We will urgently call on the Ministry of Transport to carry out the investments in the Madrid Commuter Rail Plan, negotiating the incorporation and construction of the Móstoles–Navalcarnero section.

**Sustainable mobility legislation.** We will draw up two key laws for public transport in the Community of Madrid: a Public Transport Financing Law and a Sustainable Mobility Law.

**Better public transport governance.** To ensure that the needs of the people of Madrid are met regardless of who governs the region or each municipality, we will turn the Regional

Transport Consortium into an autonomous body acting as a transport authority that plans and implements transport strategies and manages transport services across the region's metropolitan and functional areas.

**Better inter-urban bus connectivity.** We will create a new inter-urban bus concession map that breaks with the radial model and corrects the inefficiencies of the current system, improving connectivity between municipalities and functional areas.

**Better taxi services.** We will amend the Community of Madrid's Urban Transport Law to regulate the coexistence of taxis and private-hire vehicles (VTC), defining the latter as pre-booked services and setting out the rules for their activity and the regime of infringements, and recognising the taxi as a public service.

**Taxis in rural areas.** Together with the sector, we will develop shared taxi services for rural areas of the region, with reserved parking and waiting areas at district transport interchanges.

**Cleaner taxis.** We will strengthen incentives for taxis to renew their fleets with zero- or low-emission vehicles.

**Park-and-ride.** We will promote a network of park-and-ride car parks linked mainly to transport hubs such as commuter-rail stations and towns of district importance, encouraging intermodality.

**Social travel pass.** People who are not required to file an income tax return because of their financial circumstances will be able to use public transport free of charge.

**Evaluating mobility policies.** We will establish mechanisms to evaluate public policies to ensure their objectives are met and to be accountable to citizens. For mobility, we will closely monitor modal share, air quality and user satisfaction with public transport and related infrastructure.

**Local mobility improvements.** The programme also includes specific commitments for individual municipalities, among them:

- *Coslada*: pedestrian and cycle connection with the capital, and inclusion in fare zone A.
- *Soto del Real – Collado Villalba*: a cycle lane along the M-608 to reduce accidents, boost cycle tourism and promote cycling as a means of transport.
- *Perales del Río (Getafe)*: a roundabout on the M-301 connecting the neighbourhood with Los Olivos industrial estate and Los Molinos.
- *Sierra de Madrid*: an agreement with the Ministry of Transport to reopen the Madrid section of the Madrid–Burgos railway line.
- *Alpedrete – Collado Villalba*: a safe pedestrian and cycle crossing on the M-601.
- *Aranjuez*: a bus interchange, a comprehensive plan to improve the safety of surrounding regional roads, and bus lines connecting the La Montaña neighbourhood with Madrid.

- *Arganda del Rey – Morata de Tajuña*: a comprehensive safety improvement plan for the M-313.
- *Fuenlabrada*: opening the Vivero Metro station, converting the M-506 motorway into an urban street, and a night bus line to Madrid.
- *Getafe*: converting the M-406 motorway into an urban street.
- *Móstoles – Villaviciosa de Odón*: dualling the M-856 to improve safety and access to industrial estates, and connecting Villaviciosa de Odón with Colonia Jardín Metro station, Móstoles El Soto commuter-rail station and the Rey Juan Carlos University.
- *Móstoles*: a direct inter-urban bus between the PAU-4 neighbourhood and the Príncipe Pío interchange.
- *Morata de Tajuña and Paracuellos de Jarama*: road bypasses around their town centres (the latter on the M-113).
- *Rivas-Vaciamadrid*: a single fare zone for the municipality.
- *Boadilla del Monte*: a noise study on the M-513 with a view to installing acoustic barriers, and a study of solutions to congestion and safety problems on that road.
- *El Cañaveral (Vicálvaro)*: better public transport.
- *Casarrubuelos*: a rapid connection to the reference hospital and to Parla commuter-rail station; restoring the night service to Madrid; a connection to the Puerta de Madrid industrial estate; a pedestrian and cycle bridge over the M-468; and a district service linking Casarrubuelos, Serranillos del Valle, Cubas de la Sagra, Griñón, Torrejón de la Calzada, Torrejón de Velasco, Batres and Parla.