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# BARCELONA

## Connecting trams

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### European Light Rail Congress

Sevilla, 14th March 2024

**ATM**

Àrea de Barcelona  
Autoritat del Transport  
Metropolità



# ATM Organisation



## Board of Directors

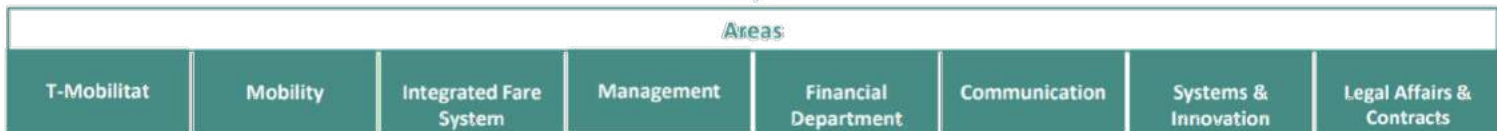
Rector body of the ATM. 18 full right members:

- 9 members - Generalitat of Catalonia
- 7 members – Local Administrations (BCN Council and AMB);
- 2 members – AMTU;
- 2 members - AGE observers

## Executive Committee

6 representation members:

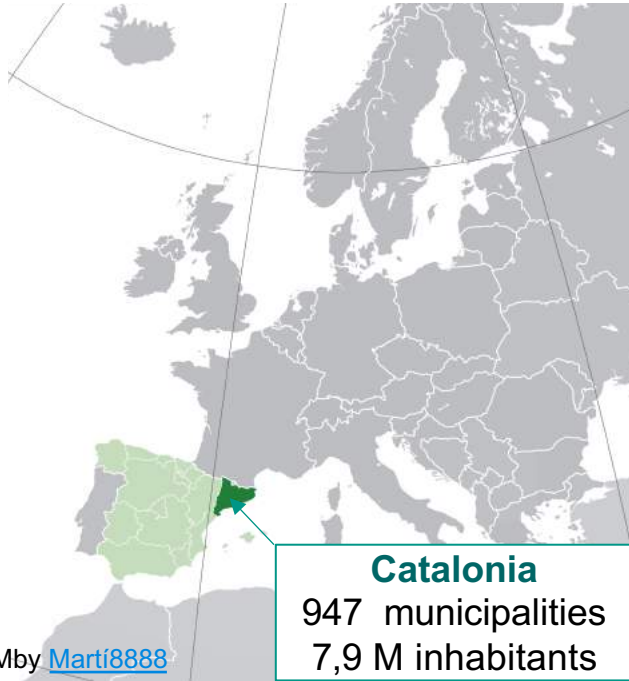
- 3 of the Generalitat of Catalonia
- 2 of the local administrations;
- 1 of the AMTU.



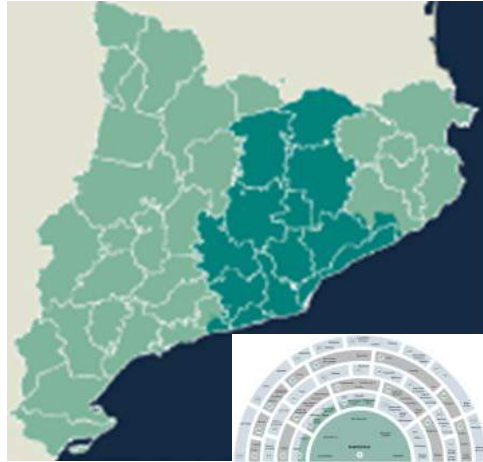
Staff: **51 people**

Budget 2023: **1.528 M€**

# ATM's territorial scope



Integrated Fare System Area



346 municipalities - 5,7 M inhabitants  
1.057,2 M journeys (2019)  
565,5 M journeys (2020)  
720,3 M journeys (2021)  
923,4 M journeys (2022)  
**1.086,5 M journeys (2023)**

Planning Area (SIMMB)



311 municipalities  
5,5 M inhabitants

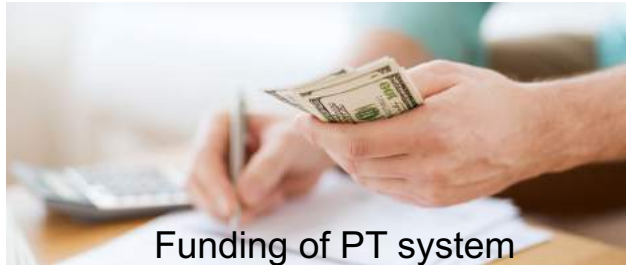
# ATM main tasks



Integrated Fare System



Master Plans



Funding of PT system



Tram network

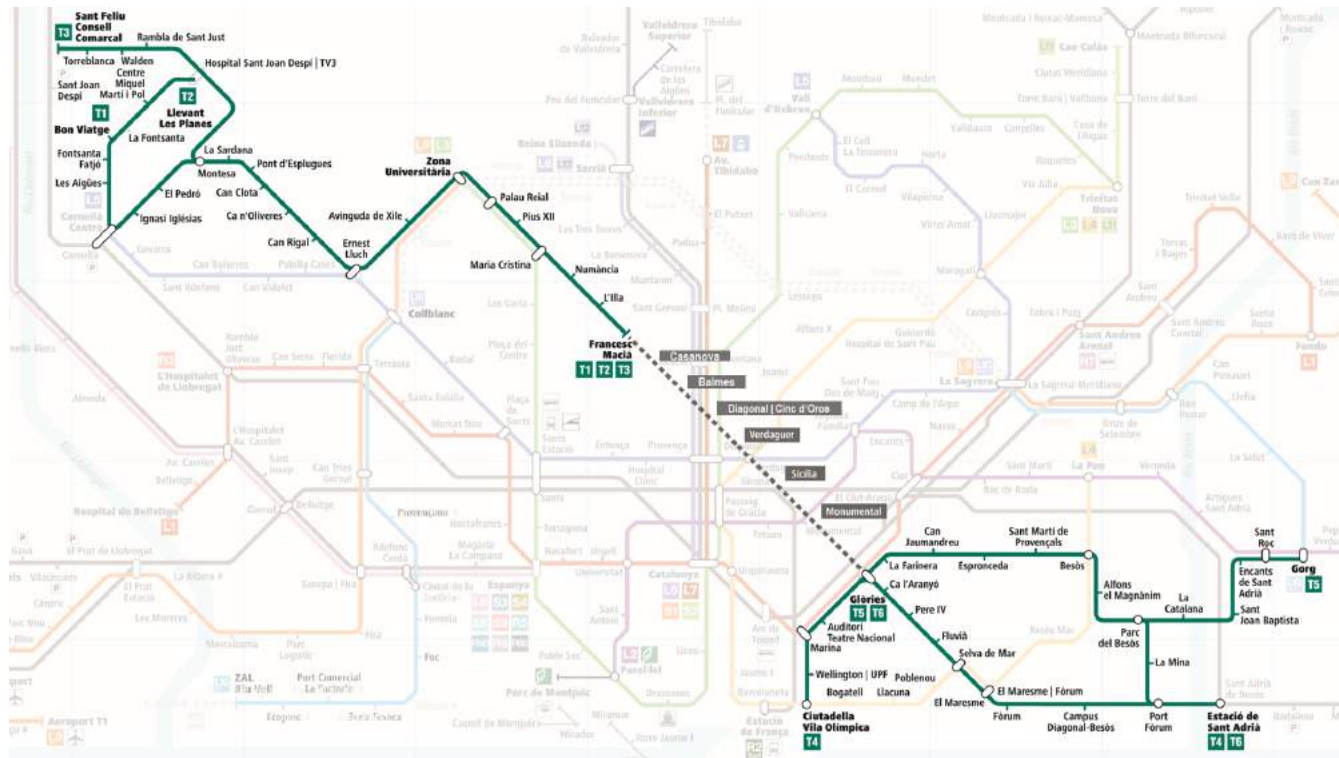


# Tram networks

TRAMBAIX	2023	TRAMBESOS
3 (T1-T2-T3)	N. LINES	3 (T4-T5-T6)
15,1	NETWORK LENGTH	14,0
29	STOPS	27
23	FLEET	18
4 min (12 min each line)	HEADWAY P.H	8 min
17,30 km/h	COMERCIAL SPEED	17,06 km/h
1.542.617	KM/YEAR	1.090.115
<b>21.821.274</b>	<b>RIDERSHIP</b>	<b>9.141.331</b>

# Connecting trams


## Main figures



**4 km** length

 **15 min**

Francesc Macià ↔  
Glòries

 **6** new stops

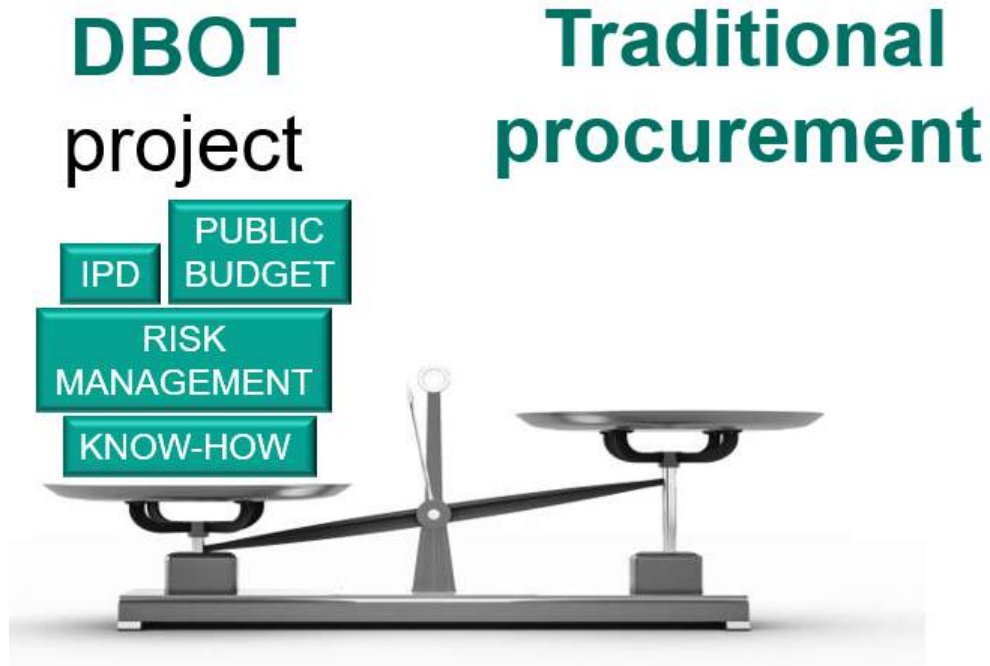
 **18** new trams

 Catenary-free

 **+117.000** journeys

# Challenges

## From DBOT to Traditional Procurement





# Challenges

From DBOT to Traditional Procurement

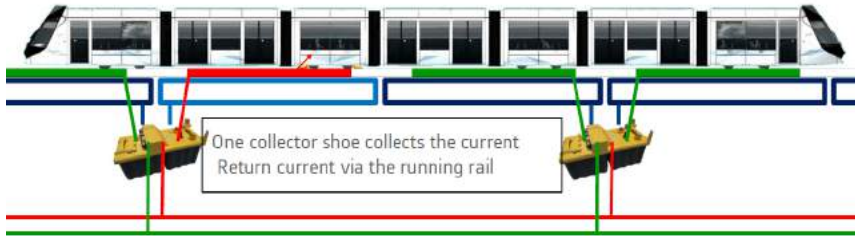
**DBOT**  
project

**Traditional**  
procurement



# Challenges

## Catenary-free section



Source: Alstom



- Energy for trams will be supplied continuously by a third rail: APS solution
- Proved solution implemented in many cities around the world but 1<sup>st</sup> time in Spain
- Existing fleet requires a retrofit to adapt them to APS. It will be the 2<sup>nd</sup> time in the world (as far as we know)

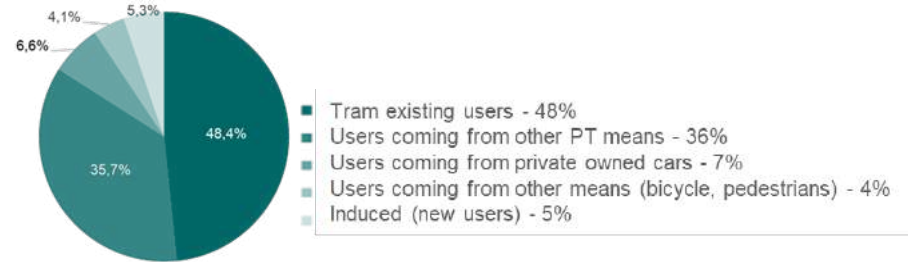
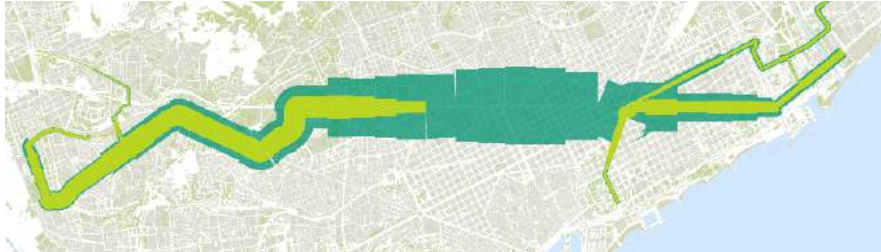
# A unified tram network

## Boost of ridership



+117.000 new journeys

Ridership expectations double existing demand



### Why?

- Current PT offer serving the corridor
- New PT interchanges
- Seamless connection between 9 municipalities
- Urban transformation

# Boost of ridership

## Current PT offer serving the corridor



- × No means of transport with medium-high capacity
- × Bus bunching
- × Commercial speed 9 km/h

## New PT interchanges




**L1** Glòries

**L2** Monumental

**L4 L5** Verdaguer

**L5 L3** Diagonal |Cinc d'Oros

**L8** Balmes, Francesc Macià

 Bus network

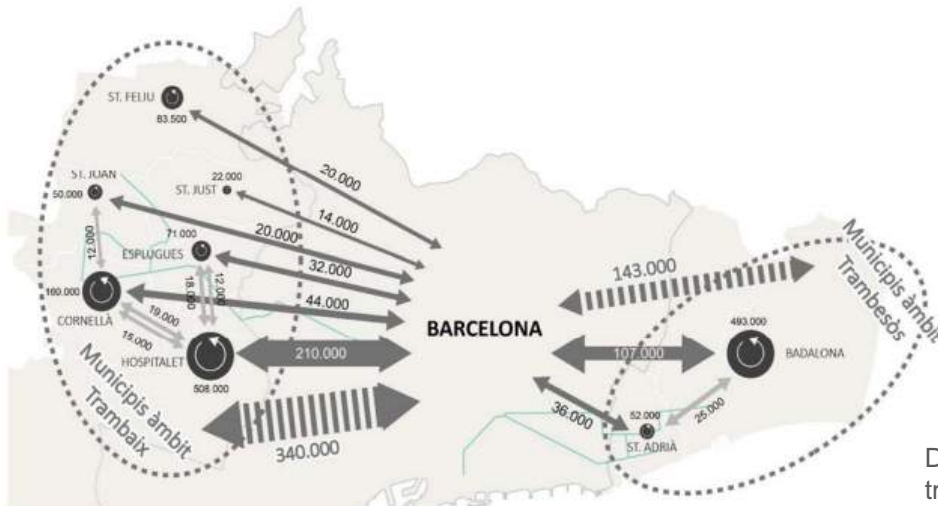
# Boost of ridership

## Seamless connection between 9 municipalities



9 metropolitan municipalities connected

Strong relations between BCN and 8 surrounding municipalities already served by tram






Daily journeys BCN and surrounding municipalities served by tram.

Source: ATM Public consultation study; MBy Barcelona Regional



# Boost of ridership

## Urban transformation

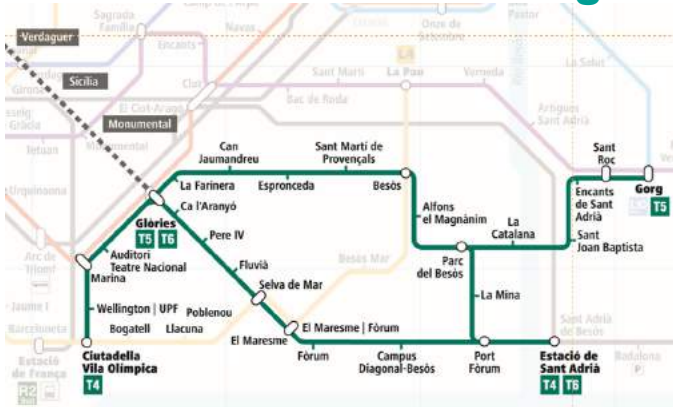
 8.400 m<sup>2</sup> for pedestrians  
  2.500 m<sup>2</sup> for cyclists  
5.000 m<sup>2</sup> of green areas

- ✓ Boost of sustainable means
- ✓ Traffic restriction
- ✓ Enhanced quality of public space



# Execution

## Phase 1: Glòries - Verdaguer



2 km



6 min

Glòries - Verdaguer



3 new stops



3 new trams



+19.000 journeys



works started on 7<sup>th</sup> March 2022



expected for end summer 2024

**Thanks**





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