

Madrid Central — A 472-Hectare Low-Emission Zone, a Political Suspension and a Court-Ordered Restart

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Quality score: 48/100

Evidence strength: Moderate

Summary

Madrid Central restricted most private vehicles from 472 hectares of the centre from Nov 2018; mean NO₂ at the in-zone station fell from 46 to 36 µg/m³ (–22%) in 2019, though the scheme was suspended in 2019 and reinstated by courts in 2020.

Key dimensions

Dimension	Score
Evidence of impact / measured results	2/3
Transferability / demonstrated replication	2/3
Scalability	2/3
Sustainability / continuity	1/3
Innovation	1/3
Inclusiveness / equity	1/3
Multi-stakeholder collaboration	1/3

Evaluated by C-NAPSE

Data sources

[C-NAPSE web research](#) — accessed 2026-10-01

[Ayuntamiento de Madrid \(Madrid City Council\)](#) — accessed 2026-10-01

[Evaluation of the Impact of Low-Emission Zone: Madrid Central \(arXiv\)](#) — accessed 2026-10-01

[Dissuasive effect of low emission zones on traffic: the case of Madrid Central \(Transportation\)](#) — accessed 2026-10-01

[Were traffic restrictions in Madrid effective at reducing NO₂ levels? \(Transportation Research D\)](#) — accessed 2026-10-01

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