

ECCENTRIC

Innovative solutions for suburban mobility
and emission-free freight in urban centres



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IN A NUTSHELL

Within CIVITAS ECCENTRIC, the cities of **Madrid, Stockholm, Munich, Turku** and **Ruse** are working together to tackle the challenges of mobility in suburban districts and clean, silent and CO₂-free city logistics – two important areas that have historically received less attention in urban mobility policies.

European cities have created liveable and attractive city centres, but there remains a conflict between providing high quality public space and meeting the accessibility requirements for freight deliveries. Also, higher car usage in suburban areas has previously been largely unaddressed.

To address this situation, CIVITAS ECCENTRIC will demonstrate in the potential and replicability of integrated and inclusive urban planning approaches, innovative policies and emerging technologies in five “Living Lab” areas. Clean vehicles and fuels will be tested, new regulations and services formulated and consolidation solutions developed in close partnership with the private sector. This will contribute to meeting the targets of the Transport White Paper in terms of air quality, energy use and road casualties – and to achieve CO₂-free city logistics by 2030.

KEY FIGURES IN CIVITAS ECCENTRIC

MADRID

5

Partner
Cities

MUNICH

50

Mobility
Measures

RUSE

6

Thematic
Areas

STOCKHOLM

20

Observer
Cities

TURKU

€19.3m

Total
budget

LIVING LAB AREAS

MADRID – Vallecas

Vallecas is home to almost 10% of Madrid's inhabitants. It consists of two vibrant peripheral districts struggling to cope with some yet unsolved challenges. Previous mobility policies have focused on connections with the city centre, but there is still much to do in relation to short-distance walking and cycling trips within the district, and with public transport connectivity to other peripheral districts. ECCENTRIC's vision for Vallecas is to involve all citizens in mobility-related decision making, and to make more use of clean technologies in fostering inclusive mobility, providing a public space supportive to pedestrians and cyclists, and facilitating public transport links with its neighbouring districts.

MUNICH – Domagpark/Parkstadt Schwabing

The north of Munich is the fastest growing area of the city, where almost 250,000 inhabitants reside in an area of just 79 km². This focal point of growth in the city is where the living lab is located. With around 8000 inhabitants and more than 200 companies with 12,000 employees, the area is high-density and experiences heavy traffic. Despite a good connection to the public transport system, motorized individual traffic plays a big role in transport. Consequently parking difficulties and conflicts between different road users are a daily phenomenon. ECCENTRIC's central objective for the living lab is to increase quality of life in the district through a substantial roll-out of innovative mobility solutions, which reduce the need for, and number of, private cars.

RUSE – Druzhba

Druzhba is a new peripheral district in Ruse, home to more than 15% of the city's population. It is characterised by very intense car traffic, a poor public transport offer, a lack of pedestrian and cycling infrastructure and limited parking space. The public transport connecting Druzhba to the city centre and the industrial zones around the city is slow and unreliable. A large share of the citizens living in Druzhba use personal cars and taxi services for these trips thus causing congestion, traffic accidents, air pollution and noise. Improving the quality of life by applying mobility and infrastructure measures in this district is an urgent necessity.

Madrid's goals:

- Involving citizens in decision-making.
- Fostering inclusive mobility.
- Improving public transport links with other city districts.

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Image: Carlos Poca – Madrid City Council

Munich's goals:

- Reducing the need for private cars.
- Improvement of mobility through alternative services.
- Transfer and upscaling of successful measure packages to other districts and cities.

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Image: Monika Schwarz

Ruse's goals:

- Providing safe crossing-points and footpaths for pedestrians and cyclists.
- Increasing the use of public transport.
- Reducing congestion, traffic accidents, air pollution and noise.

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Image: Nikolay Simeonov

LIVING LAB AREAS

STOCKHOLM – Årsta and City Centre

Årsta is a rapidly growing district located south of Södermalm, an island which forms part of Stockholm City Centre. Stockholm City Centre is a hub for all public transport within Stockholm. Årsta lacks access to the underground network but it is served by busses and a tram that connects the city's southern and western suburbs. Årsta also has a station for the regional commuter train. In Årsta there is a forest and some small islands that are of great value for recreation and the City of Stockholm plans to establish a new nature reserve in the district. The number of inhabitants is around 18.000 in Årsta and 335.000 in Stockholm City Centre.

TURKU – Kupittaa

Kupittaa is located in the eastern part of the city centre. It is one of Turku's most rapidly developing brownfield areas. In addition to diverse types of housing, a university hospital, a train station and large urban park, the area also houses a Science Park and all the central campuses of the University of Turku, Åbo Akademi University, and soon the new campus of the Turku University of Applied Sciences. The laboratory area is connected with spearhead projects of the city. A significant number of people live, study, work, commute and spend their free time within the laboratory area. Kupittaa offers a fruitful environment to promote innovative mobility solutions together with various stakeholders aiming for more attractive and cleaner city. CIVITAS ECCENTRIC introduces shared bicycle and car systems and a mobility node that connects various means of transportation in Kupittaa.

Stockholm's goals:

- Reduced search time for parking and optimum parking occupancy.
- Significant increase in e-bike use.
- Increased share of EV vans among business fleets.

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Image: Lennart Jofansson

Turku's goals:

- A mobility point combining, at a minimum, public transport, shared bikes and cars.
- Car sharing as a viable option for companies and households in the area.
- 20% of citizens approving the mobility change, using awareness and satisfaction surveys.

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Image: Anna Korvita

CITY VOICES

"Our city will be free from fossil fuels by 2040, and to reach that goal we need to work on different levels. We need for example to create possibilities for more sustainable transports for both citizens and local business. Through this project, a platform is created for valuable exchange of know-how that lead the change."

Katarina Luhr, (Swedish Green Party)
Vice Mayor of Environment in the City of Stockholm

"With ECCENTRIC we are breaking the inertia of applying innovative measures only in the city centres."

Manuela Carmena,
Mayor of Madrid

"We are proud to be part of such an ambitious project and are confident that the realisation of the innovative and modern solutions for sustainable urban mobility in the CIVITAS ECCENTRIC project will have a strong impact on improving the quality of life of the citizens of Ruse!"

Plamen Stoilov, Mayor of Ruse

"Turku aims to be carbon neutral by 2040. Ambitious actions are needed to achieve this goal and therefore, Turku is a proud and committed CIVITAS-city. We definitely need more of the sustainable traffic solutions that the project will bring us."

Elina Rantanen, the Chairperson of the City Council,
City of Turku

"One of our key challenges is to combine the topics of housing and mobility in Munich in the best possible way. No one should have to give up their private car but everyone should get the opportunity to do so. Therefore, the ECCENTRIC goal in Munich is to ensure full mobility and a high quality of life – without the need for a private car."

Dr. Thomas Böhle, Head of Department of Public Order, City of Munich

CIVITAS ECCENTRIC Observer Cities Group

A network of Observer Cities from Europe, China and Latin America has been recruited to engage closely with the five ECCENTRIC partner cities, with the aim of replicating some of the measures implemented in ECCENTRIC in their own cities. Observer Cities will benefit from privileged access to the Partner Cities' project teams and their activities, including strategic placement in working groups of direct interest and access to events, training and conferences on Sustainable Urban Mobility Planning (SUMP).

For more information and to apply to be an ECCENTRIC Observer City, contact the ICLEI European Secretariat:

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Study visits
and
webinars

Access to
Partner
Cities

Replicating
ECCENTRIC
measures

Promotion
through
ELTIS

Networking
with SUMP
cities

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Acknowledgements

This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 690699

Legal notice

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