

# ECCENTRIC

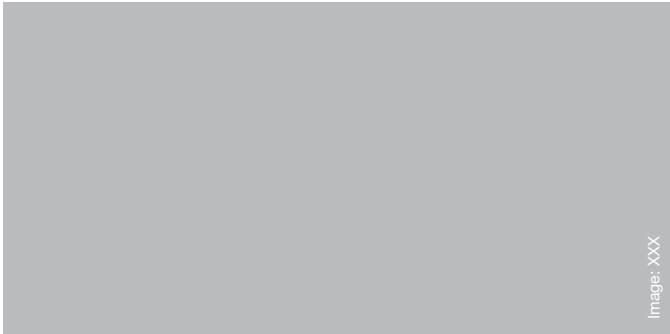
Innovative solutions for suburban mobility  
and emission-free freight in urban centres



THE CIVITAS INITIATIVE  
IS CO-FINANCED BY THE  
EUROPEAN UNION

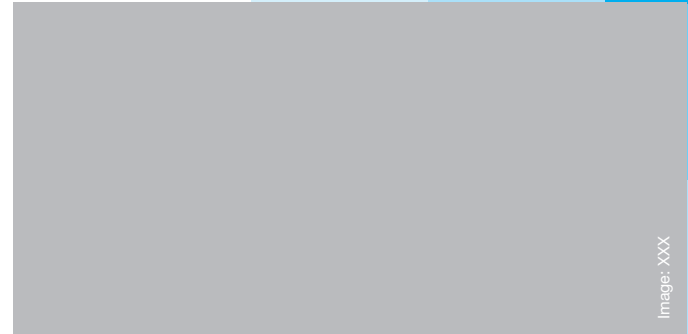
[www.civitas.eu/eccentric](http://www.civitas.eu/eccentric)

# Inclusive urban planning, new parking policies and mobility management



## 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.



## MUNICH – Domagkpark/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 km<sup>2</sup>. 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.

# Mobility as a service for and by all



## RUSE – Druzhiba

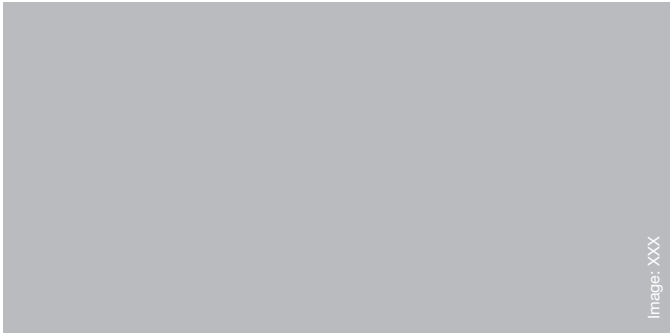
Druzhiba is a new peripheral district in Ruse, home to more than 15% of the city's population. It is characterised by very intense car traffic, a poor public transport offer, a lack of pedestrian and cycling infrastructure and limited parking space. The public transport connecting Druzhiba to the city centre and the industrial zones around the city is slow and unreliable.



## STOCKHOLM – Årsta and City Centre

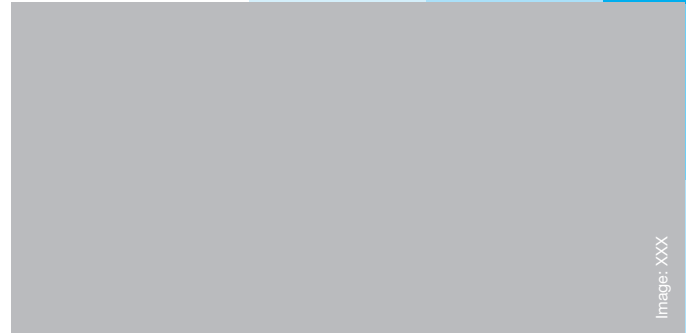
Årsta is a rapidly growing district located south of Södermalm, an island which forms part of Stockholm City Centre. Stockholm City Centre is a hub for all public transport within Stockholm. Årsta lacks access to the underground network but it is served by busses and a tram that connects the city's southern and western suburbs.

## Enabling safe walking and cycling



### **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.



### **MUNICH – Domagkpark/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 km<sup>2</sup>. 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.

## Efficient and clean public transport solutions



### **RUSE – Druzhiba**

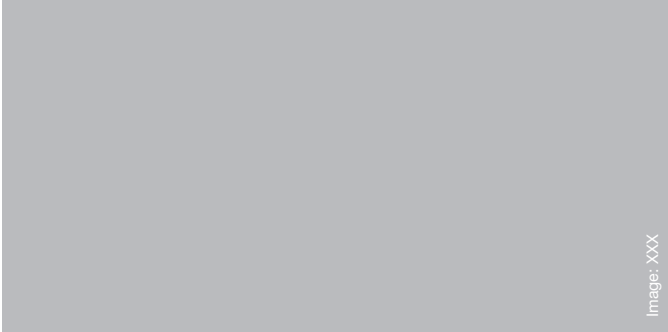
Druzhiba is a new peripheral district in Ruse, home to more than 15% of the city's population. It is characterised by very intense car traffic, a poor public transport offer, a lack of pedestrian and cycling infrastructure and limited parking space. The public transport connecting Druzhiba to the city centre and the industrial zones around the city is slow and unreliable.



### **STOCKHOLM – Årsta and City Centre**

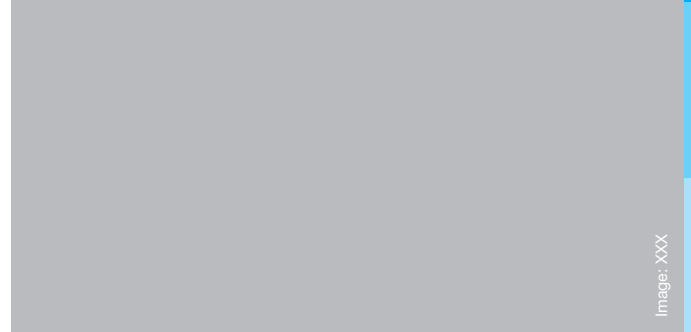
Årsta is a rapidly growing district located south of Södermalm, an island which forms part of Stockholm City Centre. Stockholm City Centre is a hub for all public transport within Stockholm. Årsta lacks access to the underground network but it is served by busses and a tram that connects the city's southern and western suburbs.

## Promoting the uptake of clean vehicles



### **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.



### **MUNICH – Domagkpark/Parkstadt Schwabing**

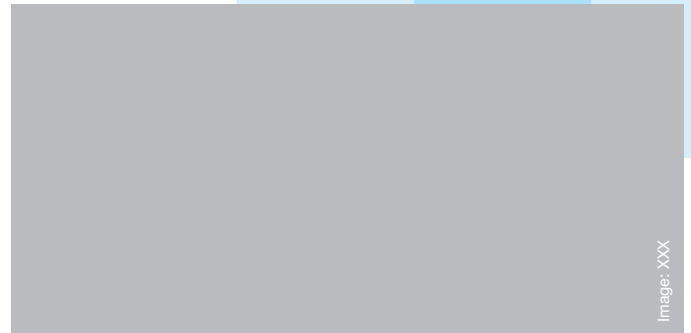
The north of Munich is the fastest growing area of the city, where almost 250,000 inhabitants reside in an area of just 79 km<sup>2</sup>. This focal point of growth in the city is where the living lab is located. With around 8000 inhabitants and more than 200 companies with 12,000 employees, the area is high-density and experiences heavy traffic.

## Towards better and cleaner urban freight logistics



### **RUSE – Druzha**

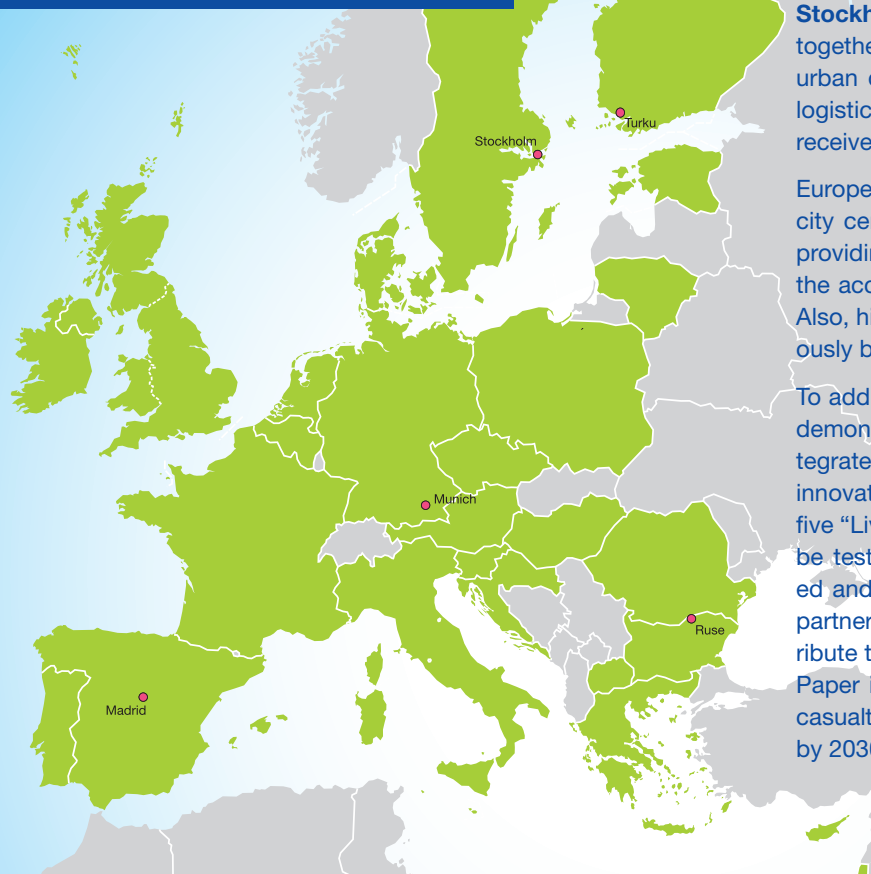
Druzha is a new peripheral district in Ruse, home to more than 15% of the city’s population. It is characterised by very intense car traffic, a poor public transport offer, a lack of pedestrian and cycling infrastructure and limited parking space. The public transport connecting Druzha to the city centre and the industrial zones around the city is slow and unreliable.



### **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.

# 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 sub-urban districts and clean, silent and CO<sub>2</sub>-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 CO<sub>2</sub>-free city logistics by 2030.

## 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: [amalia.ochoa@iclei.org](mailto:amalia.ochoa@iclei.org)

Study visits  
and  
webinars

Access to  
Partner  
Cities

Replicating  
ECCENTRIC  
measures

Promotion  
through  
ELTIS

Networking  
with SUMP  
cities

# ECCENTRIC CONTACTS

[www.civitas.eu/eccentric](http://www.civitas.eu/eccentric)

**Paz Valiente**, Project Coordinator  
valientecp@madrid.es

**Irene Blázquez**, Project Manager  
eccentric@madrid.es

**Isabela Velázquez**, Technical Manager  
ivelazquez@gea21.com

**Carlos Verdaguer**, Technical Manager  
cverdaguer@gea21.com

**Union of the Baltic Cities,  
Sustainable Cities Commission,**  
Project Dissemination Management  
eccentric@ubc.net

## Acknowledgements

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

## Legal notice

The views expressed in this publication are the sole responsibility of CIVITAS ECCENTRIC and do not necessarily reflect the views of the European Commission

