

E-mobility stations for the Domagkpark district and centre-periphery integration

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- E-mobility stations providing various mobility services in the one spot
- Less air pollution and traffic congestion
- Improved quality of life independent without need to own a car

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

Location: Munich, Germany

Organisations involved: [City of Munich](#)

What is the solution?

The newly developed Domagkpark district will soon be home to more than 4,000 residents, schools, educational and other kinds of facilities. With the steep growth in population and traffic, the objective within this district is to move away from the 'one parking spot per household regulation' to providing attractive and sustainable mobility alternatives at so-called mobility stations. Mobility stations combine and provide a number of mobility services to ensure that suitable means of transport are available for any purpose at any time. This provides real alternatives to private car ownership. Combining various services in one location, the city can tackle the challenges of limited space and different mobility needs. The goal is to ensure a better quality of life and mobility without the need for car ownership.

How does it work?

In the new housing area of Domagkpark and Parkstadt Schwabing, several mobility stations will be established. Carsharing, e-scooters, and various types of rental bikes from Munich-based providers, like Car2go, DriveNow, Emmy, MVG Rad, OPLY and STATTAUTO, are available at these mobility stations. The services are supplemented by charging stations for electromobility. This measure combines these shared mobility services with access to public transport services, like trams and buses.



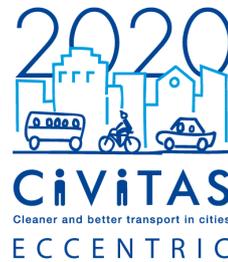
It is the first time that the City of Munich is using the new German Car Sharing Act to make public space available for car-sharing services. New road traffic signs and markings have been introduced in the district, which will apply to all mobility stations in Munich in future.

The launch of the e-mobility stations is accompanied by a marketing campaign to address all residents within the Domagkpark area (which is a purely residential area) but also companies and employees of the neighbouring residential and business area, Parkstadt Schwabing. Both these districts are Munich's 'living labs' (or demonstration areas) in the CIVITAS ECCENTRIC project, and together have an outreach of approximately 8,000 residents.

Expected results

Mobility stations, as part of traffic and mobility planning, are a new concept. They enable cost-effective and flexible access to different modes of transport. Those who use shared mobility services save costs, gain flexibility and enjoy the advantages of individually tailored mobility. This is expected to lead to:

- An increase of car-free housing and a lower car ownership rate.
- Wider acceptance and ownership of the new mobility stations and its services.
- Increased use of e-mobility options and behavioural change to more sustainable, multimodal trips.
- The above will lead to a decrease in air pollution and emissions as well as reduced traffic congestion.



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Business model

This measure is funded by CIVITAS ECCENTRIC and the local initiative for fostering e-mobility in Munich. All relevant shared mobility providers in Munich are integrated as operational partners. In the residential areas, the local district committee and the planning authorities are involved in the planning and implementation process.

In order to calculate the costs, the spatial and geographical location of the e-mobility station, the services envisioned and the level of civil engineering and construction works need to be taken into consideration. One station could be planned, constructed and operational in less than a year, with less than 50,000 euro. However, this estimate is subject to variability in above-mentioned factors.

Contact details

Christoph Helf
City of Munich
Department of Public Order
Road Traffic Division, Transport and Mobility Management
E-Mail: christoph.helf@muenchen.de
Living lab area in Munich: <http://civitas.eu/eccentric/munich>