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Research and consultancy, 60 employees, based in Graz, Austria
Has participated in over 70 EU-projects with over 400 partners all over Europe
Extensive consultancy for cities

Coordinator of the European Platform on Mobility Management
Essay on Auroville mobility: main points

• You have to start today if you want to achieve tomorrow’s mobility pattern
• Introducing systematic mobility management
• Some suggestions on street design, cycling, parking
Core Mobility Group:
David, Gillian, Gundolf, Raman, Suhasini, Tony
(Isha, Lalit), Karl-Heinz
3 - 4 Trips
1 - 2 Activities
1-1,5h Traveltime

Liters of fuel per Person and year

Wim from Groningen
Urs from Zürich
Barbara from Bochum
Helen from Perth

410
440
1010
1480
Mobility can be managed

Groningen

- Walking: 22%
- Bicycle: 39%
- Car: 33%
- PT: 6%

Percentages
Mobility can be managed

<table>
<thead>
<tr>
<th></th>
<th>Walking</th>
<th>Bicycle</th>
<th>Car</th>
<th>PT</th>
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<td>33</td>
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<tr>
<td>Zürich</td>
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<td>4</td>
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</tbody>
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Percentages
Mobility can be managed

Groningen  Zürich  Bochum

22% walking  25% bicycle  27% PT
39% car  29% walking  58% car
33% car  42% walking  10% PT

percentages
Mobility can be managed

<table>
<thead>
<tr>
<th>City</th>
<th>Walking</th>
<th>Bicycle</th>
<th>Car</th>
<th>Public Transport</th>
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<td>58</td>
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<td>75</td>
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<td>Perth</td>
<td>15</td>
<td>3</td>
<td>10</td>
<td>7</td>
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percentages
Auroville modal split

No general data available

CSR-CEPT Mobility Study of Auroville did counts on 3 road segments 2009

• Pedestrians 8-10%
• Bicycle 20-35%
• Motorised: 50-65%, of which car 2-4%, majority motorised two wheeler
Road Service: Alain G., Manikam

L'Avenir and others: Jacqueline, Lalit, Luigi, Pashi, Sauro
ACT – Auroville Community Transport:
Taj, Chandresh, Anand
ISP – Integrated Sustainability Planning Platform – Mobility Group: Gundolf, Taj, Rolf, Tony
EV-Future: Electric Vehicles: Akash
Visitor Centre: Nicole, Matrimandir: Srimoyi
Main points taken from those meetings

- Activities of Road Service are determined by l'Avenir
- Maintenance of cycle paths is very easy, maintenance of roads gets more and more difficult due to traffic growth
- Population growth of Auroville will most probably be around 100 per year or less in the next 3-5 years, faster growth is possible but very unlikely
- Planning for the next years focuses on the spine concept: development along the crown road between solar kitchen and town hall
- There are many open questions on the integrated mobility services for the long term development towards a population of 50,000
- Vision of the galaxy should be maintained
Main points taken from those meetings 2

- Pondi buses and Friday bus to Saddhana forest operate quite well, operation can be called an economic success (20% subsidy)
- Potential to improve the system: should come with one free travel pass for all Aurovillians
- Auroville has almost 100 electric vehicles very well adapted to the local situation
- They can only be used IN Auroville
- ISP-mobility: give human powered mobility absolute priority, stop road development
- A whole range of ideas for barriers, city gates, service nodes, service shops exist
- Visitors are between 200 and 7000 per day, growth rate 10%/year
- Effective mobility management for visitors largely in place
- Interest of visitors for relaxed mobility is growing
Core Mobility Group:
David, Gillian, Gundolf, Raman, Suhasini, Tony
(Isha, Lalit), Karl-Heinz
Main results from the core mobility group

• We have to start today
• To REALLY encourage cycling, we need a wide array of measures to support it
• The next step of city development in Auroville should be the creation of ONE highly developed area that has (street) LIFE
• Shared space design principles seem to be very fitting for Auroville
• We need an active approach towards the mobility behaviour and mobility awareness of the local village population (and workers and visitors)
• Road upgrading will attract more motorised traffic to Auroville and so proper studies and monitoring systems should be in place before this is taken up
• We need to install a systematic mobility monitoring and evaluation programme, with clear short, medium and long term targets
• Mobility planning should be an integrated and participatory process
• Creation of a Mobility Integration Team
• All these developments could be very positive for Auroville
To REALLY encourage cycling, we need a wide array of measures to support it.
To REALLY encourage cycling, we need a wide array of measures to support it

- **Service shops**
  - Little cafe
  - Training for self repair
  - The first at Centre Guest House

- **Cycle rental for visitors**
  - At Visitor centre
  - At service shops
  - At guest houses
  - At bus stops

- **Completion of cycle path network**
  - Experimental high quality cycle path
  - Shortcuts for bicycles

- **Intermodality with public transport**

- **Financial incentives for cycling**
- **Bicycle pooling and sharing**
- **Home deliveries**
- **Cyclepath surface research**
- **Promotion of cycling**
  - Printed materials, internet, etc.
  - Tour d'Auroville
  - Theatre, party, repair fairs

- **Facilities at sites/buildings**
  - Positive discrimination of cycle parking
  - Showers in all public buildings
  - Social interaction spaces
Shared Space presentation – concept, design principles, design examples
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Creation of ONE highly developed area that has (street) LIFE

- Area: New Pour Tous, Solar Kitchen, Library, Multipurpose Building, Kailash: Plaza concept
  - Already a rather active area
  - Within walking distance of residential developments
  - It is already the major bus stop
- Concentration of development (growth should mainly happen here)
- Detailed site development plan
  - Mixed uses, mixed ages – high mix ratio
  - Parking solutions
  - Permeability street and park
- Test for shared space design and public space creation
  - European design examples
  - Tropical city streets and squares design examples
Creation of ONE highly developed area that has (street) LIFE
Mobility of the surrounding village population

• The trend is massively towards more and higher motorisation
• Barriers, gates, regulations in the short term won't work
• Road upgrading will attract more motorised traffic to Auroville and so proper studies and monitoring systems should be in place before this is taken up
• Regular contact with local planning authorities
• Take into account the land use planning and mobility planning of the Auroville bioregion for the development of AV-mobility

Awareness Programme to provide the larger picture
  – Outreach groups (about 40!)
  – Scholarships and trainings
    • Environment
    • Mobility
    • Electric mobility
  – Awareness activity at local schools
• Restricted access times
• Encourage sustainable and electric mobility in villages
• Investigate Gate function
  – At Dana
  – At Certitude corner
• Look for a regional/national electric mobility support programme
Future workshops Karl-Heinz

• Installation of a systematic mobility monitoring and evaluation programme, with clear short, medium and long term targets
• Bicycle policy audit
• Land use planning and mobility management integration workshop
  – Including requested data and modeling for public transport
  – Including shared space zone development parameters
• Assistance with mobility management integration process

To be organised
• Timing, duration (probably September)
• Participants
Thank you very much!