



## Integrated Sustainability Platform

### **What is the Purpose of Mobility within Auroville?**

Auroville is a laboratory where conditions are set for spiritual and material researches to lead towards unity in diversity, where we are aspiring to move peacefully throughout our environment. In order to achieve this ideal state, we need to create an environment:

#### **1. Where human powered mobility is set as the first priority, and non-human powered (motorized) transport is used only for public ('mass') transportation, the delivery of goods and services and emergencies within Auroville.**

- To avoid disturbance from non AV bypass traffic crossing through the Auroville city area, the outer ring road to the south-east edge of the city area should be improved for fast and easy motorized traffic.
- Internal traffic can be restricted. If Kottakarai becomes part of the greenbelt area, this modified boarder brings all villages on the outside of the city area and allows an operation of restricted traffic within the total city area.
- To have public community transport as small, easy, light, and flexible.

#### **2. Where for the ideal city, as well as for the process of achieving the final vision, it is aimed to achieve minimal need for mobility - motorized in particular - by concentrated development.**

- We can promote an inclusive environment that recognizes the need of all people of all ages and abilities.
- Bringing the crèche to the residents instead driving the kids to the crèche.
- Bringing the primary schools to the residents instead driving kids to schools.
- Creating safe cycle paths for secondary schools and everyone.

#### **3. Where mobility is provided according to needs and character of each zone, in least intrusive manner.**

- To plan a way that allows the least amount of internal interference to the street-life, the movement should be achieved by non-intrusive traffic modes, and in ways that are in accordance to the purpose of the area.

### **Mobility in context of the Crown**

- The Crown, as outlined in the original Galaxy Concept, has a dynamic shape with variations in its widths, differential in distance from its centre, playful in its variety of covered and wider open spaces, full of surprising vistas while moving along this particular kind of urban, human-scaled space. The integrity of the Galaxy shape is preserved with a Crown that leaves the Galaxy's flow of energy uninterrupted from the Matrimandir into the complete Galaxy without being blocked by a perfect circular "three-lane road" with buildings situated only on the "inside" - creating an unnatural separation and barrier between the

centre and main surrounding zones of AV. The pedestrian, cycle and public transportation should be embraced by the Crown, not attached alongside it.

- The determination and concentration of main activities at the Crown will reduce movement if they are located at few selected points. As per Galaxy Concept, the most dominant activity point is designated in proximity to the highest density area of the Residential Zone. Each Zone can have such a point with activities specified by the need of the respective Zone.
- The concept of shared space applies to the total Crown and any nodes in the neighbourhoods.
- The movement within these compact main activity points and between them defines two different characters of the Crown:
  - The character of a wider 'pedestrian area' within the main activity points;
  - The character of a more linear 'movement' between the main activity points, that meanders along other activities while respecting existing features and subordinates to the proposed parks.
  - Both are designed for low human-tolerable speed movement and hence will reduce the impact on our environment.
- As condition for a pleasant environment along that kind of Crown (where people can meet in a enjoy undisturbed space), the routing of the conventional local and private AV main traffic should be along the outer ring edge of the city area and would therefore not be allowed a "cross-t own" short cut vi a t he Crown. Only two controlled Radial connections, from the outer ring road to the Crown, for service vehicles and public transport, would be sufficient. The remaining 10 Radials will be preserved for their symbolism but as **human powered movement** links, routing like 'green fingers' from the green belt to the crown, meeting the crown at cross points with vistas to Matrimandir paths (10 numbers). Further on the routing stretches towards the peace area up to a closed ring that links to other city areas by this kind of short.
- **Non-human powered** (polluting) transport can route along the edge of the city area with controlled access to AV through Service Nodes. Restricted access for these vehicles can be routed between the mentioned 'green fingers' towards the Crown, but with dead ends before reaching the Crown
- **The four parks**, as the main 'green fingers', should be allowed to 'pass through' the Crown in such a way that they are given priority equal to the pedestrian priority, namely, that both the character and quality of the Crown and the movement system are adjusted to reflect positive accommodation and integration with nature at their intersection with the Crown.



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### **Mobility – Strategy**

The best strategy would be to move towards the goals of the mobility sector. The strategy described below is a gradual progression towards the ultimate goals so as not to force people into changing the way they get around but rather to encourage them to use transportation that supports the goals.

1. Establish a Mobility Steering Group to execute the strategy
  - \* We have had ideas about changes in mobility for 12 years, now it's time we get started.
2. Develop cycle paths and make them as “motorcycle-proof” as possible
  - a) Channel funds and manpower into developing cycle paths, change road service to “cycle path service”, improve safety and maintenance, add lighting, move security guards to cycle paths rather than roads
  - b) If our plan is to have a town without motor vehicles, everything that promotes motor vehicles should take second rank
  - c) From every 10 rupees spent on roads today, we will spend 8 on cycle paths and 2 on roads
  - d) Motorized vehicles will eventually stop using the roads because they will become so bad from neglect and motorists will instead focus on the tar roads
  - e) During guest season, we have a floating population of 3-5,000 people. Guest services should encourage guests to use bicycles within AV. Guesthouses can create packages that offer the use of bicycles and mopeds so that guests use bicycles within AV and mopeds outside.
  - f) This strategy is different from creating nodes because you won't need to drop off your vehicles, etc.
  - g) Electric cycles will not be allowed in cycle paths – they will only be for vehicles that go slower than 15km an hour and are non-polluting
3. Increase the number and height of speed breakers on the mud roads in order to allow public transport to still get around but prevent private motorized vehicles
4. Add more speed limit signs
5. This is just a transition strategy in the hopes that people will eventually just choose to ride a bicycle
6. Create service nodes
  - a) We need to create these nodes in a phased manner
    - I) The Visitor's Center node has already started coming up, we will start developing the Certitude node and then the industrial node
    - II) Create nodes for optional use in first 3 years, after that, make it obligatory for everyone to use the nodes to park their cars and use public vehicles to get around
    - III) At first, we will provide the basics for public transport, parking etc. and then work to improve the quality of service. For example, the same buses that take the children to school can start early and drop off some of the workers

- b) There will also be internal nodes for Aurovillians who don't go outside. We can have these at – solar kitchen, Kalabhumi, near Svedam, Unity pavilion, etc.
  - c) Set up bicycle stands where people can pick up and drop off Auroville-owned bicycles
  - d) Provide parking for daytime, secure parking for overnight (maybe multi-story or compact rotating), cycle shop for exchange and maintenance
  - e) Create a taxi exchange facility – taxi can drop off people to node and then they can take an electric vehicle to guesthouses, etc.
  - f) Stations to charge electric vehicles for public transport
  - g) If we present the node strategy to the Collector of the district, they will be able to put up a sign that polluting vehicles can't pass
7. Public transport will be 6-8 seater electric vehicles
- a) We should be flexible to change to best option that technology can offer, but for now, we will start by using electric vehicles
  - b) Will be free and supported by the city of Auroville