





Baltic Loop

Potential development solutions in metropolitan areas

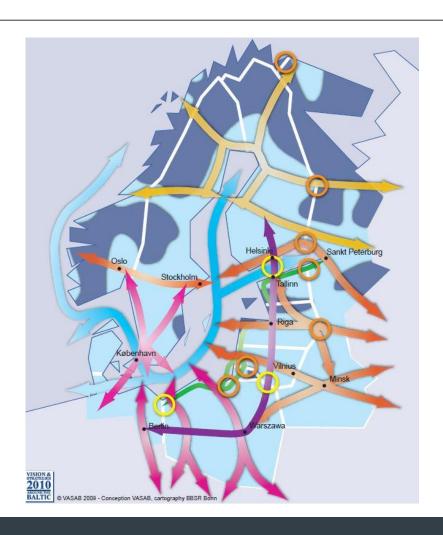
Baltic Loop Final conference Online, 16.06.2021.



Rūdolfs Cimdiņš, Riga Planning Region

Looking back - Macro regional context





Vision & Strategies around the Baltic

Long term perspective

WEST – EAST directions

Development needs for transnational transport connections



Rail / Via Baltica



West-East road and rail links



North-South road and rail links



West-East routes in the northern periphery



Seaport connection



Motorway of the Baltic Sea

Baltic Loop corridors & Latvia perspective Baltic Loop



3 'Baltic Loop' E-W corridors



'Baltic Loop' Southern corridor in LV



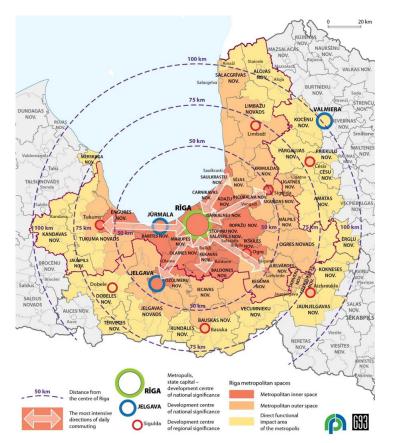
3 Southern corridor sections in Latvia:

Ventspils – Riga (A10), Riga bypass (A4, A5, A6), Riga – Valka (A2, A3, P20) E-W Railway network

Metropolitan area potential



Territorial focus – Riga metropolitan area



Approach

Analysis of the potential – existing transport connections, perspective solutions (territorial approach in Baltic Loop Southern corridor LV parts):

- Ventspils Riga; Riga bypass; Riga Valmiera Valka
- Cross-border connections (Ventspils sea transport in the direction of Sweden; Valka - land transport in the direction of Estonia)
- Inner connections of the largest cities and regional centers of the Riga metropolitan area with international transport hubs in and around Riga (Riga port, Riga central railway station, Riga International Airport)

Efficiency of existing connections & Perspective solutions



"Potential of Baltic Loop connections and solutions for inner and cross-border mobility of Riga metropolitan area"



Main content elements

Characteristics of the Southern Corridor and the scope of analysis

Key guidelines of planning documents for transport and mobility

Analysis of the current situation – the potential of transport connections

Flow analysis

Public transport

Private road transport

Cargo transport

Analysis of the infrastructure condition

Drawbacks and challenges

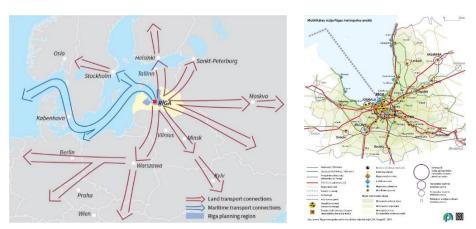
Perspective solutions for improvement of transport flows

Action plan: Non-technical and technical solutions

Reduction of travel time (estimations)

Existing plans and materials

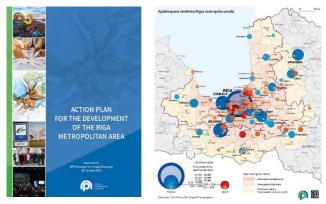




'Riga metropolitan area mobility spatial vision'



'NSB CoRe' project & Rail Baltica context



'Action plan for the development of Riga metropolitan area'

Transport flow analysis



Main infrastructure elements

TEN-T road network

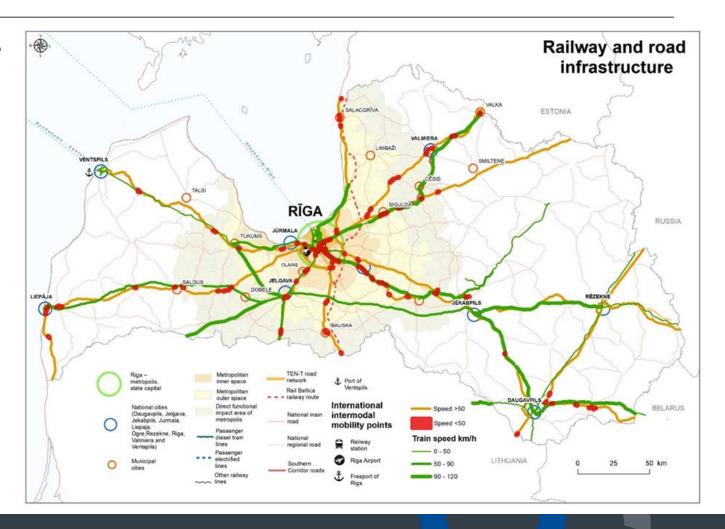
Railways

Rail Baltica railway route

Average speed on road and railways

Major cities

International mobility points



Public transport – routes & trips



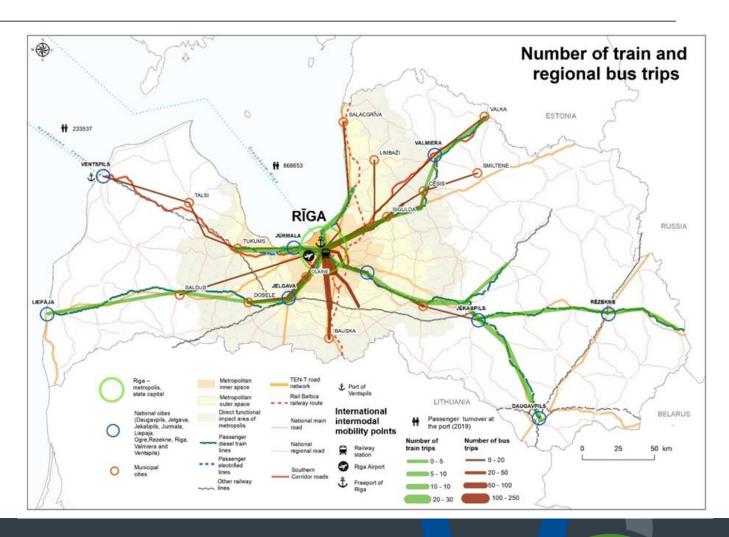
Intensity of public transport

Core metropolitan area as main transportation node

Radially oriented routes

Connectivity with major cities and international mobility points

Perspective role of Rail Baltica



Cargo transport



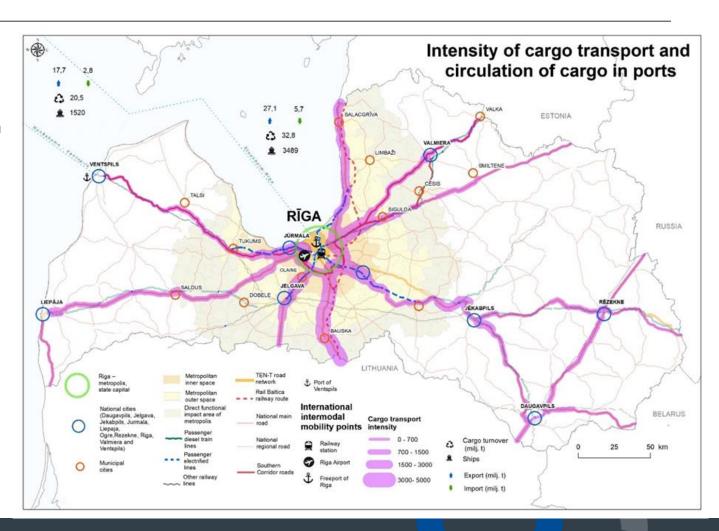
N-S connection vs. W-E connection

Highest intensity in core metropolitan area

Connectivity with major inland transport hubs and ports

Baltic Loop crossborder potential (Ventspils, Valka)

W-E direction connectivity with Rail Baltica



Perspective solutions for improving transport flows – ACTION PLAN



Action Line 1 – Increasing the efficiency of passenger transportation flow by improving connectivity with international mobility points in Riga;

Action Line 2 – Increasing the efficiency of freight flow (includes technical and non-technical solutions)

The development of the action plan is based on:

- analysis of the current situation of transport flows
- opinion survey of sectoral experts
- results of the co-creation meetings with stakeholders

Perspective solutions for increasing the efficiency of passenger and freight flows



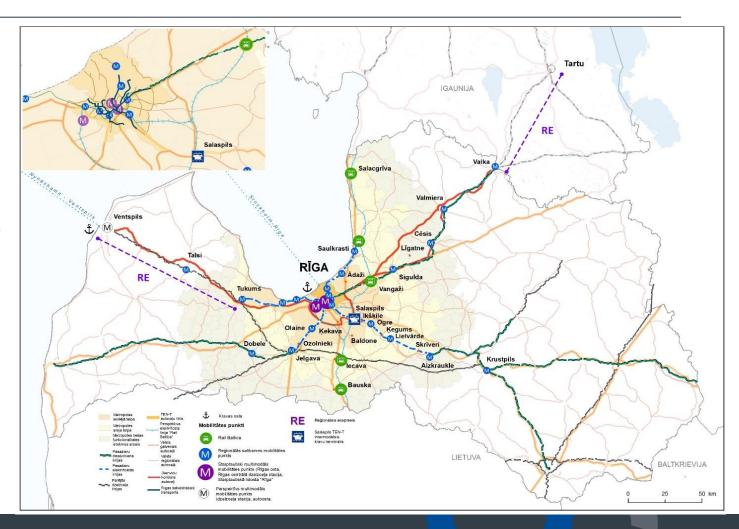
Integration of N-S and W-E connections

Relieve traffic intensity in core metropolitan area

Better connectivity with major inland transport hubs and ports

Development of regional express (passengers)

Rail Baltica potential



Section Riga – Ventspils



(and its extension by sea in the direction of Sweden)

Non-technical solutions:

- 1. Development of passenger traffic by rail on the route Riga–Ventspils (regional express train);
- 2. Revision of regional bus routes, synchronization of schedules to time them to passenger traffic by rail, providing transfer to/from the railway station;
- 3. Development of economically justified passenger traffic by sea on the route Ventspils Port Islands of Estonia and to other destinations;
- 4. Facilitating the diversion of road freight transport to rail transportation and strengthening cooperation between LDz (Latvian Railways) and the Port of Ventspils.

Technical solutions:

1. Creating a multimodal, interconnected passenger transfer point, ensuring convenient transfer between several modes of transport and develop the railway infrastructure closer to the passenger port.

Section Riga – Valka

(and its extension to Tartu)



Non-technical solutions:

- 1. Development of passenger traffic by rail to Tartu (express train), ensuring connectivity of Tartu and the largest settlements with the international mobility points in Riga (RCS, RIX, Passenger Port) and transfer to Rail Baltica routes;
- 2. Revision of regional bus routes in this section, synchronization of schedules to time them to passenger traffic by rail, providing transfer to/from the railway station;
- 3. Facilitating diversion of road freight transport to rail transportation by integrating the possibilities offered by the perspective Salaspils TEN-T intermodal freight terminal into freight logistics.

Technical solutions:

1. Creating regional mobility points (railway stations) in this section – in Valmiera, near Cesis and in Sigulda (in coordination with the planned stations of Rail Baltica).

Accessibility of the international mobility points of Riga from the settlements of the RMA (metropolitan area)

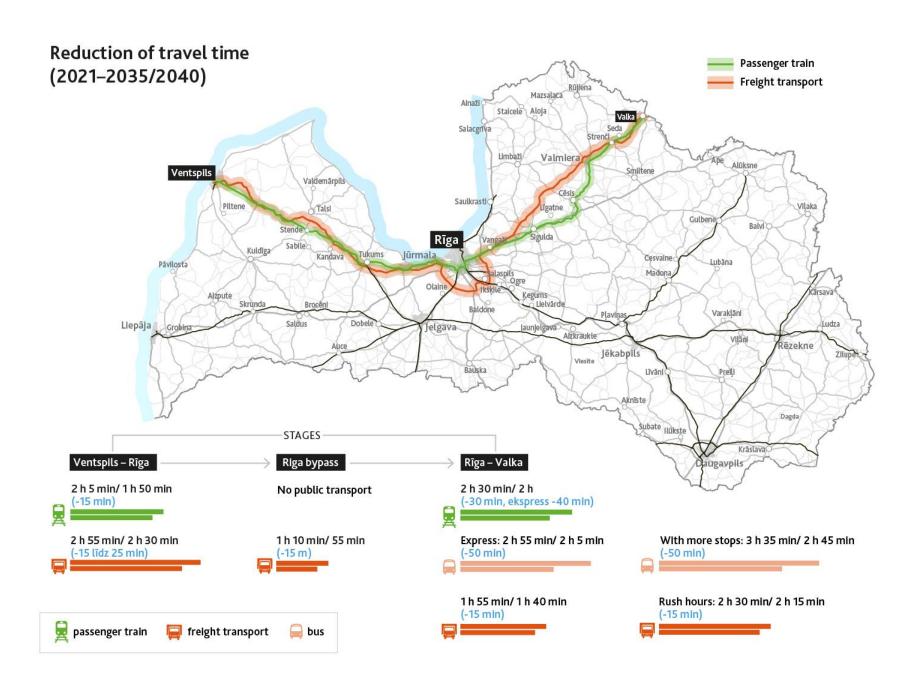


Non-technical solutions:

- 1. Providing public transport from the RMA settlements to the regional mobility points (railway stations). Schedules should be synchronized and the bus schedule timed to the train schedule;
- 2. In places where there is no railway in the RMA, public transport should be provided to the public transport destinations of Riga;
- 3. Synchronization of the railway and public transport schedules of Riga, facilitating the use of public transport.

Technical solutions:

- 1. Creating a network of regional and city-level mobility points so that international mobility points can be reached from the RMA localities with no more than two transfers;
- 2. Defining the functionality and service of each level mobility point.









Thank You!

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