

# FACTSHEET - RIGA, LATVIA

## City Facts



Pilot Area edged in red

### City of Riga

Size city area	304.05 km <sup>2</sup>
Population size	698.529
Unemployment rate	7.7%
Average annual temp	6.9 °C
Population growth	- 1-2%

### Pilot Area, VEF neighbourhood

Size	1,34 km <sup>2</sup>
Population	1,7k inh. + 15k visitors/day
Unemployment rate	n.a. (most users of the area are employees of the local ICT companies)

### Similarities with other cities

- Together with Rostock Riga has the highest number of multimodal information websites
- Like Vilnius, Riga has a trolley bus system

## City Level

### Success Factors

Riga as a city of middle size in the ranking has the **highest number of public transportation modes** (first graph).

#### Reasons:

The “Sustainable Development Strategy” of Riga strongly supports the public urban transport system. The strategy includes to effectively integrate the urban rail transport into the urban public transport system. Also further “Park and Ride” facilities will be built in order to strengthen public transport.

Average modal split: Riga stands at the first place with 46.5% **using public transportation** to get to work (second graph).

#### Reasons:

The city is predominantly monocentric, with some suburban micro districts in a 5 km radius from the core of the city center. 83% of all residential buildings in the city are within 300 m of a public transit stop. Population density in Riga is also the second highest among the studied cities, making public transport efficient and affordable.

**Lowest car ownership rate:** 262/1000

#### Reasons:

Public transportation improvement has been extensively pursued by the city administration.

**Largest bus fleet size**

#### Reasons:

City administration continuously upgraded their busses in order to replace the whole fleet with zero-emission busses until 2030.

### Challenges

**High traffic** levels in the city center.

Long and stable traditions of the sectoral city planning and **difficult cross-sectorial collaboration** among city departments slow down new multimodal projects.

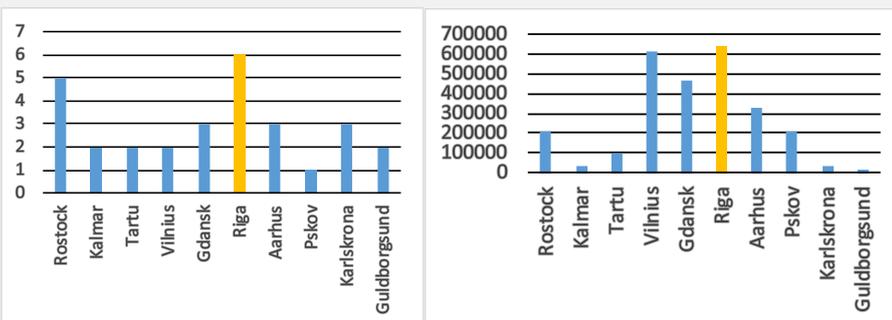
Especially in the pilot area: accelerated privatization of the state-owned properties in 1990's did not consider the **prospective infrastructure**. Now a lot has to be invested.

Rather **low awareness of the term “sustainable transportation”** among the respondents of a survey.

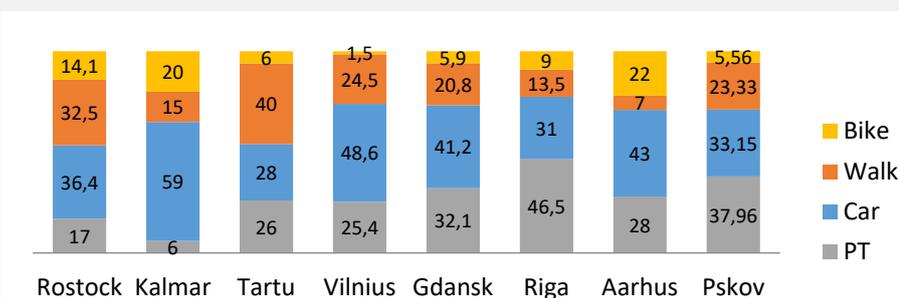
According to Phase 3 interviews, there is a rather low willingness to change to sustainable mobility modes unless they offer the same convenience as the private car.

## City level

### Highest number of public transportation modes and population size



### Highest public transport usage in modal split



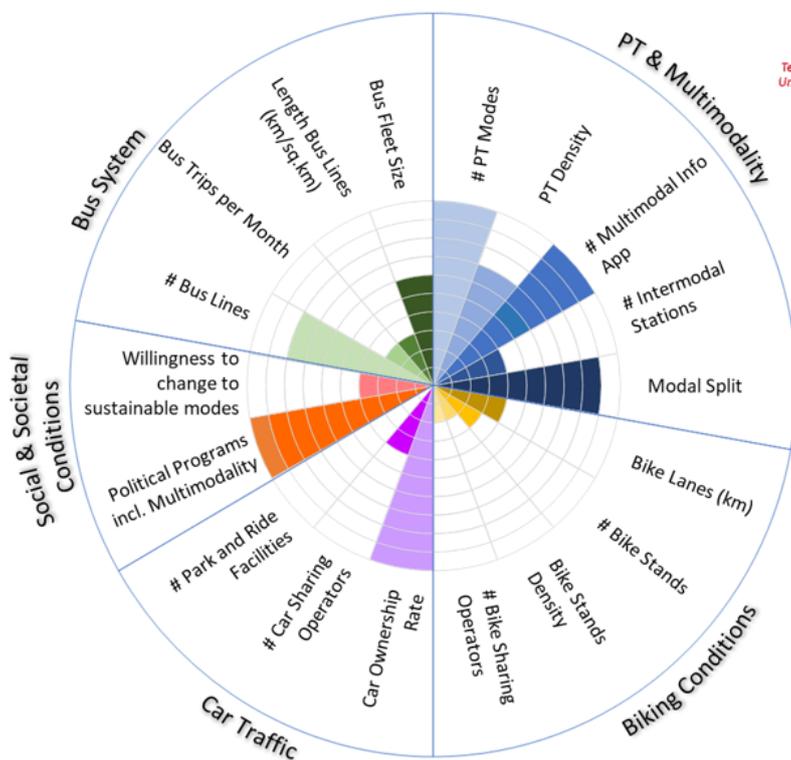
## Mobility Management

No specific plans, programs or strategies guiding the mobility management have been developed yet. This counts for the city as well as for the focus area and its institutions. However there is a discussion that mobility management must be viewed in context of the common city planning documents and sectorial development plans that will be elaborated by city departments and municipal companies in the future.

There are several different (state and municipal) institutions responsible for the mobility in the entire city territory – Traffic Department and City Development Department of the Riga City Council, municipal companies “Riga Public Transport” and “Riga Lights”, Traffic Control Centre, Latvian State Roads, various owners of engineering networks – each of them developing and implementing their own strategies. In result, currently the city and the Pilot Area lacks a common and mutually agreed vision for the mobility development and mobility management. In order to solve the mobility management issues in the city of Riga, it is seen as necessary to appoint one single institution that is responsible for the coordinating of all mobility-related activities in the city.

## Multimodality Indicators Ranking

### Riga



## City Level

### Additional Observations

Urban public transportation in Riga is mostly provided with electric power-driven vehicles (trams, trolleybuses, part of city public buses, train). By 2030 the city has programmed a **plan to replace all public bus fleet by sustainable vehicles** driven by electricity, hydrogen and other alternative low or zero-emission fuels.

Urban public transport priorities for Riga include **massive introduction of e-vehicles**. To foster use of hydrogen in public transport, a TEN-T project is now being implemented. It aims to equip trolleybuses with a hydrogen fuel cell driven electric engine.

A **net of hydrogen filling stations** is being set up in the city.

In Riga city the overall **availability of public transport stop is high**. Bus stops are provided within 300m distance from residential buildings in 83% of the city territory

**Increasing public awareness on Mobility Management** can be observed. But education within the field of mobility management cannot be obtained in Latvia so far.

In Riga, an estimated 9% use the bike for mobility. That is the second lowest rate among the cities in the ranking. Riga has also the second smallest length of bike lanes.

### More quick facts on pilot area

- In the 3<sup>rd</sup> phase interviews within the pilot area with 46 total responses, walking represented 30.4% of the modal split

- The pilot area is strategically located close to the city center, it borders the Historic Centre of Riga (the UNESCO World Heritage site)

- It represents a priority development area for the city of Riga

- It is a multi-functional area with such dominating land uses as mixed city centre buildings (commercial, public and residential), industrial buildings and infrastructure buildings (technical and transport)

- Arterial transport infrastructure (principal streets, railroad, tram lines and bike lanes) are present within the pilot area

- A strong local community is self-established in the pilot area and motivated to take part in development of the neighbourhood

- Local businesses are willing to collaborate to develop the neighborhood by raising its overall urban qualities, such as liveability, comfort, attractiveness, etc.

## Rank Multimodality = Conclusion = Category

Compared to the other CMM cities Riga performs good concerning multimodality conditions and only missed the next best category by a single point. Currently It has the status of a:

Start-Up City

Scale-Up City

Lighthouse City