



Development of EuroVelo and local/regional cycling routes as development factor in coastal area of Latvia

Kristīne Rasiņa
Spatial Planning Department
Regional Planning Division

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- The Ministry of Environmental Protection and Regional Development is responsible institution for spatial planning in Latvia. One of the recent planning documents we have developed and currently are implementing is the *Strategy for Spatial Development of the Coastal Area 2011-2017* (hereinafter - **Strategy**) *in Latvia*



- The Action Plan of the Strategy foresees to elaborate a national level long-term spatial plan of public infrastructure for the Baltic Sea coastal area.
- The spatial development plan of public infrastructure will serve as a **basis for coordination of investments** in this targeted area.



Main advantages for cycling routes:

- Providing accessibility, which will benefit both cycle tourists as well as local residents;
- Environment friendly and healthy way of traveling;
- Tourism development, as well as improvement of economics in coastal municipalities



EuroVelo 13 – brief description

- A part of EuroVelo project - North section of the Iron Curtain Trail;
- Requirements for a EuroVelo route are:
 - have no gradient above 6%
 - be wide enough for two cyclists
 - have an average of no more than 1,000 motorised vehicles a day
 - be sealed for 80% of its length
 - be open 365 days a year, have provision points every 30 km (19 mi), accommodation every 50 km (31 mi), and public transport every 150 km (93 mi)



EuroVelo route (Source: NK Konsultāciju birojs, 2007)



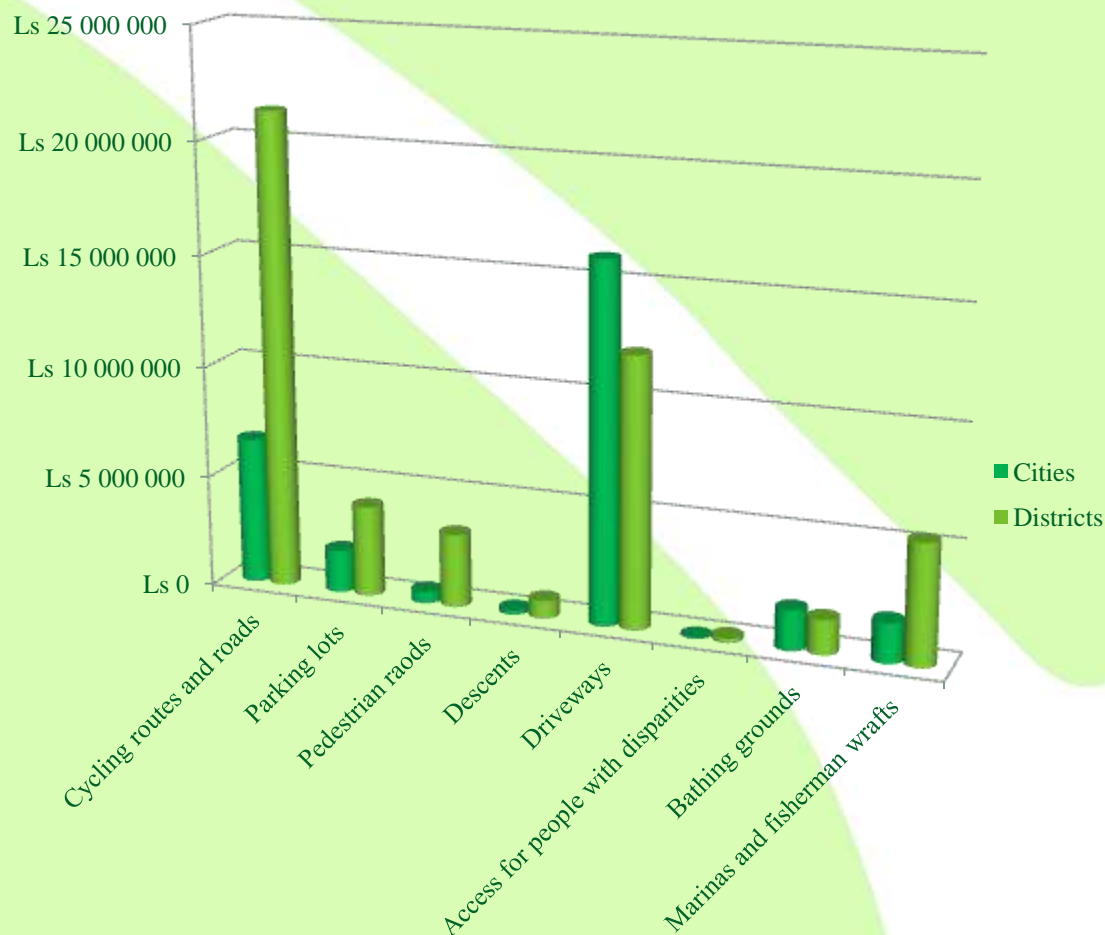
Example of coastal area - goals

- During the implementation of Strategy Action plan, meetings in all 17 coastal municipalities were held, in order to
 - **Batch information** about necessary financial support in next EU Multi–annual finance period;
 - **Obtain general information** about accessibility problems in coastal areas



Example of coastal area - results

- Cycling routes were identified as one of the key infrastructure unit in unifying coastal municipalities and defining coastal area main axis;
- Cycling routes are mostly planned along the existing roads;
- During next 7 years municipalities need support for construction 269 km of cycling routes



	New cycling roads (km)	Cycling roads and routes
Rucavas novads	28,5	Ls 2 402 550
Nīcas novads	14	Ls 1 180 200
Grobiņas novads	25,9	Ls 2 183 370
Pāvilostas novads		
Ventspils novads	48	Ls 4 046 400
Dundagas novads		Ls 500 600
Rojas novads	8	Ls 674 400
Mērsraga novads		
Engures novads		
Carnikavas novads	19	Ls 6 300 000
Saulkrastu novads	12	Ls 1 011 600
Limbažu novads	18	Ls 1 517 400
Salacgrīvas novads	18	Ls 1 517 400
DISTRICTS:	191,4	Ls 21 333 920
Rīga	0,5	Ls 50 000
Jūrmala	28,2	Ls 2 377 260
Ventspils	6	Ls 600 000
Liepāja	4,1	Ls 3 562 500
CITIES:	38,8	Ls 6 589 760
TOTAL:	269	Ls 34 513 440



Example of coastal area - problems

- Construction of cycling routes without co-financing are too expensive for average municipal budget;
- There is small or no linkage from coastal area to central regions of Latvia.



In conclusion...

- There is a lack of local cycling routes in coastal area, that connects to inland;
- Development of joint cycling routes, to provide local tourism – although some will cycle across the continent, but most journeys will be local



Thank You for attention!

kristine.rasina@varam.gov.lv