

# RENAISSANCE AND NEW TRANSPORT SYSTEMS



10 settembre 2010 - Perugia, Palazzo dei Priori, Sala dei Notari

## Unconventional transport systems can increase the attractiveness of a city. Szczecinek example

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### Biographical Summary

The main objective of Civitas Renaissance project is the systematic quality improvement of everyday life for citizens (and other groups of stakeholders such as: tourists, commuters, e.g.) in the field of urban transport. Improvements can be performed in different areas of urban transport mentioning just the most important: alternative fuels and clean and energy efficient vehicles; collective transport; demand management strategies; mobility management; activities leading to improve safety for both, drivers and pedestrians; mobility management; innovative telematics systems for traffic management and alternative modes of transport. All above mentioned fields of transport are extremely important to build new vision of high quality transport in the city of Szczecinek.

Using the opportunity of Conference on New Transport Systems I would like to present how Szczecinek have developed alternative modes of transport within years 2008 2012 taking advantage on 7th Framework Civitas Renaissance.

Szczecinek is a town in Middle Pomerania, north western Poland with some 40,000 inhabitants. Szczecinek is mainly tourist place, especially for German tourists (as a result of historical conditions) but also an active recreation spot providing number of leisure activities (promotion of cycling but cycling paths are still not well-developed). The main tourist attraction in Szczecinek is it's beautiful location along the Trzesiecko Lake and surrounding park. Over the past 20 years the Lake Trzesiecko and it's close neighborhood, in particular - the tourist infrastructure has been neglected. Since 2006 local authorities decided to activate slow but systematic process of reconstruction and modernization of the main attraction of the City of Szczecinek: Lake Trzesiecko and its water transport facilities. The "Renaissance era" has begun: new constant piers, 2 water trams operating on daily fixed schedule, water taxis and water ski lift are just few investments leading to rebirth of Lake Trzesiecko for citizens and tourists.

Location of the city determines excellent cycling opportunities. Szczecinek's transport development strategy is focused on promotion of cycling among citizens and tourists. There are already many activities undertaken mainly focused on building the cycle path system in the city centre and around, especially

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bicycle rental points, placed close to the stops of the water-tram and water-taxi. It will also prevent the development of the car traffic around the lake Trzesiecko by giving the opportunity to use different alternative transport modes, like: bicycles, water-taxi or water-tram to get to any spot situated alongside the lake. While designing activities for promoting the use of bicycles, there is also a need to take into consideration the needs of disabled, elderly or small children and to overcome barriers which were a huge struggle. The city of Szczecinek in it's strategy for promotion of use of the public transport and cycling wants to establish a solution for disabled and those who cannot or do not like to cycle. The best solution seems to be rickshaws, driven by a driver, who can bring the passenger/passengers nearly to any place in the city accessible for the cycling. It is a comfortable and ecological way of transport, as well as an attraction which already many European cities have implemented.



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Using the enormous opportunity which is the participation in Civitas Renaissance project, local authorities made decision to implement bicycle rental scheme and rickshaws services along with the improvement of bicycle path network which connects two most distant points of the city, districts Świątki and Trzesieka.

The expected result is to increase the number of total bicycle trips in and around the city. It is also expected that the location of the bicycle and rickshaws rental points (close to stops of the water-tram and water-taxis) will raise the number of users of the water borne public transport in the city.

The higher number of bicycle users, as well as public transport services will contribute to the decrease of the use of the private cars in the city especially it should be clearly visible in the summer period, as well as declining noise and pollution level.

