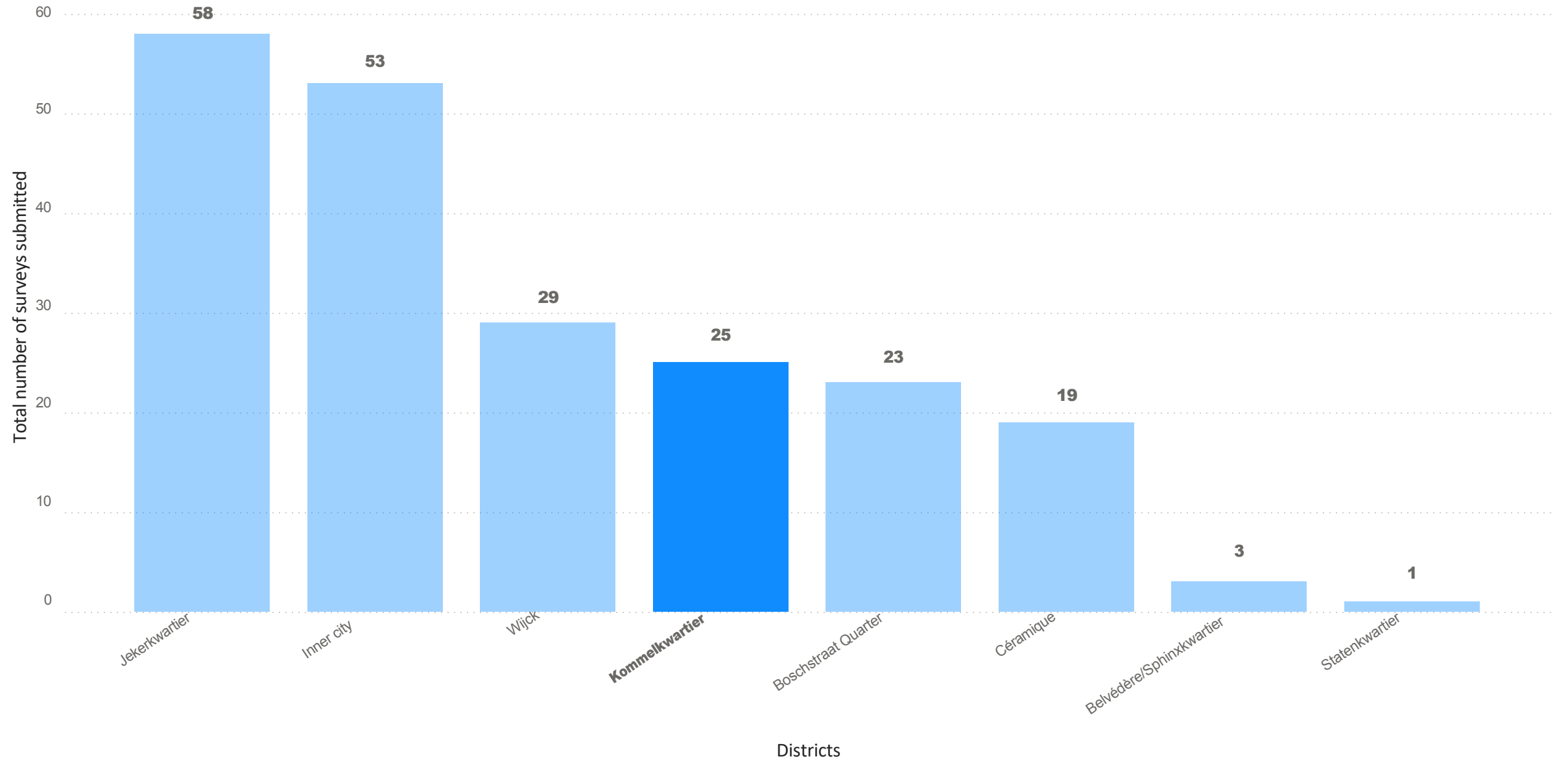
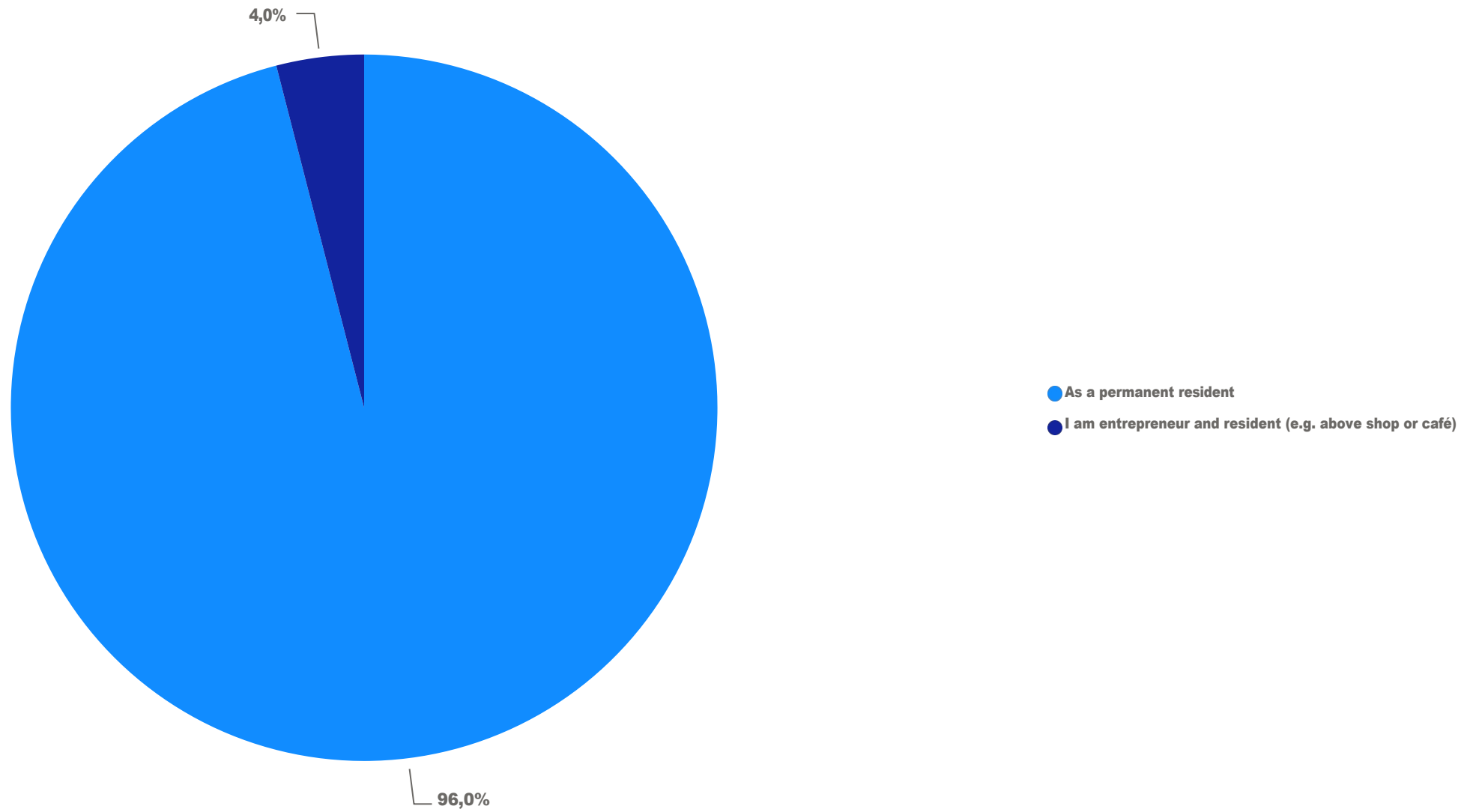


Analysis 1

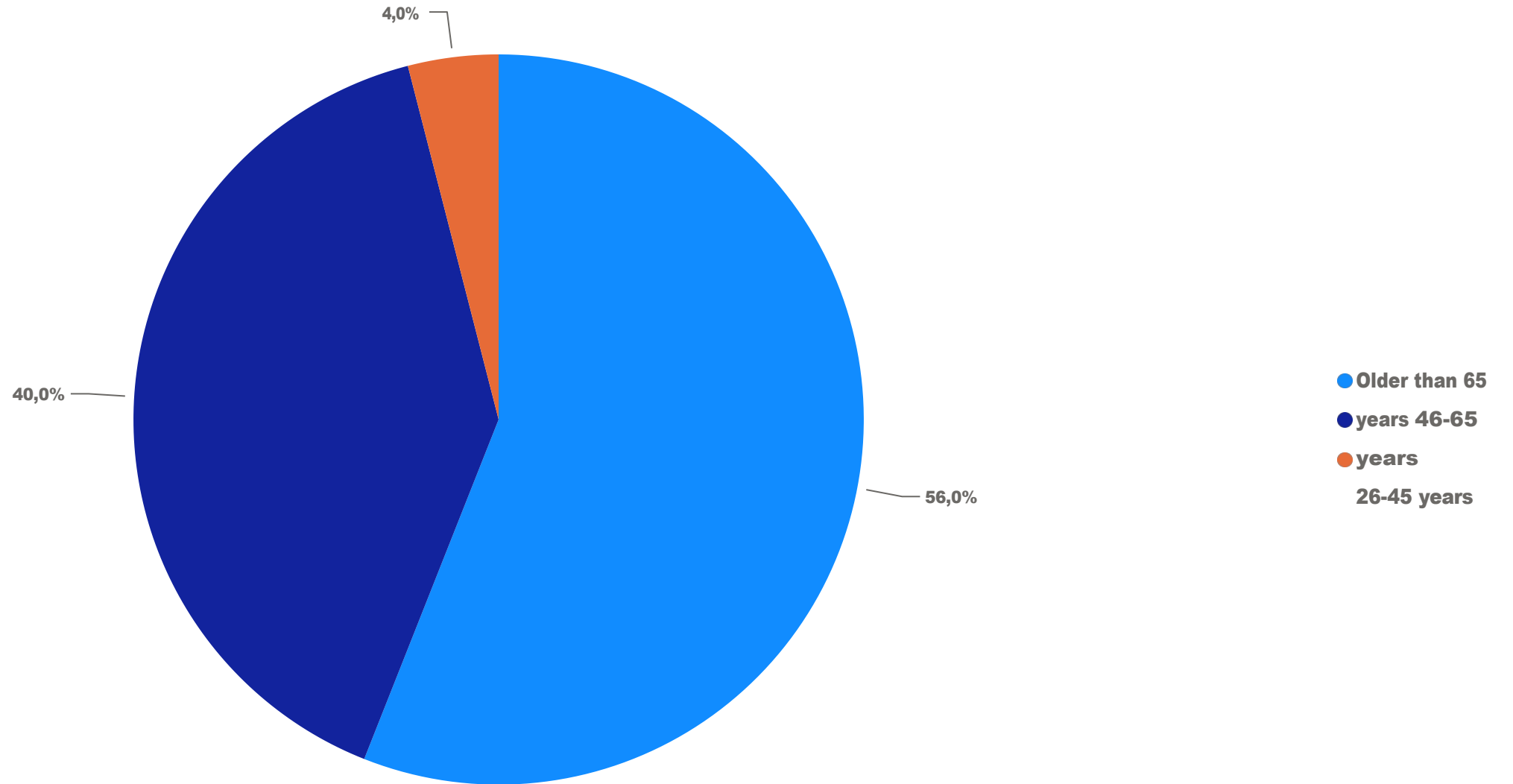
Which neighbourhood within the city centre do you live or work in?



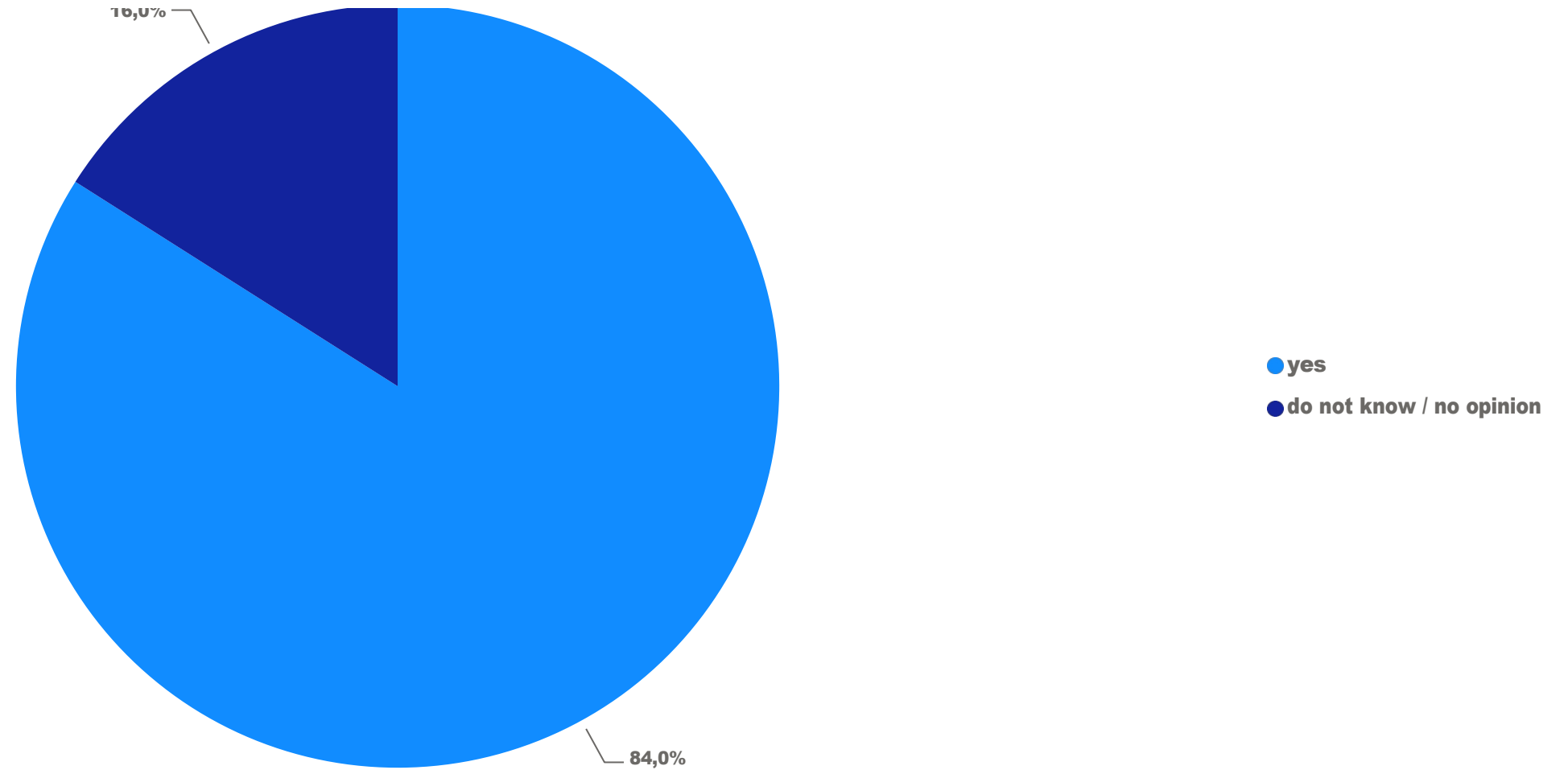
Question 1 - In what capacity do you live and/or stay in the city centre?



Question 2 - Which age category applies to you



Question 3 - Has your neighbourhood organisation, such as a neighbourhood network, neighbourhood platform, residents' platform or residents' association, adequately made itself known in the centre?



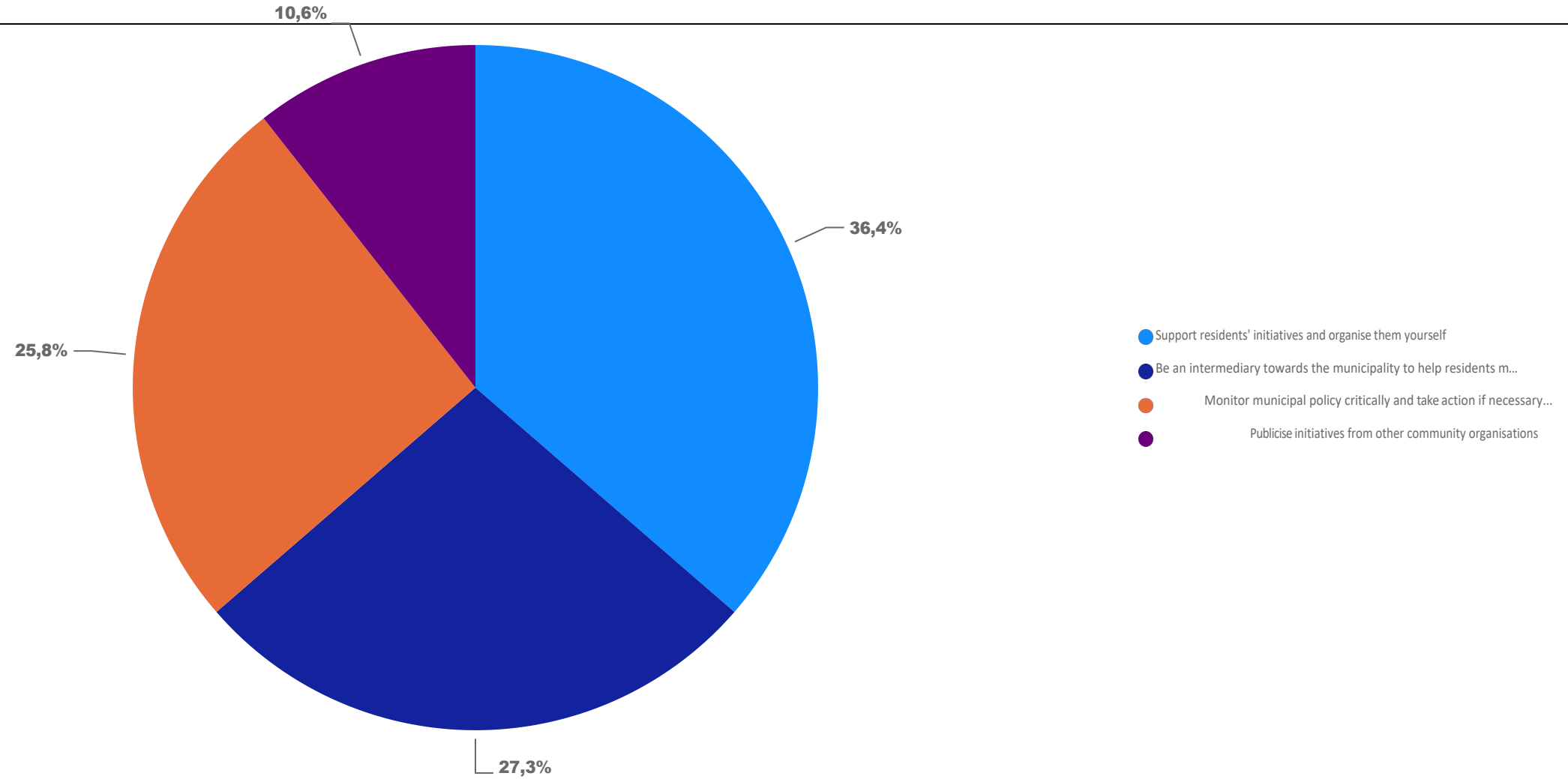
Question 3 - Has your neighbourhood organisation, such as a neighbourhood network, neighbourhood platform, residents' platform or residents' association, adequately made itself known in the centre?

Analysis 4 Comment Provided



we have been living here for 6 months

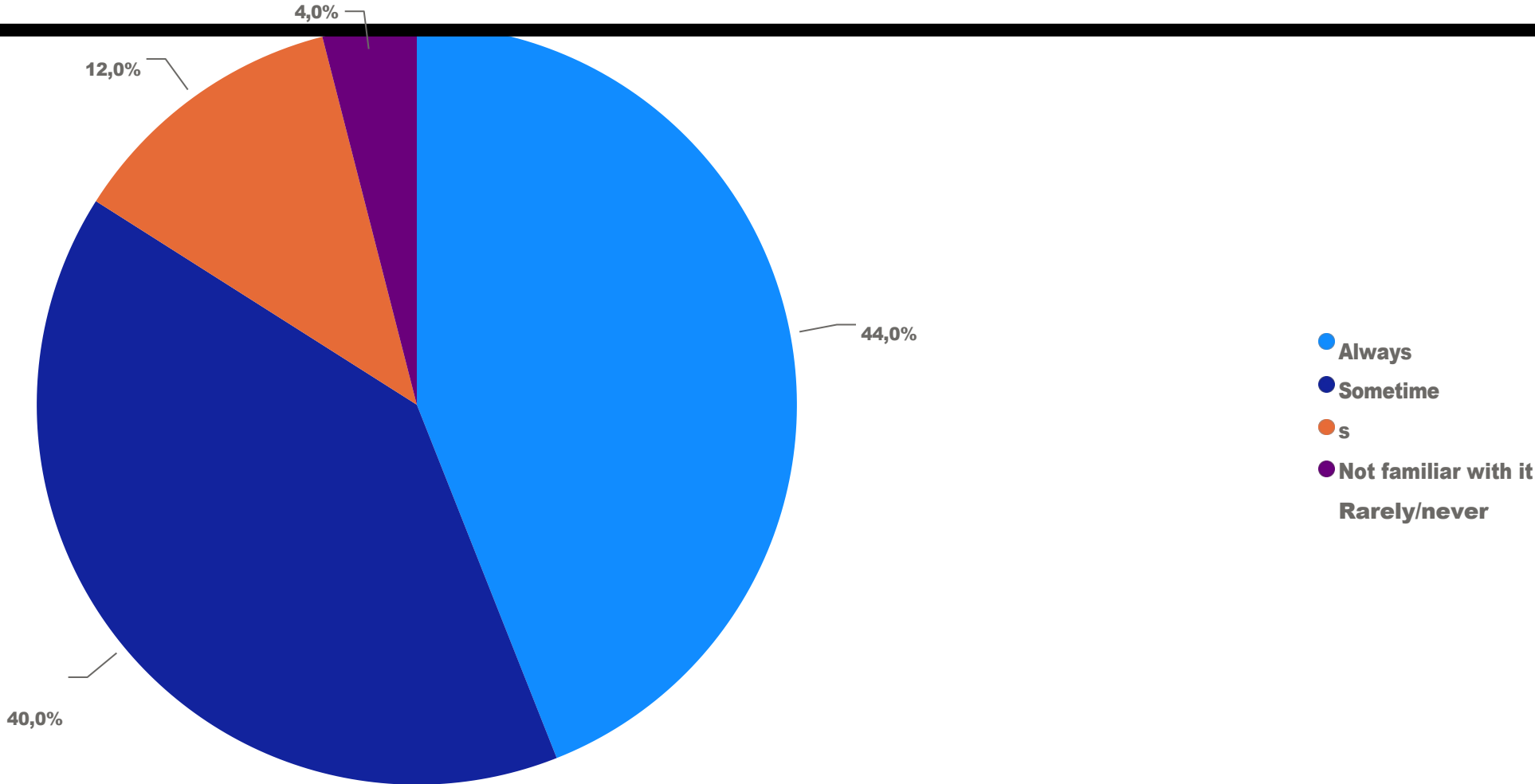
Question 4 - What do you think is the usefulness of a neighbourhood organisation (Multiple responses possible)



Question 4 - What do you think is the usefulness of a neighbourhood organisation (Multiple responses possible)

Analysis 5 Comment Provided

Question 5 - Do you follow your neighbourhood organisation's information through their website, flyer, neighbourhood magazine, newsletter or on social media?



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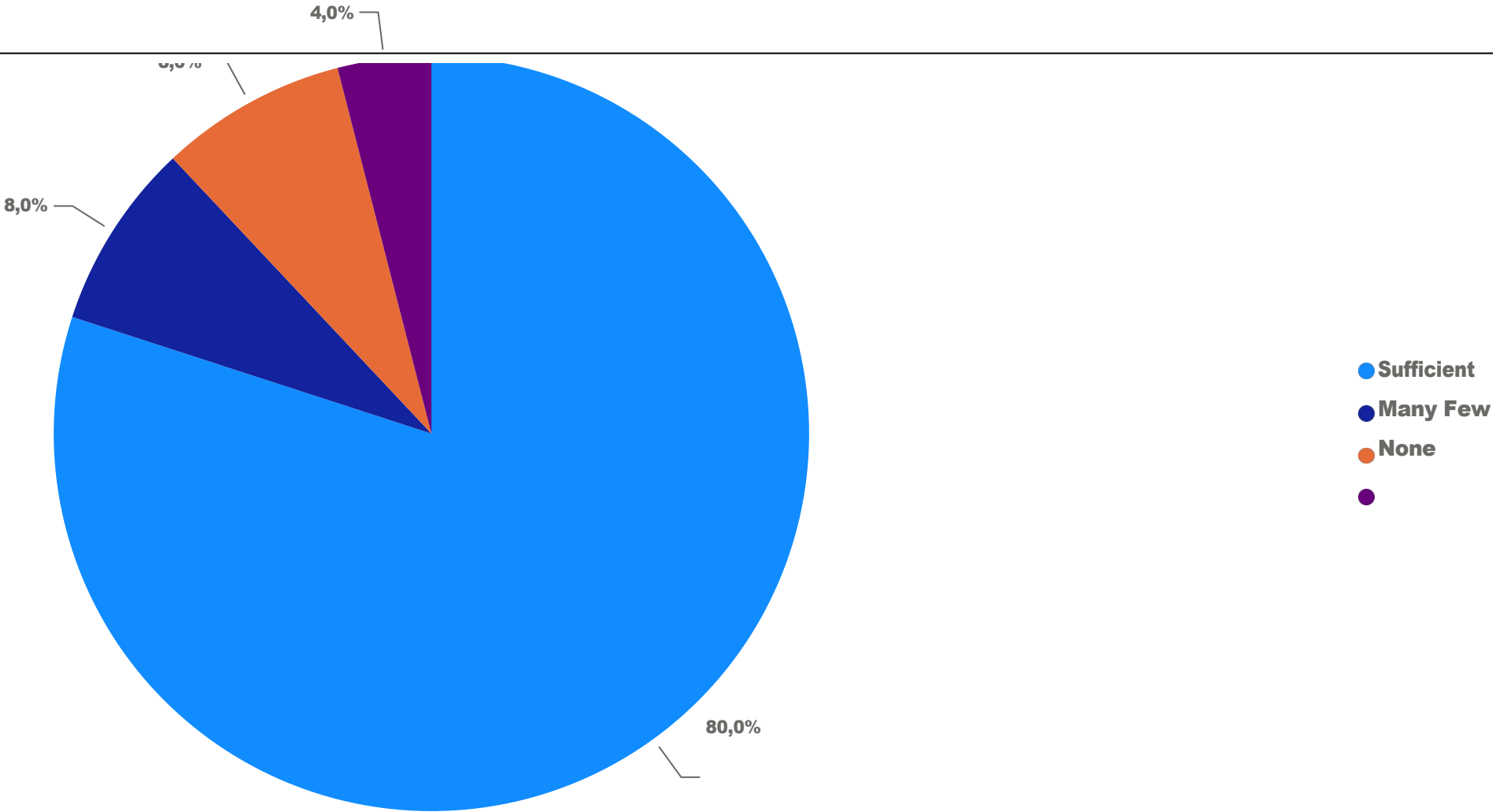
Analysis 6 Comment Provided

Only when participating at drinks 3-4 times a year

Only via newsletter if specific activity is reported/announced

Kommelkwartier neighbourhood network is quite passive in my opinion. Perhaps not a problem if the centre neighbourhood network is active.

Question 6 - Do you have friends and acquaintances in the neighbourhood?

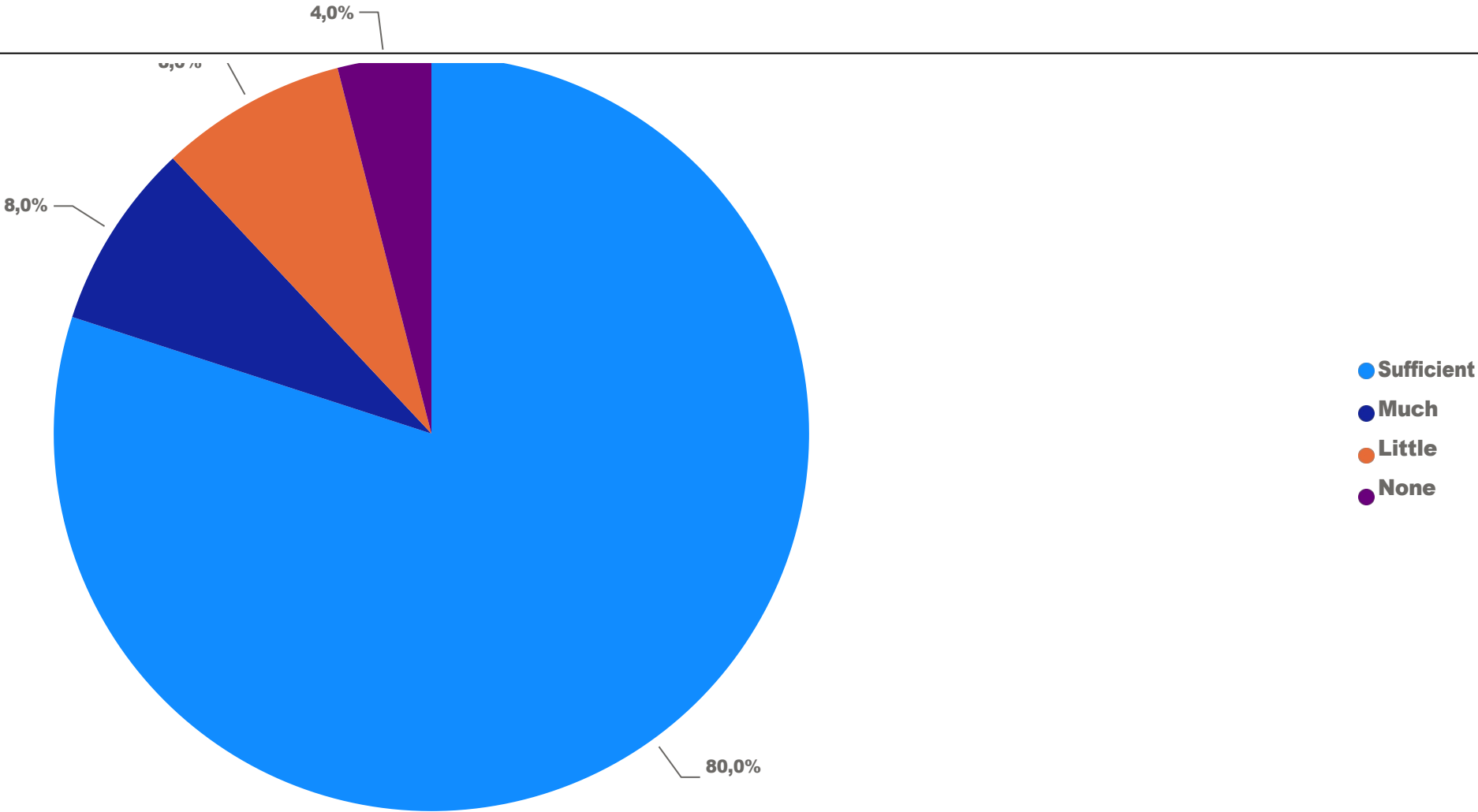


Question 6 - Do you have friends and acquaintances nearby?

Analysis 7 Comment Provided

may be extended, we have lived here recently (again) and would like to m e e t new people

Question 7 - Do you have a confidant in your area that you can go to with problems?



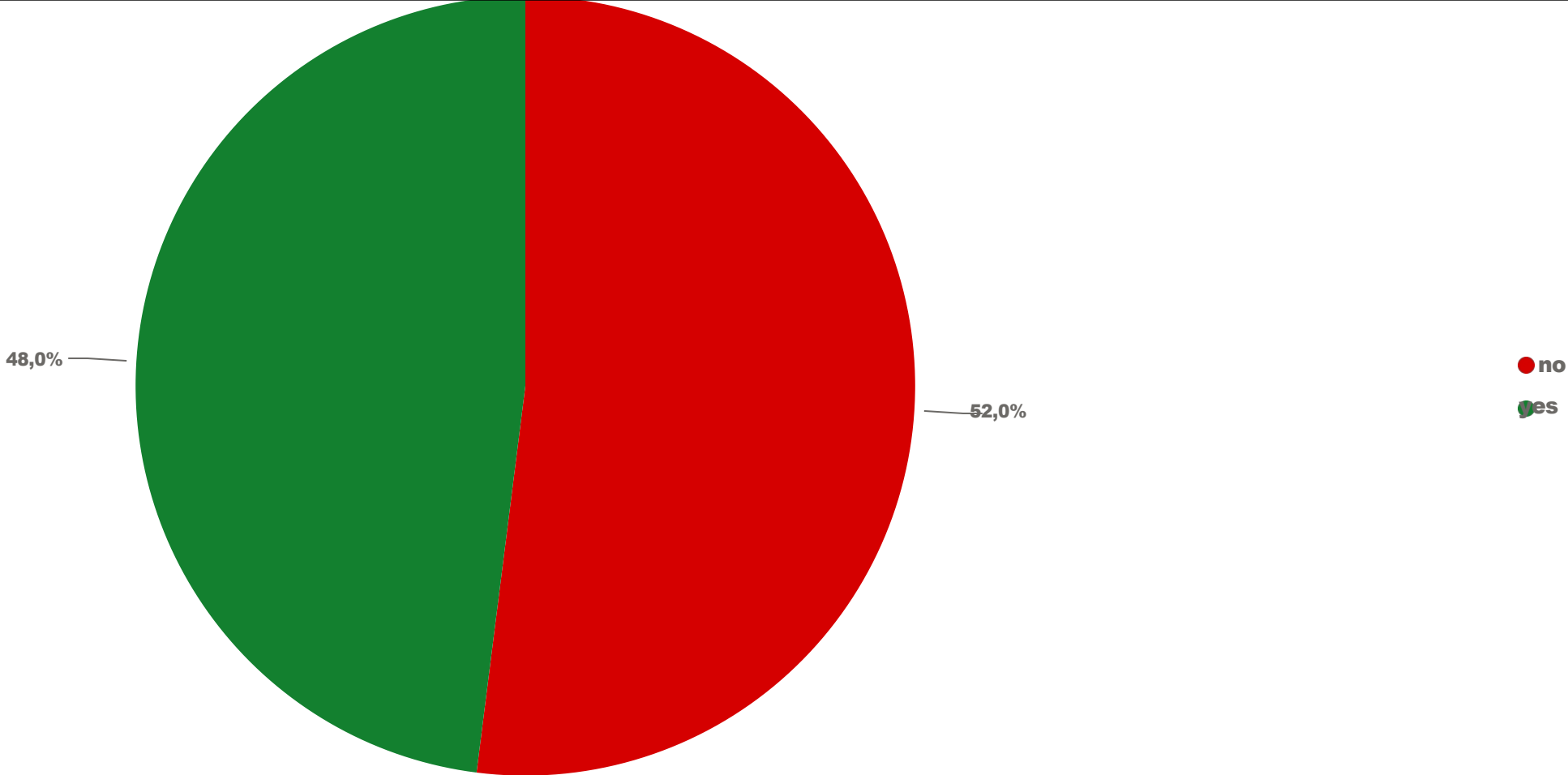
Question 7 - Do you have a confidant in your environment that you can go to with problems?

Analysis 8 Comment Provided

Do know people from - committee / committee but not yet as (specific) c o n f i d a n t

time returning.

Question 8 - Would you like to help meet or connect people? If you would like this make this known in the comment box below



Question 8 - Would you like to help meet or connect people? If you would like this please make this known in the comments box below

Analysis 9 Comment Provided



Depending on the purpose/topic

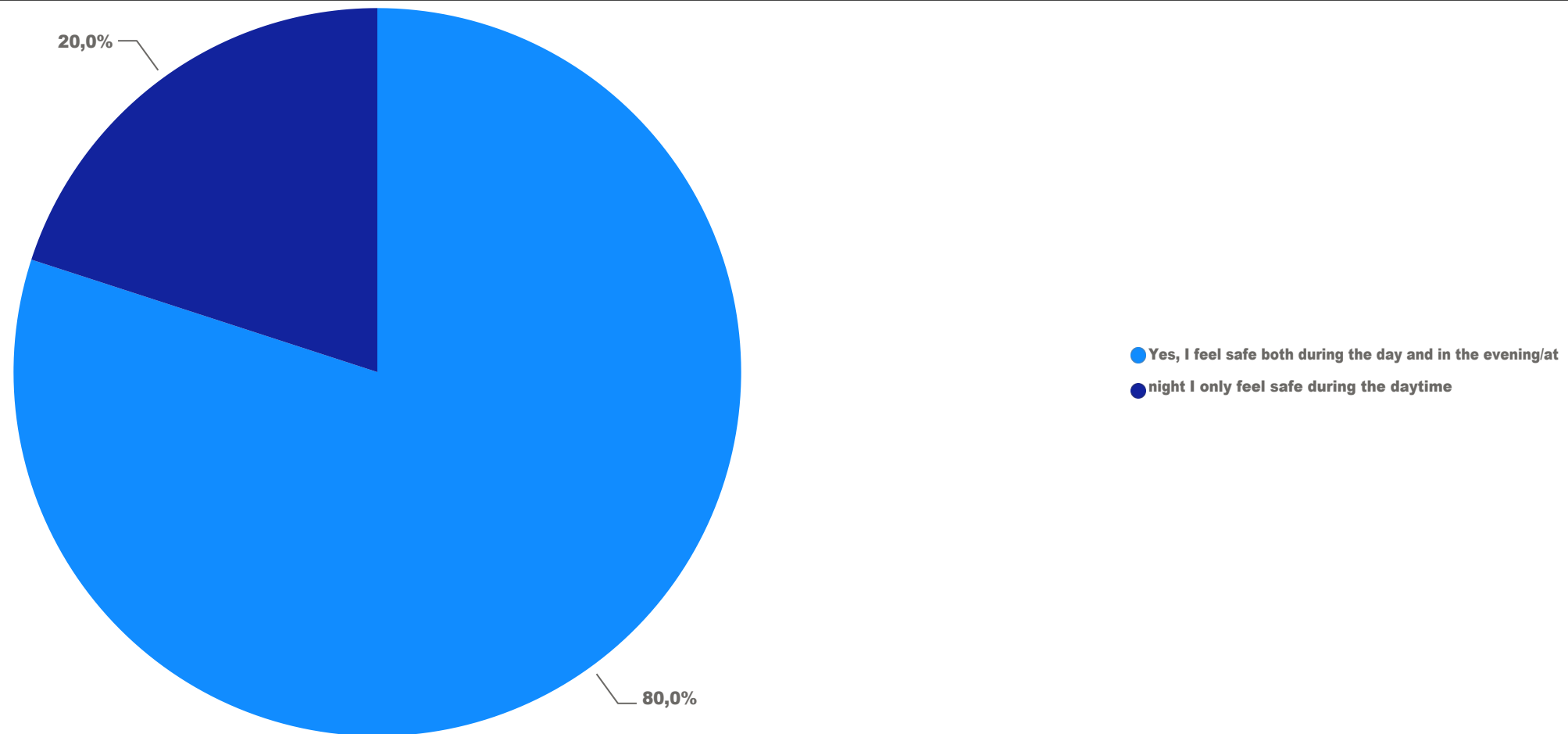
am already active

community cafe

I have been doing that for many years

This is no longer doable in this day and age. As a parent of 3 children, you have to participate everywhere; school, sports, neighbourhood, play days. Most have full-time jobs and only 25 days off a year. It is impossible to participate everywhere and there li

Question 9 - Do you feel safe in your neighbourhood?



Question 9 - Do you feel safe in your neighbourhood?

Analysis 10 Comment Provided

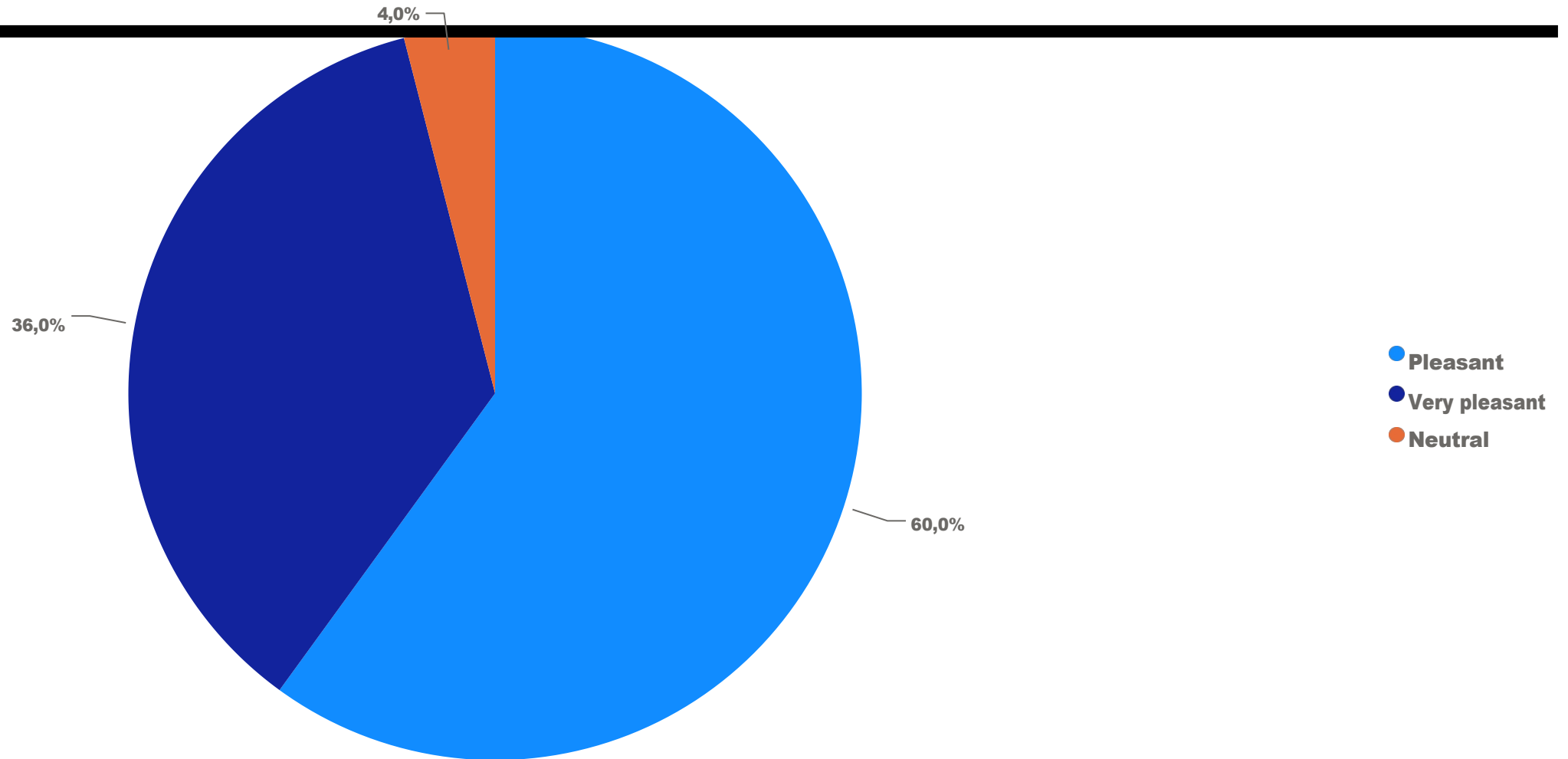
Please do pay attention to the entire Grand Canal. At bottom very busy with traffic and strange middle class. Upstairs the coffee shop with wrongly parked cars. Also the rainbow zebra on the Vrijthof is

But I do feel that there is eea (trading/dealing?) going on at Emmamplein where people come to it with regularity and park car briefly with engine running on Hertogsingel.

Too many conditions with loitering in the evening. Need to call in police or enforcement more often frequent hangouts on Paters Lane square.

What is safe... Yes, I feel safe, but the brutality of students, drug dealers and other "temporary" residents seems to be growing....

Question 10 - In the beginning of the survey, you indicated the neighbourhood you live in. How do you feel about your living environment/neighbourhood?



Question 10 - At the beginning of the survey, you indicated the neighbourhood you live in. How do you feel about your residential area/neighbourhood?

Analysis 11 Comment Provided



On the edge of the Jeker Quarter

Only room splits in our neighbourhood are increasing hand over fist, which is not necessarily a positive development. Fewer permanent residents and more "temporary" residents who don't care

Polvertorenpark is a pleasant and quiet area to live in and we hope it stays that way. Cavarie Convent will look beautiful on the outside and so will Hof van Calvarie. but 153 flats in total is too many and will be a nuisance.

Waste

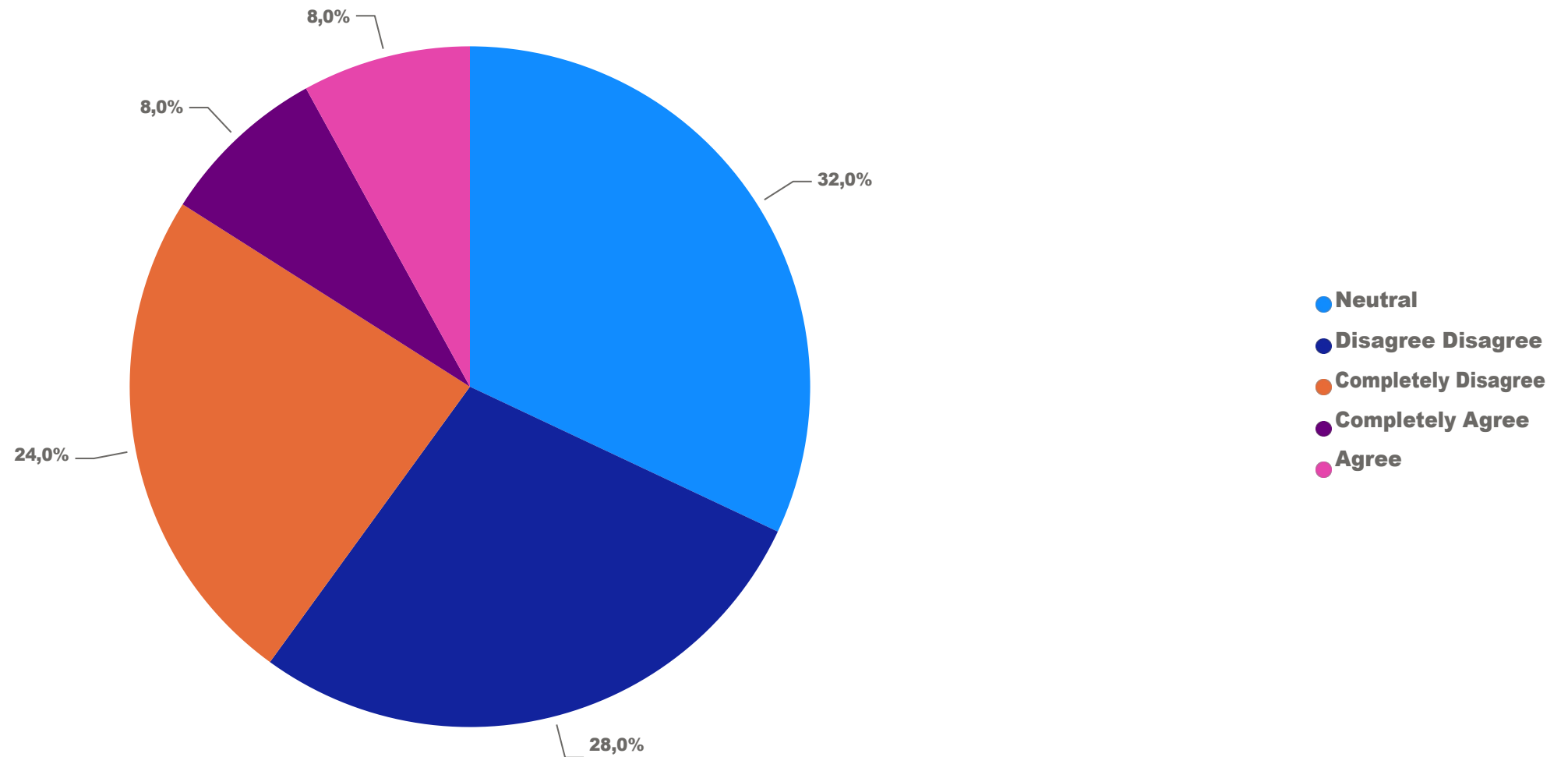
Pleasant living with nuisance bicycles on corners Emmaplein. Sometimes you can hardly get through. Bicycles are lying on the ground. And old bikes with yellow sticker are not collected by Municipality. Reported it though.

View is terrible: Facing flat with mostly windows whose blinds are permanently closed. Noise: Very noisy

because of cobblestones and noise that cannot escape because of high-rise buildings.

Too little greenery. I see stones, stones, stones.

Question 11 - Also in the city centre, since the beginning of 2024, there is a street maximum for eviction/pledging of 20% for Jekerkwartier, Kommelkwartier, Statenkwartier, Boschstraatkwartier, Wyck and Céramique; in line with other urban areas. No maximum applies to the Inner City and the streets Boschstraat north, Wycker Brugstraat and Stationsstraat. A lower maximum of 10% applies to the suburbs. Are you satisfied with the current eviction/pledging policy?



Question 11 - Also in the city centre, since the beginning of 2024, a street cap on eviction/pledging of 20% applies to Jekerkwartier, Kommelkwartier, Statenkwartier, Boschstraatkwartier, Wyck and Céramique; in line with other urban areas. No maximum applies to the Inner City and the streets Boschstraat north, Wycker Brugstraat and Stationsstraat. A lower maximum of 10% applies to the suburbs. Are you satisfied with the current eviction/pledging policy?

Analysis 12 Comment Provided

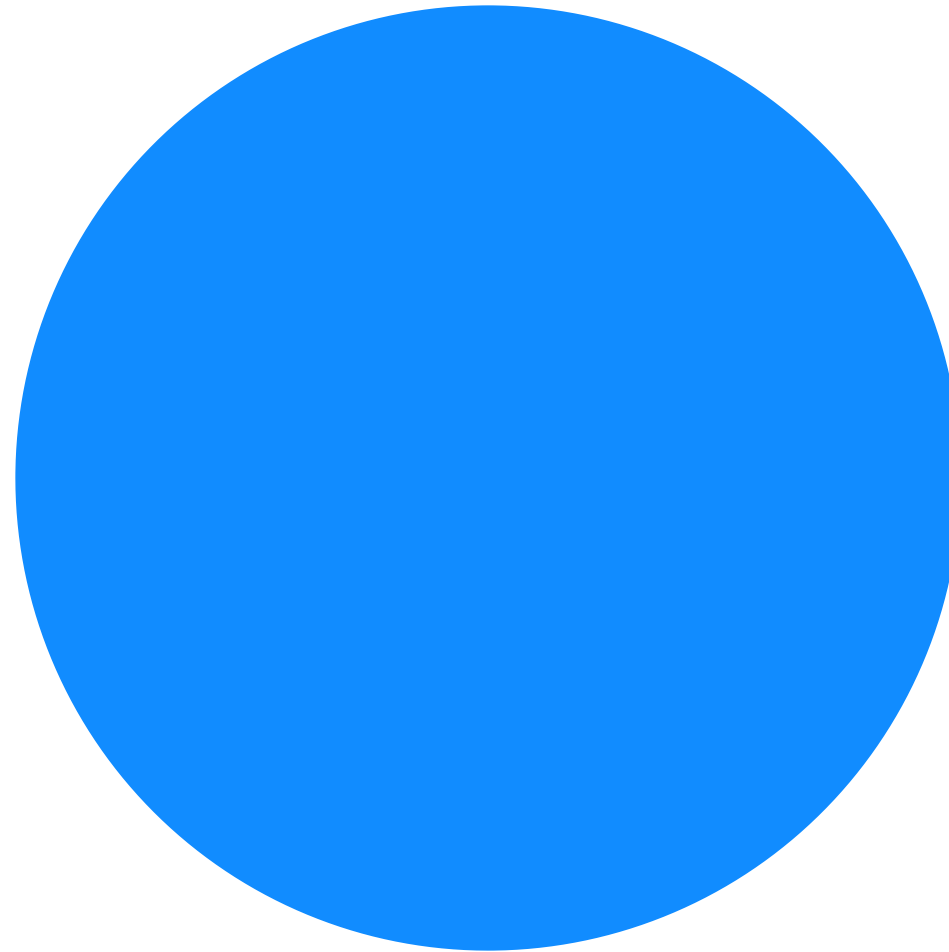
∨

For Maastricht as a whole 10%

Still a lot of room occupancy

Not filled in

Question 12 - The municipality wants to make the town centre a zone where the car is a guest (the driver has to consider the cyclist and is allowed to drive a maximum of 30 km/h). What do you think of this measure?



100,0%

● Good

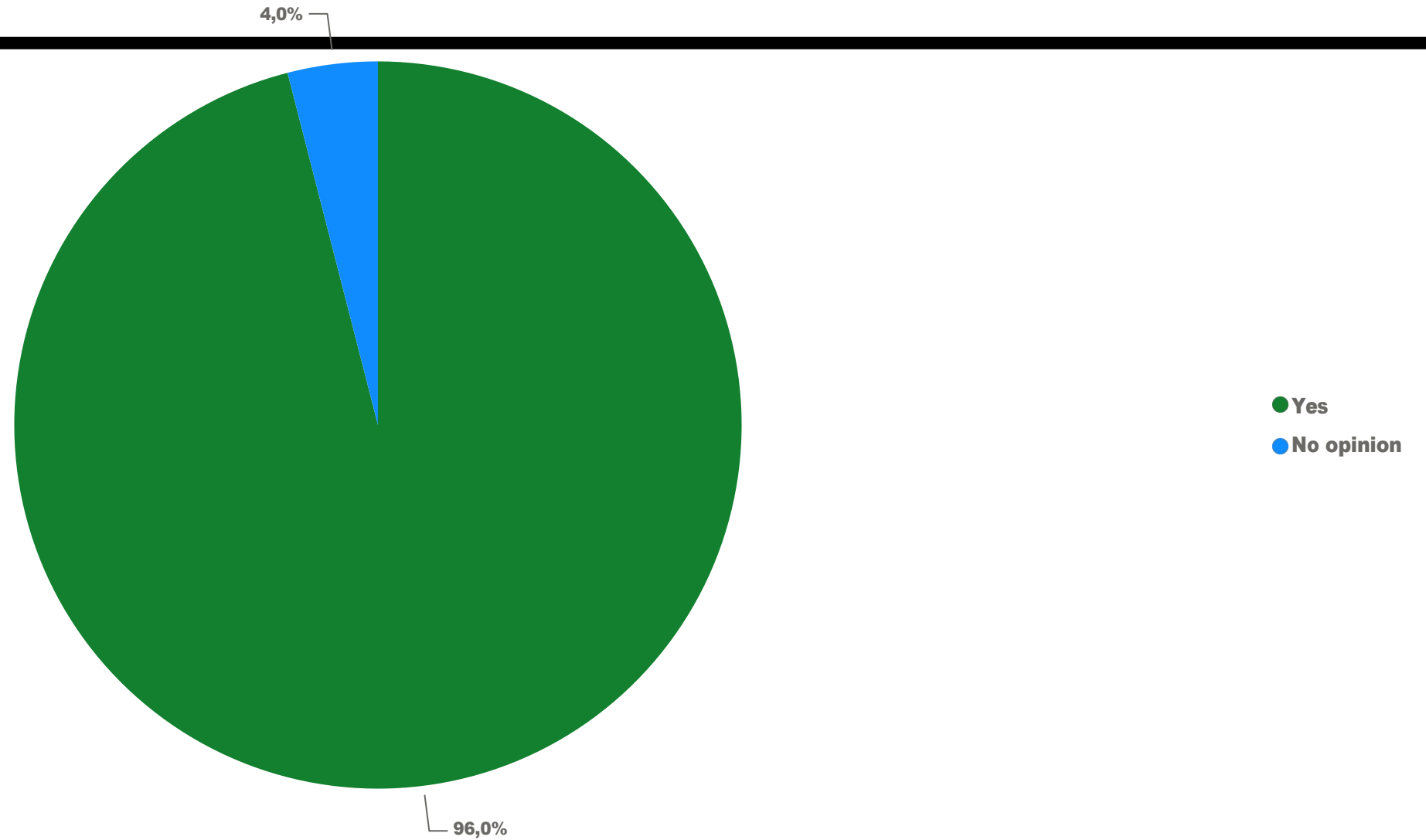
Question 12 - The municipality wants to make the city centre a zone where the car is a guest (the driver has to take into account with cyclists and is allowed to drive a maximum of 30 km/h). What do you think of this measure?

Analysis 13 Comment Provided

30 km signs should be highly visible and repeated per (side) street - and e.g. already at car park exits.

Better yet limit the huge influx of (large) often speeding cars. There are too many of them and they often park incorrectly or drive against the direction and this miraculously often goes unpunished.

Question 13 - Should action be taken against people who park their bicycle, motorbike, scooter or car outside the official parking areas in the centre?





Question 13 - Should action be taken against people who park their bicycle, motorbike, scooter or car outside the official parking areas in the city centre?

Analysis 14 Comment Provided

Absolutely. I have a parking permit however usually visitors to the city are parked there leaving hardly any parking space for me.

And against vans parking on the pavements - and 'cycling on the pavement

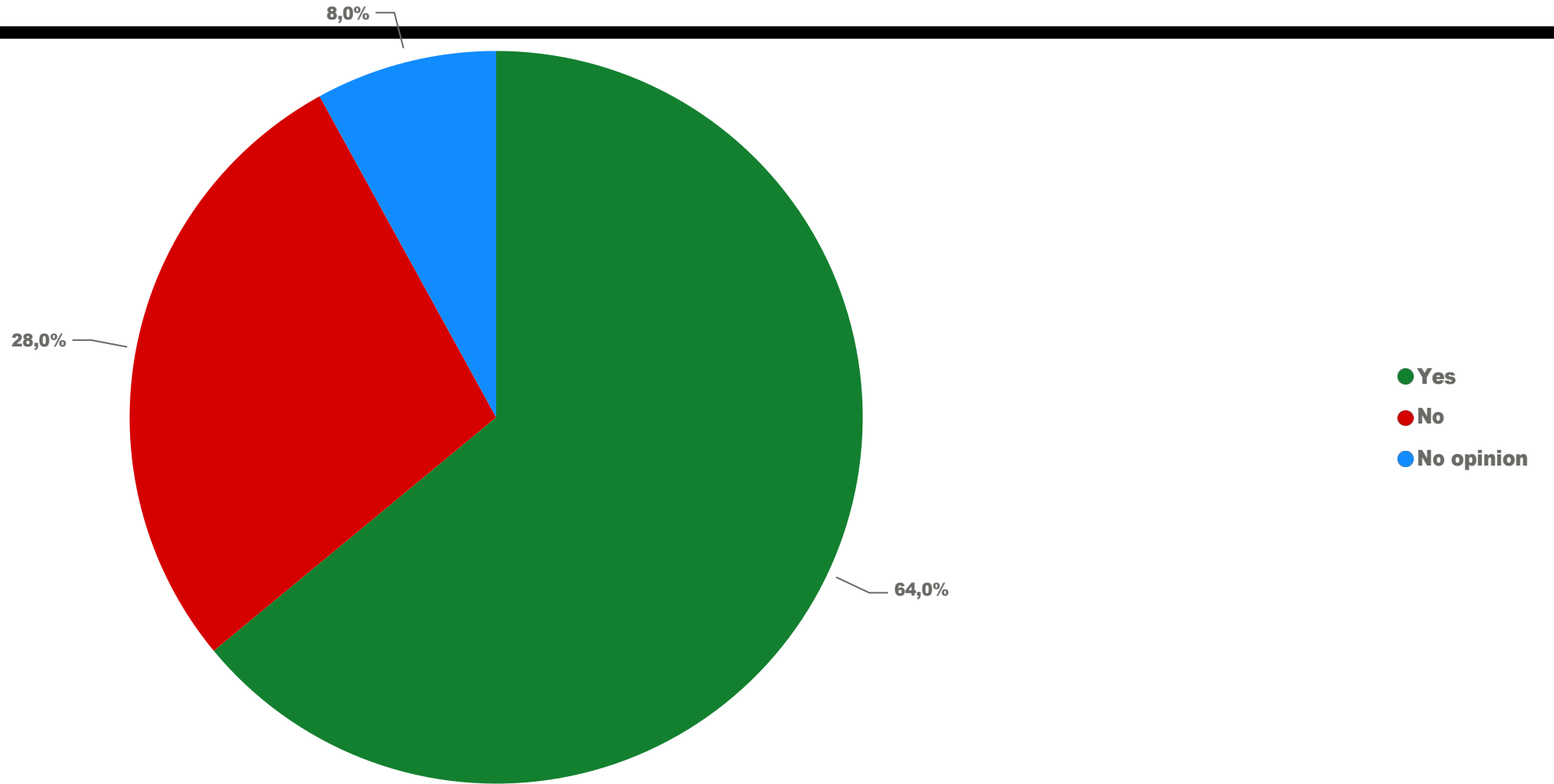
Yes: cars, motorbike, scooter

No: bicycles

in some places oa. Abtstraat no space on the pavement for wheelchairs, rollers, prams etc. Students can park their bikes in the parking area at university on Tongersestraat, but refuse to do so.

Much louder. Cyclists block pavements, motorists also do exactly as they please. Brutal people seem to get the world

Question 14 - Do you think parking facilities for motorbikes, scooters and bicycles in the city centre should be expanded?



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Analysis 15 Comment Provided



For bikes only yes

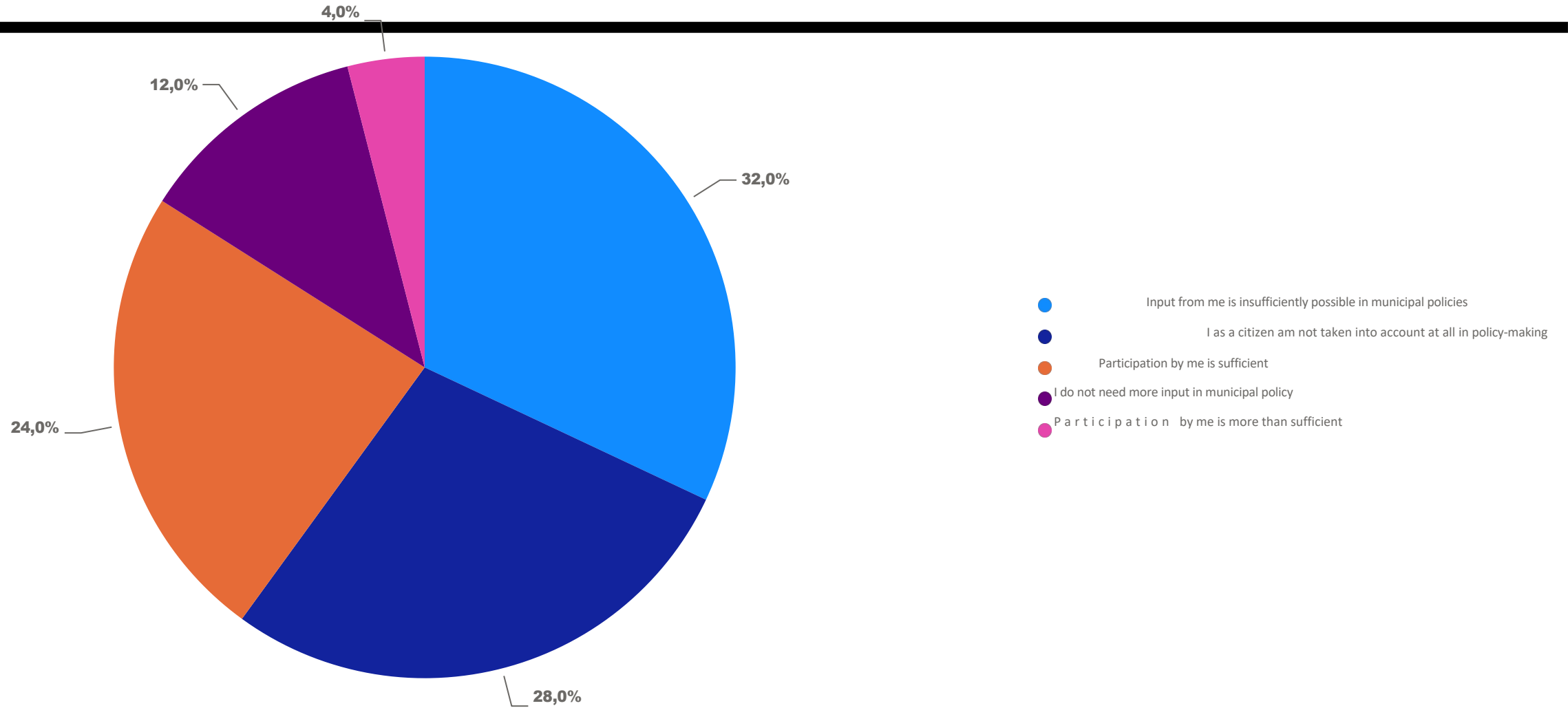
For bicycles only. But the many orphan bikes should also be cleaned up much more actively. Cars can stay outside the centre. Provide fast buses.

There are plenty of opportunities to park bicycles, the question is whether more parking will be used. student houses on Hertogsingel e.g. no36 has a parking at the back of the garden. mandatory for the owner of the property. unfortunately the bicycles are on the pavement day and night. complaining does not help.

Not for car but for bicycle

so that wild parking on pavements is reduced. Wheelchair users and walkers can no longer cross the pavement in many places.

Question 15 - The municipality wants to promote increased resident participation. Do you think there is sufficient opportunity to realise your input with the Municipality?



Question 15 - The municipality wants to promote increased resident participation. Do you think there is sufficient opportunity to realise your input with the Municipality?

Analysis 16 Comment Provided

For example (new) construction Kommel, bicycle parking

the whole participation is a wash if nothing, absolutely nothing is done with it in practice.

Participation in the Calvary development was all around scandalous. The buyers of houses and flats Hertel bastion were ignored by developer and municipality. According to the councillor, a fine plan and we can do this! Think also Kruisherhotel, Kpn building Bernardusstraat, Hotels in Wijck and Boschstraat. etc. ect.

There is sham participation. The sense of the municipality is pushed through in everything. Zoning plans are simply changed to suit the wishes of the municipality or commercial parties. Every piece of green space is filled up. Only quantity of living spaces is considered. The quality of housing does not matter. The municipality does not follow its own policy for minimum dimensions of living space.

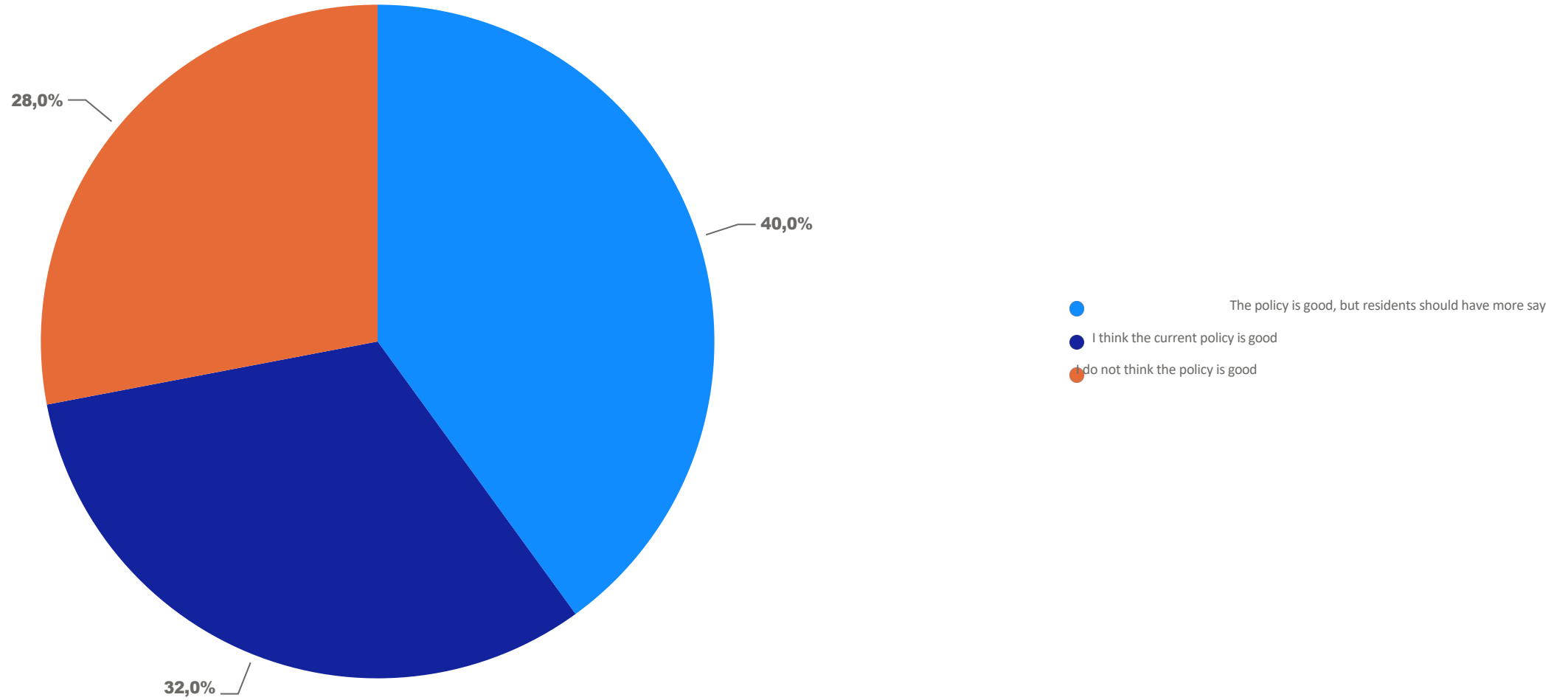
Foreign students go for everything. Hundreds of flats have come for that. While these create a lot of mess and nuisance. You can quickly tell from the outside of a property whether students live there. Water nuisance or preservation of nature and iconic trees doesn't seem to be a reason for the municipality to preserve greenery either.

We are just living here so I don't yet have a view of all the possibilities

See file Abstraat 2.

See my response earlier, the municipality expects this. It's just not doable, only for people who are retired. So during the district meeting, these people are the largest group. It is mainly a complaining hour rather than adding anything. Surely the municipality will have to think carefully about how they want to shape this. The citizens' budget also seems a good initiative, but it is insufficiently anchored in the neighbourhoods and nobody seems to know what is discussed there. The municipality operates from an ivory tower in many ways.

Question 16 - Do you think the current events policy takes sufficient account of residents' interests?



Question 16 - Do you think the current events policy takes sufficient account of residents' interests?

Analysis 17 Comment Provided

During events, the bus connection is too often cancelled a.o. via Vrijthof -> Biesland , Wolder etc.

The city centre is far too full because of events (Rieu, Magisch Maastricht) among others. The policy should be geared more to residents and less to tourism. They will come anyway. The city should primarily remain liveable for its residents.

Amsterdam is the example of how not to do it. Maastricht shouldn't go further that way.

it really doesn't have to be a party every weekend in the city. if the city centre is also there for residents and not just for catering entrepreneurs and tourists, it may well be less.

I went to live in the city centre for the fun, and events bring crowds. But there has to be a balance in what the city can handle.

Livability for city dwellers goes down with tourism. (compare e.g. Barcelona, Bruges, Venice)

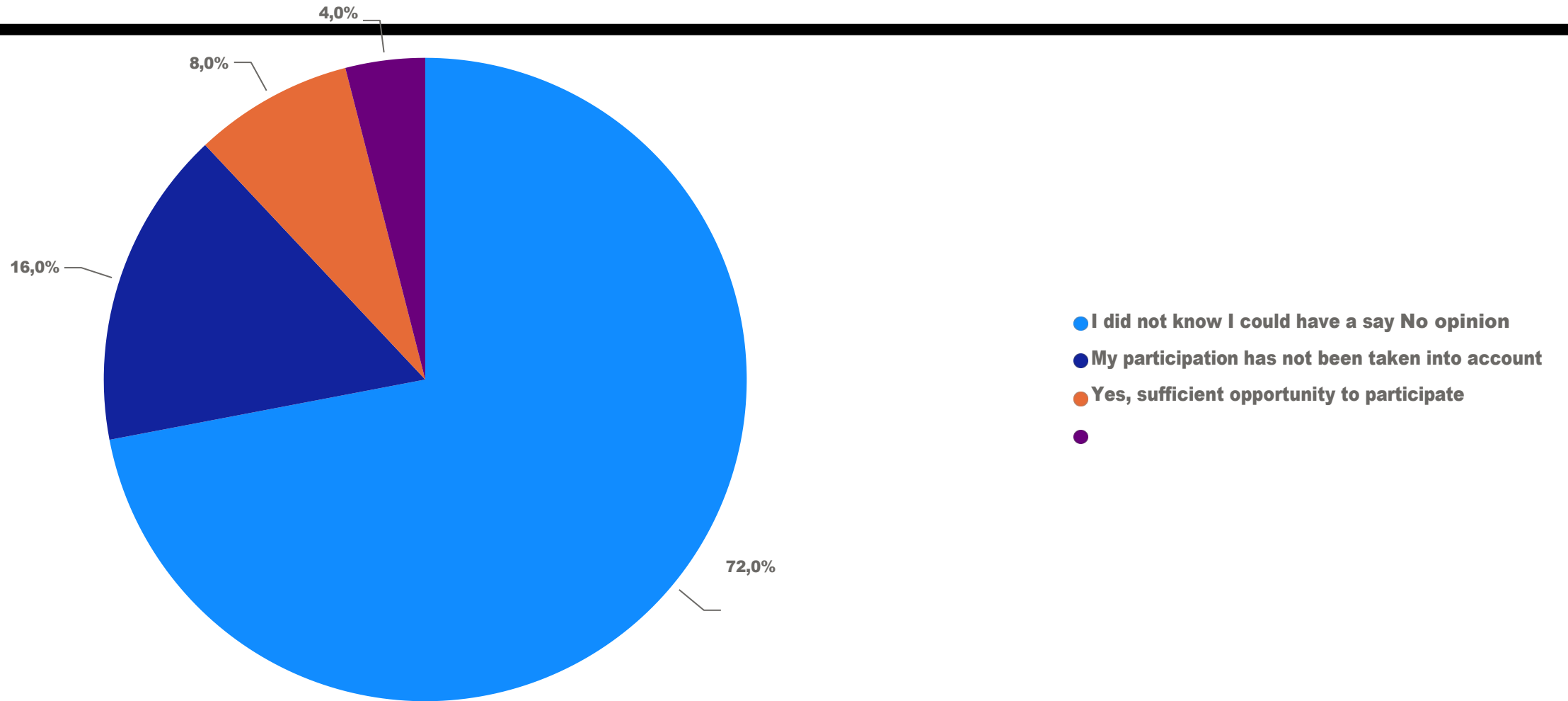
Not completed / Do not know

Again, money seems to go before everything.

In terms of the percentage rule Vrijthof and its surroundings, different standards are applied

Which events are really necessary and add something to the city. Which are not... Tricky subject.

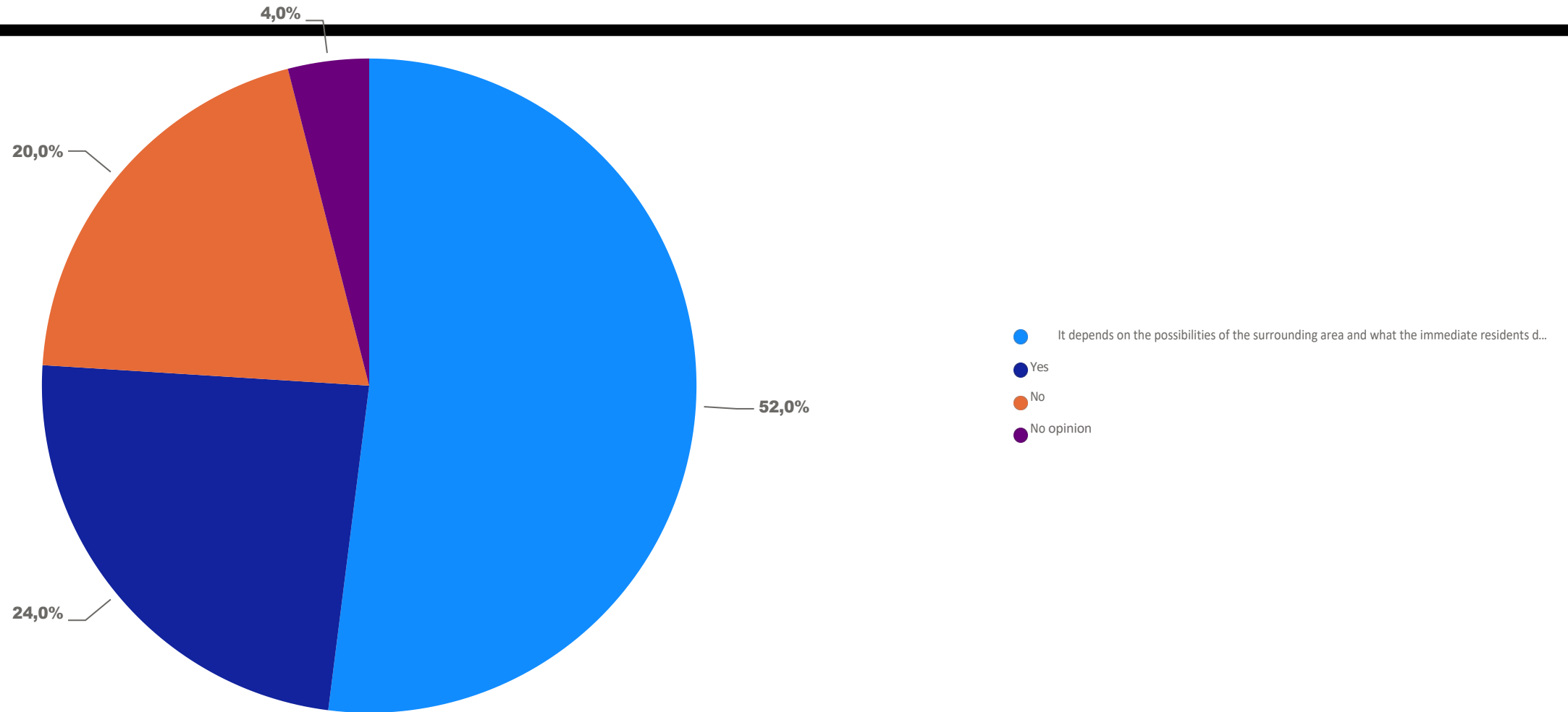
Question 17 - Have you had sufficient participation in the current events policy?



Question 17 - Have you had sufficient input into the current events policy?

[Analysis 18 Comment Provided](#)

Question 18 - During the corona period, existing terraces have been extended in compliance with the 1.5-metre measure. Some hospitality businesses propose to make the extension of terraces permanent. Do you think this is a good idea?



Question 18 - During the corona period, respecting the 1.5m measure, the existing terraces were expanded. Some hospitality businesses are proposing to make the extension of terraces permanent. Do you think this is a good idea?

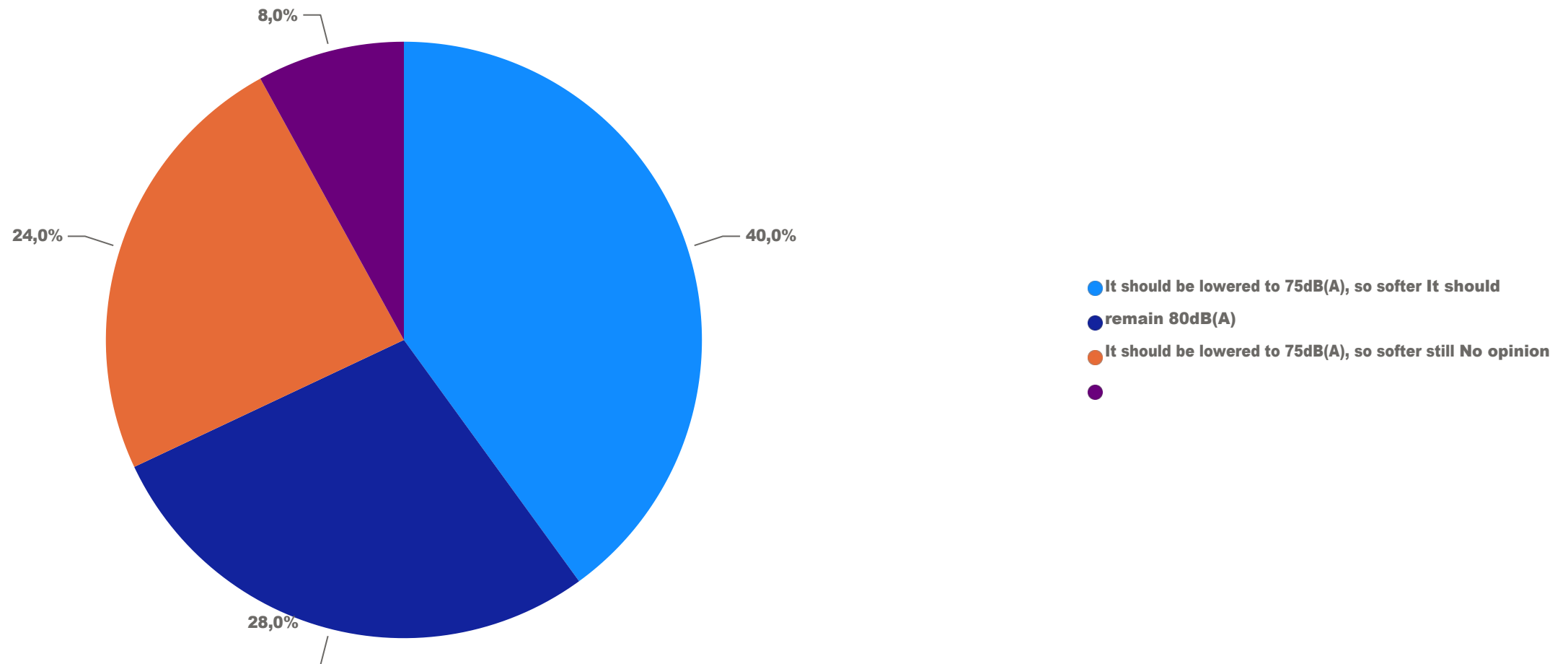
Analysis 19 Comment Provided

The hospitality industry in the city centre may be thick with space.

People lived there before, you don't feel like suddenly getting a terrace under your window if it wasn't there before. When people are chased out of the city, it becomes unlivable. Everything in moderation!

The more terraces the more suction tourism. Good for the hospitality industry but a deathblow to the city's residential climate.

Question 19 - Clarification: dB(A) is the unit in which the strength of noise is represented in the vast majority of cases. The dB(A) is derived from the ordinary decibel, but corrects sound strengths for the sensitivity of the human ear. A 1 dB(A) increase in sound intensity is just perceptible to the human ear when concentrating and listening very carefully. Since this year (2024), the noise level of events and catering establishments in the city centre has been adjusted to a maximum of 80 dB(A) at the nearby facade. What are your experiences. Do you think this limit should be lowered to 75dB(A) (as in Amsterdam).



Question 19 - Comment: dB(A) is the unit in which the strength of sound is represented in the vast majority of cases. The dB(A) is derived from the ordinary decibel, but corrects sound strengths for the sensitivity of the human ear. A 1 dB(A) increase in sound intensity is just perceptible to the human ear when concentrating and listening very carefully. Since this year (2024), the noise level of events and catering establishments in the city centre has been adjusted to a maximum of 80 dB(A) at the nearby facade. What are your experiences. Do you think this limit should be lowered to 75dB(A) (as in Amsterdam).

Analysis 20 Comment Provided



However, more should be done about noisy vehicles.

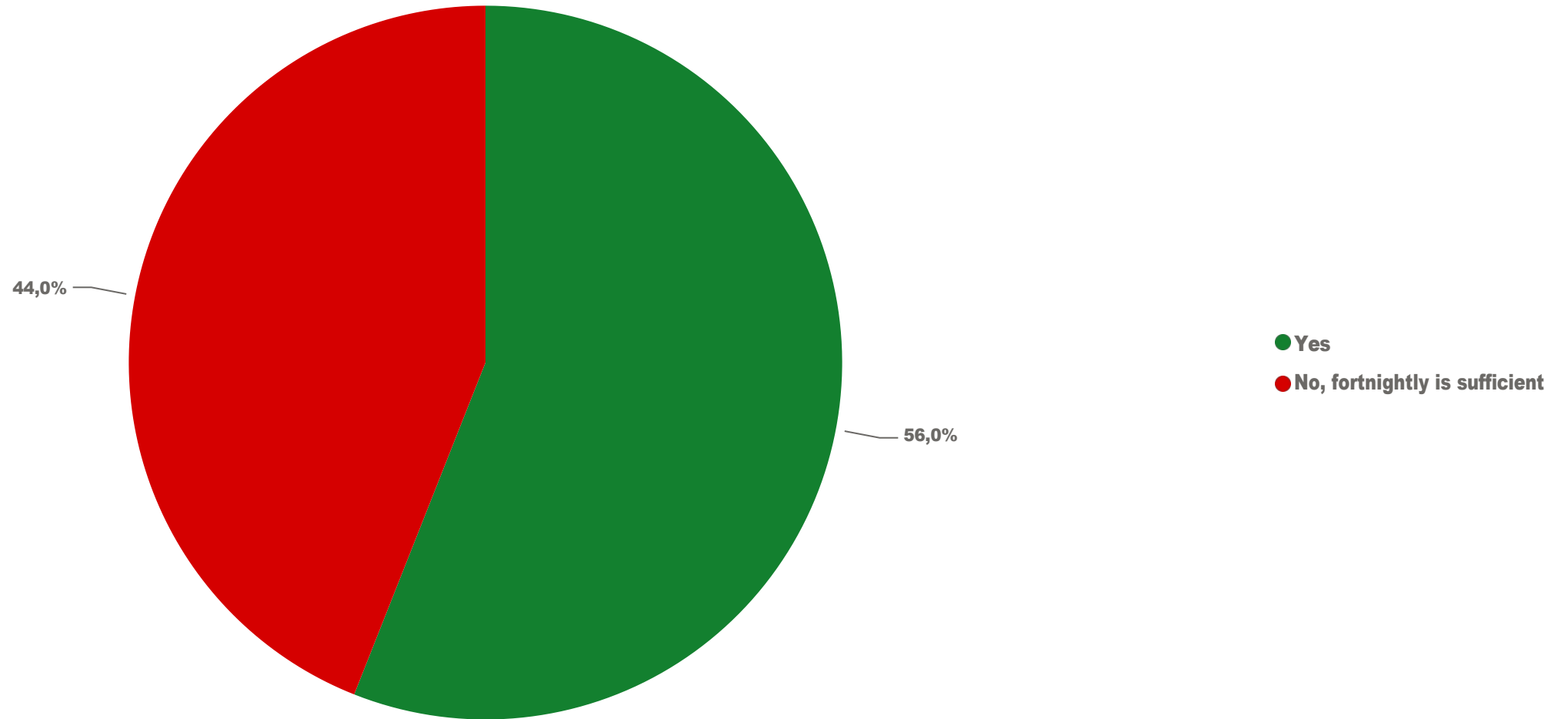
Then how should it be with Carnival? double standards

I don't know where you get the info on dBa from, but a 3 dBa increase means a DOUBLE of the sound pressure . So 75 dBa would definitely matter a lot.

Saves hearing damage and reduces noise pollution residents.

Why does it have to be loud? We are not a public jukebox, are we?

Question 20 - The municipality has changed the collection schedule of the organic waste, residual bags and waste paper. The collection frequency of the residual bags remains fortnightly, however; do you think the residual bags should be collected weekly again in the city centre?



Question 20 - The municipality has changed the collection schedule of the GFT, residual bags and waste paper. However, the collection frequency of the residual bags, however, remains fortnightly; do you think the residual bags should be collected weekly again in the city centre?

Analysis 21 Comment Provided

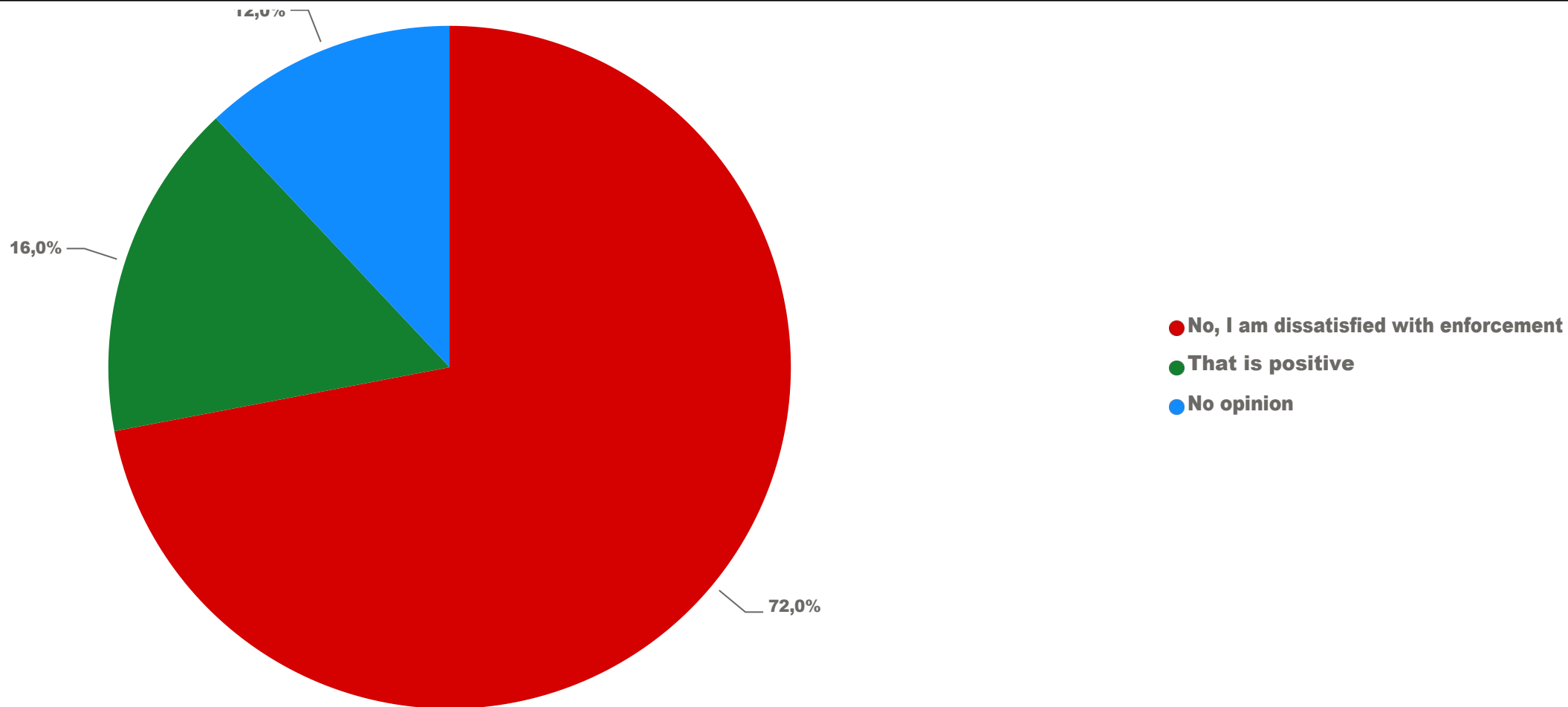
Absolutely a yes. Ivm pollution, pests and irritations

Please fine people who leave the green bin outside for more than 1 day (often students).

Happy to collect PMD within the canals.

it is really filthy and scandalous how our city centre looks in the morning. The council does not set a limit on student rooms in the city centre, fine but then collect the rubbish. Throughout the city centre, including Kommelkwariet etc.

Question 21 - For years, the municipality has been struggling with a shortage of enforcement staff, as a result of which bicycle nuisance, student nuisance and overflowing waste containers are hardly addressed, if at all. What is your experience with enforcement?



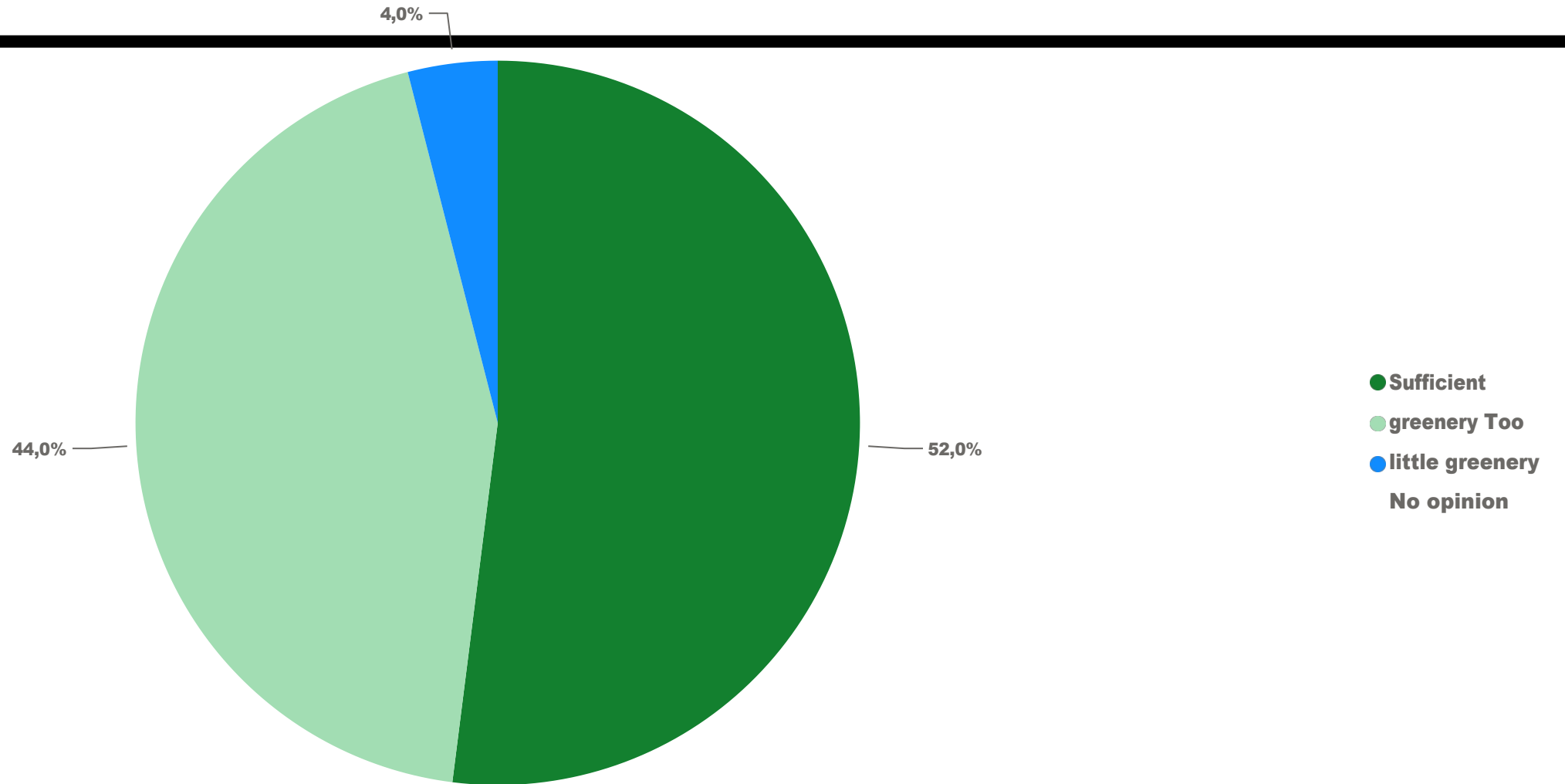
Analysis 22

Question 21 - The municipality has been struggling with a shortage of enforcement staff for years, resulting in little or no action on bicycle nuisance, student nuisance and overflowing waste containers. What is your experience with enforcement?

Analysis 22 Comment Provided

Appointing a permanent neighbourhood coach would prevent many nuisances - Better to fine afterwards (explain policy). Enforcing from a fast car does not achieve anything.
There is clearly a staff shortage in the Enforcement Department.

Question 22 - How is the green space in your neighbourhood?



Question 22 - How is the green space situation in your neighbourhood?

Analysis 23 Comment Provided

✉

There is greenery, maintenance is poor. Too much dog faeces. Nothing is being done about that either. Seems to me that via dog tax there is budget to do something. The polluter pays.

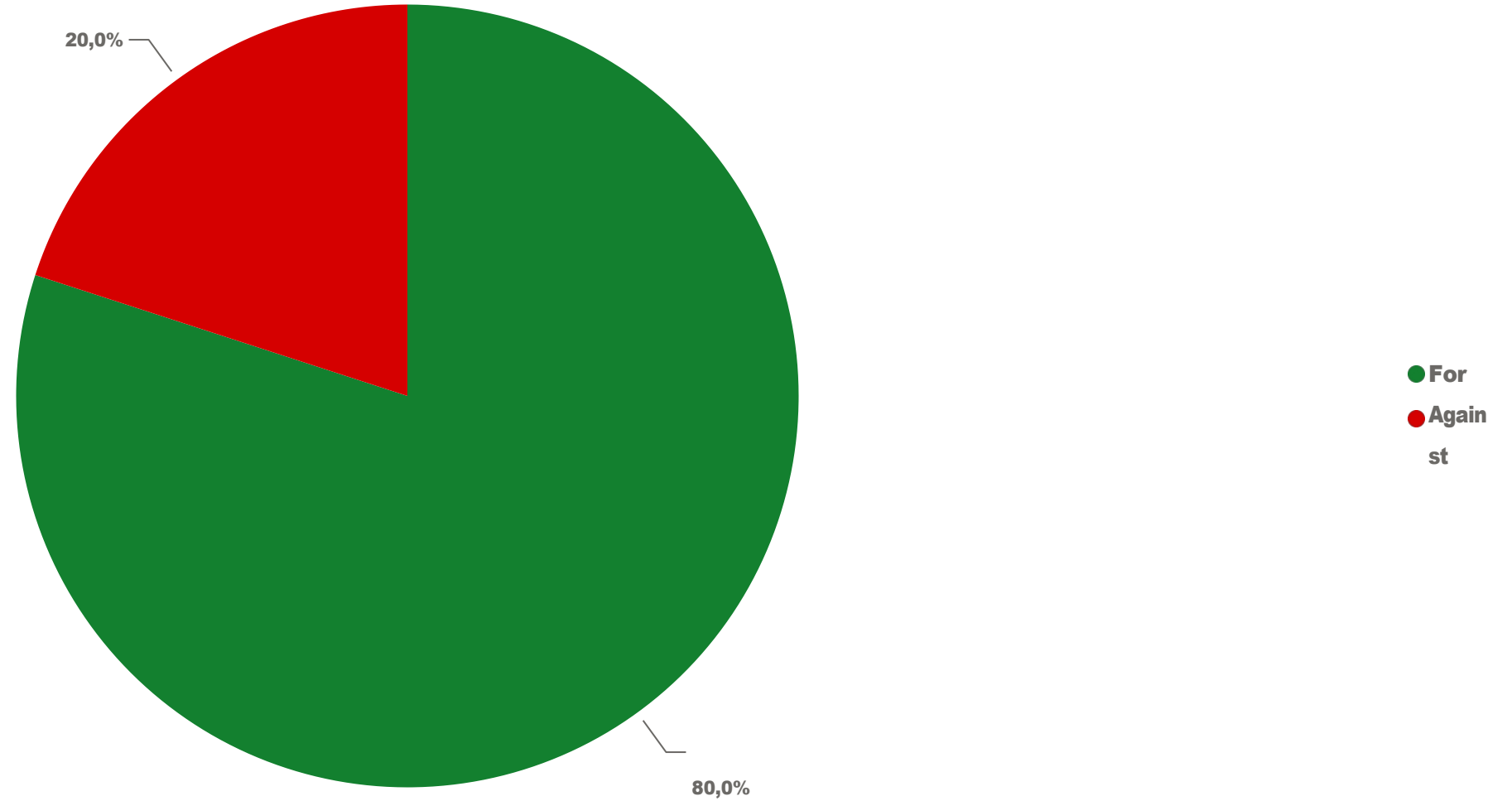
I only see stones, stones, stones.

Advice: wall planting Paterspaan.

City park and front park nearby. Lovely

Still, a comment on Merkatplantsoen. A big stone plain with 3 pathetic trees. talk about heat stress. Just newly completed project but why not more greenery on this square? the architect apparently liked it, why does the municipality think so too. According to the alderman, Polderpark is a good example of how green it can be. Perhaps he could come and have a look at this square.

Question 23 - On 1 January 2025, the Zero Emission Zone will go into effect in the city centre. This will oblige all business owners to use a zero-emission company car to enter the city centre. Are you for or against this measure?



Question 23 - On 1 January 2025, the Zero Emission Zone will go into effect in the city centre. This will oblige all business owners to enter the city centre with a zero-emission company car. Are you for or against this measure?

Analysis 24 Comment Provided

As a cyclist, I have to breathe in a lot of toxic clouds from 2-stroke scooters. It is urgent that these scooters be banned. 1 such scooter pollutes as much as 600 cars!!!

Patronising! It is not really necessary yet

However, whether this is feasible and what exactly it solves.... The number of traffic movements of delivery drivers (Sligro, post, etc.) is the problem, they are out of control. There are vans everywhere...

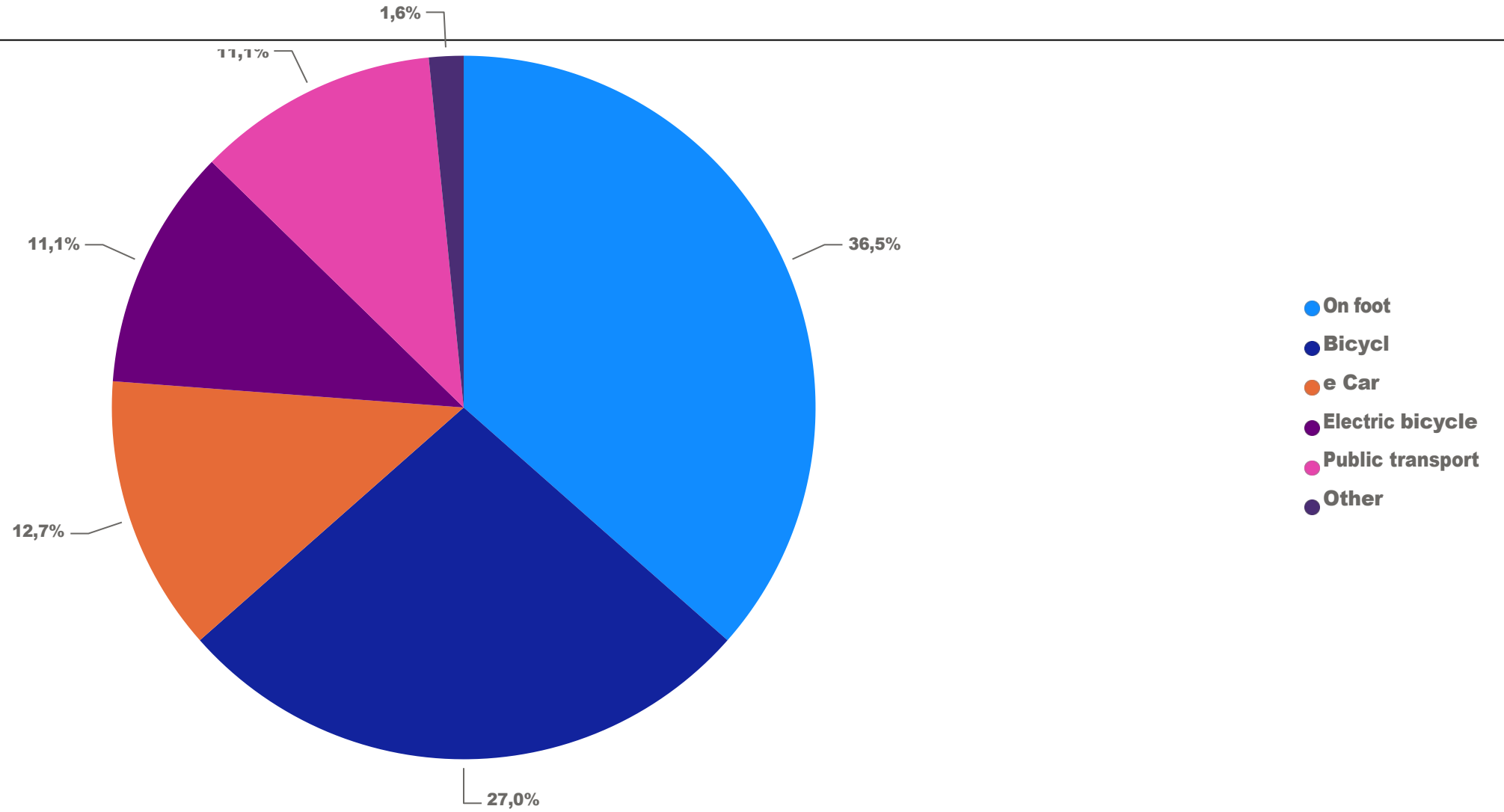
No opinion

On the understanding that it then also applies to everyone, without exception.

On to the next step: all cars zero-emission

as you yourself stated, who is going to enforce this. Bullying small businessman, not everyone is ready yet. wanting to be the best boy in the class. Again an alderman says, we think it's a good plan and are going to do this.

Question 24 - How do you usually get around in or from the centre [multiple answers possible]:



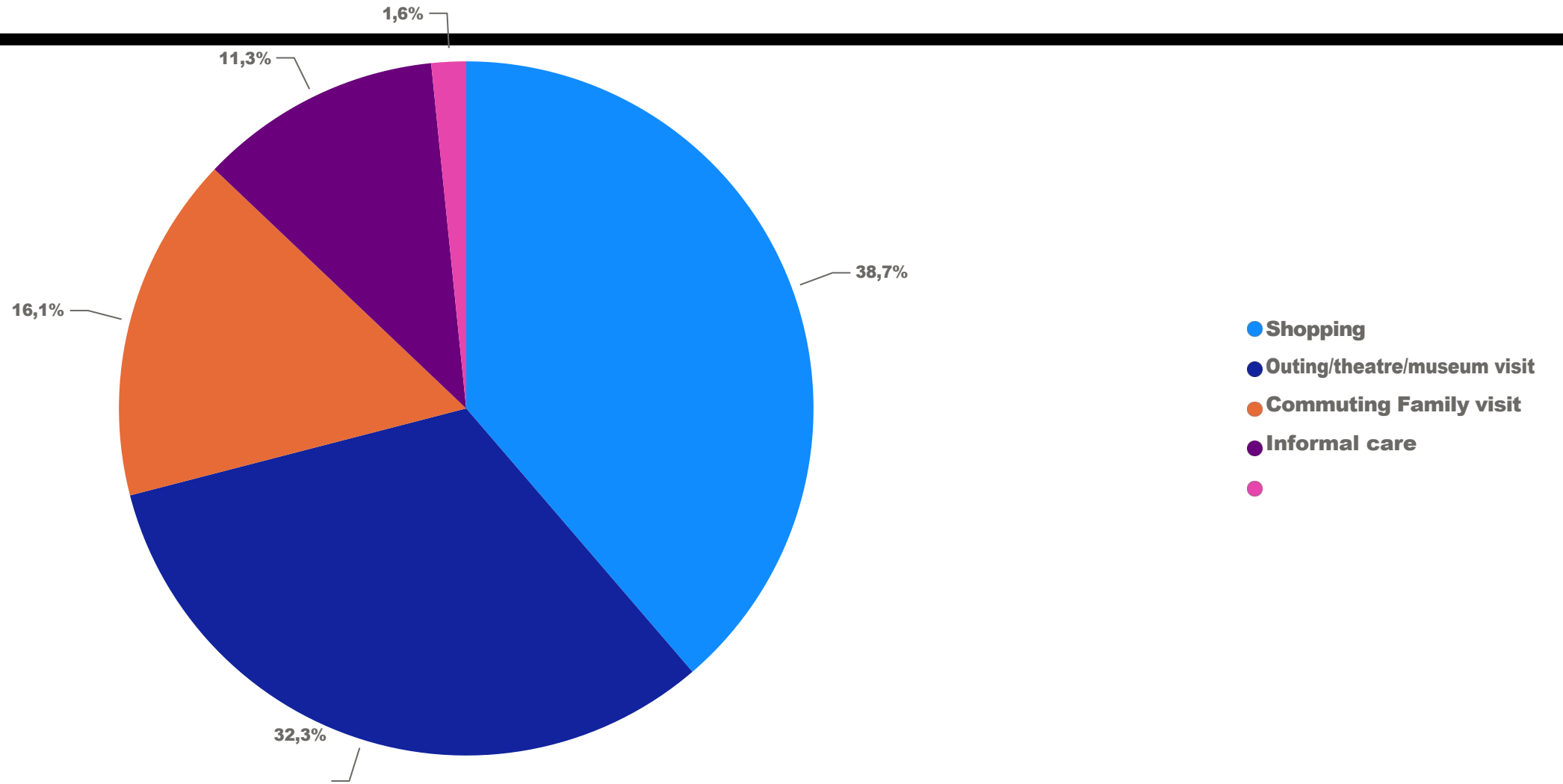
Question 24 - How do you usually move in or out of the centre [multiple answers possible]:

Analysis 25 Comment Provided

Car only when going out of the centre. In the centre as on foot or by bike. Bus, train

Cycling is really gaining popularity in the city centre. - uneven stones - many admissions to MUMC+ and Vitala+ after falling in the city centre

Question 25 - In general, what is the reason for your movement in the city centre? (Multiple answers possible)



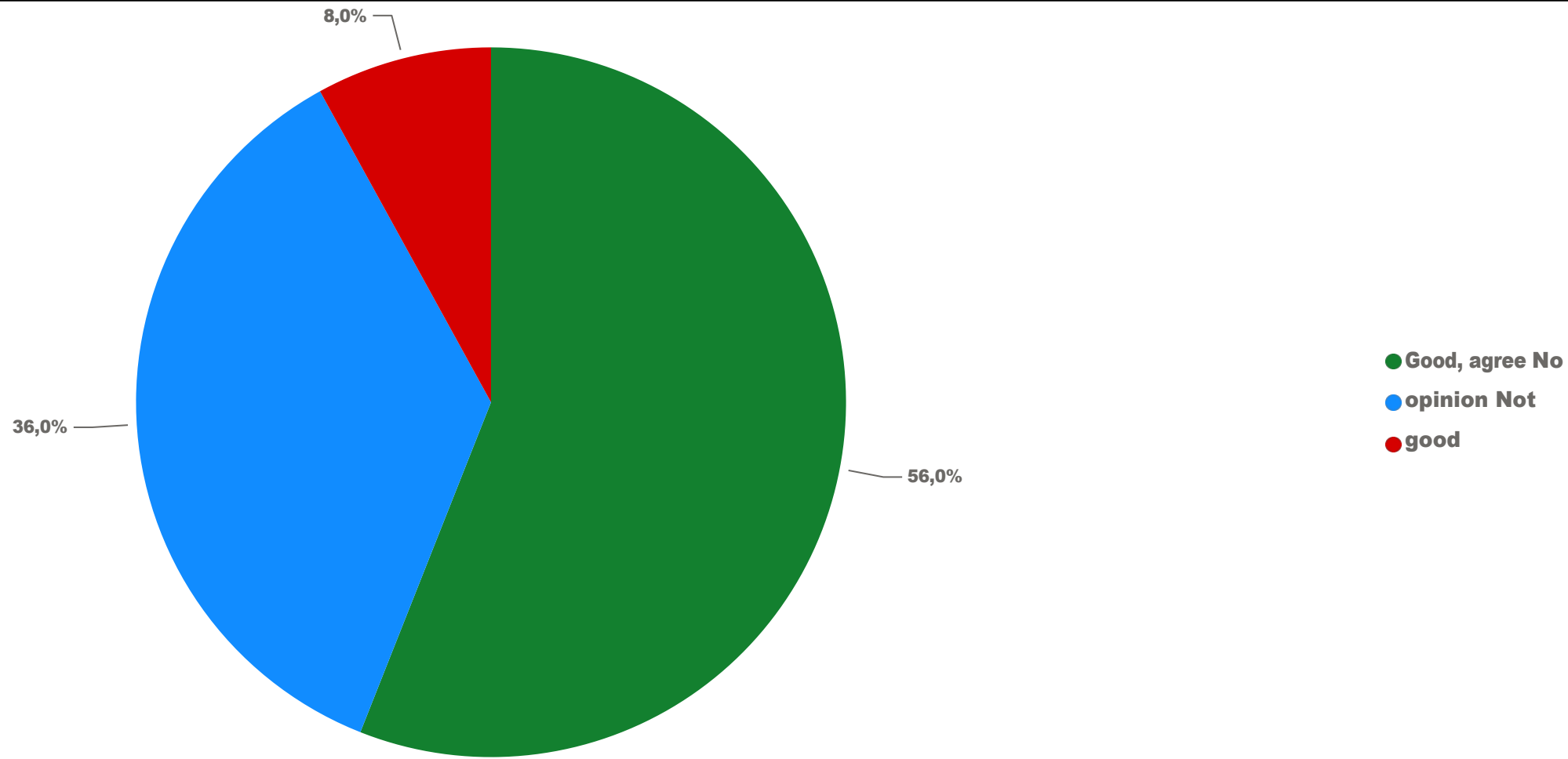
Question 25 - In general, what is the reason for your relocation downtown? (Multiple responses possible)

Analysis 26 Comment Provided

- Church visit
- Visit GP/dentist

We are just city people

Question 26 - The municipality plans to remove the Basin Bridge in due course (see photo). As a result, the public transport axis will have to be moved to the north. It will then run, for example, along the planned extended Maasboulevard and along the Noorderbrug back to Boschstraat. What do you think of this plan?



Question 26 - The municipality plans to remove the Basin Bridge in due course (see photo). As a result, the public transport axis will have to be relocated to the north. It will then run, for example, along the planned extended Maasboulevard and along the Noorderbrug back to Boschstraat. What do you think of this plan?

Analysis 27 Comment Provided

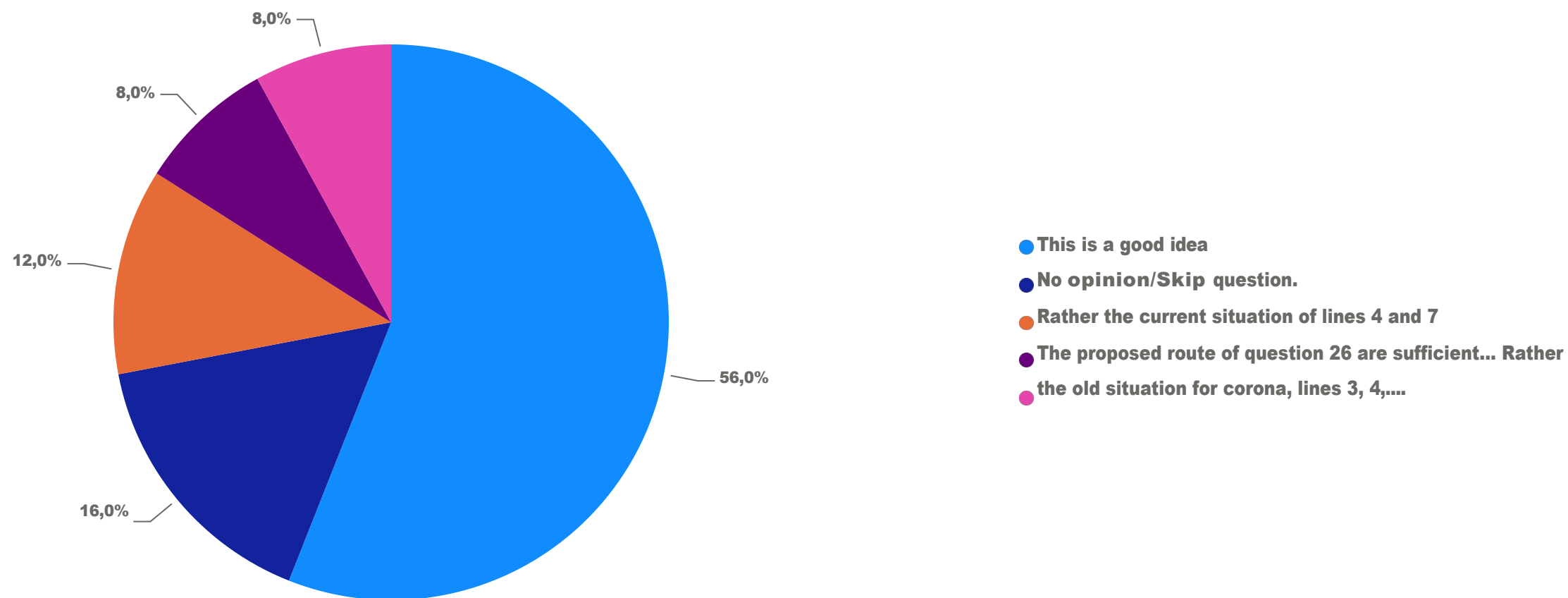
Fanatically

Maintain stop near Tongersestraat for the elderly in the neighbourhood. Very important!

Once upon a time, the Basin Bridge, like so many plans, came about under the motto "we think it's a good plan". With a little more thought, the decision would definitely have been different.

For all those mainly elderly people, it would then be too far to walk to bus stops. Not a very pleasant stretch to be in at night either. Have been to Avignon, similar to Maastricht, go there. Fine solved with smaller buses from the centre to a bus station. The bridge over the basin was also once such a great plan by an alderman.

Question 27 - Besides the planned change to the transport axis due to the removal of the Bassin Bridge, the Maastricht municipality is also considering also banning large buses from the city centre in the future. This would mean that the current bus routes 4 (Pottenberg-Caberg) and 7 (Randwyck) will no longer run through the city centre. As an alternative, some neighbourhood organisations have put forward the proposal to use smaller, preferably electric, vans in the city centre. This could create a dedicated "centre line" to still maintain public transport in the part of the centre where lines 4 and 7 disappear. The figure below shows a



Question 27 - Besides the planned change to the transport axis due to the removal of the Bassin Bridge, the municipality is also considering Maastricht also to ban large buses from the city centre in the future. This would mean that the current bus routes 4 (Pottenberg-Caberg) and 7 (Randwyck) will no longer run through the city centre. As an alternative, some neighbourhood organisations have put forward the proposal to use smaller, preferably electric, vans in the city centre. This could create a dedicated "centre line" to provide public transport in the part of the centre where line 4 and 7 disappear anyway to be retained. The image below shows a proposed route for the centre line.

Analysis 28 Comment Provided

Important that the elderly can use public transport from Patersbaan/Abstraat to e.g. hospital. And also that care institutions like Hospice and Lenculenhof are accessible by OV. That key really needs to be there. A few weeks ago I happened to be in Avignon, a completely walled historic city where only morning delivery traffic is possible. After that, only electric small buses. a great idea and very nice for pedestrians. Rest.