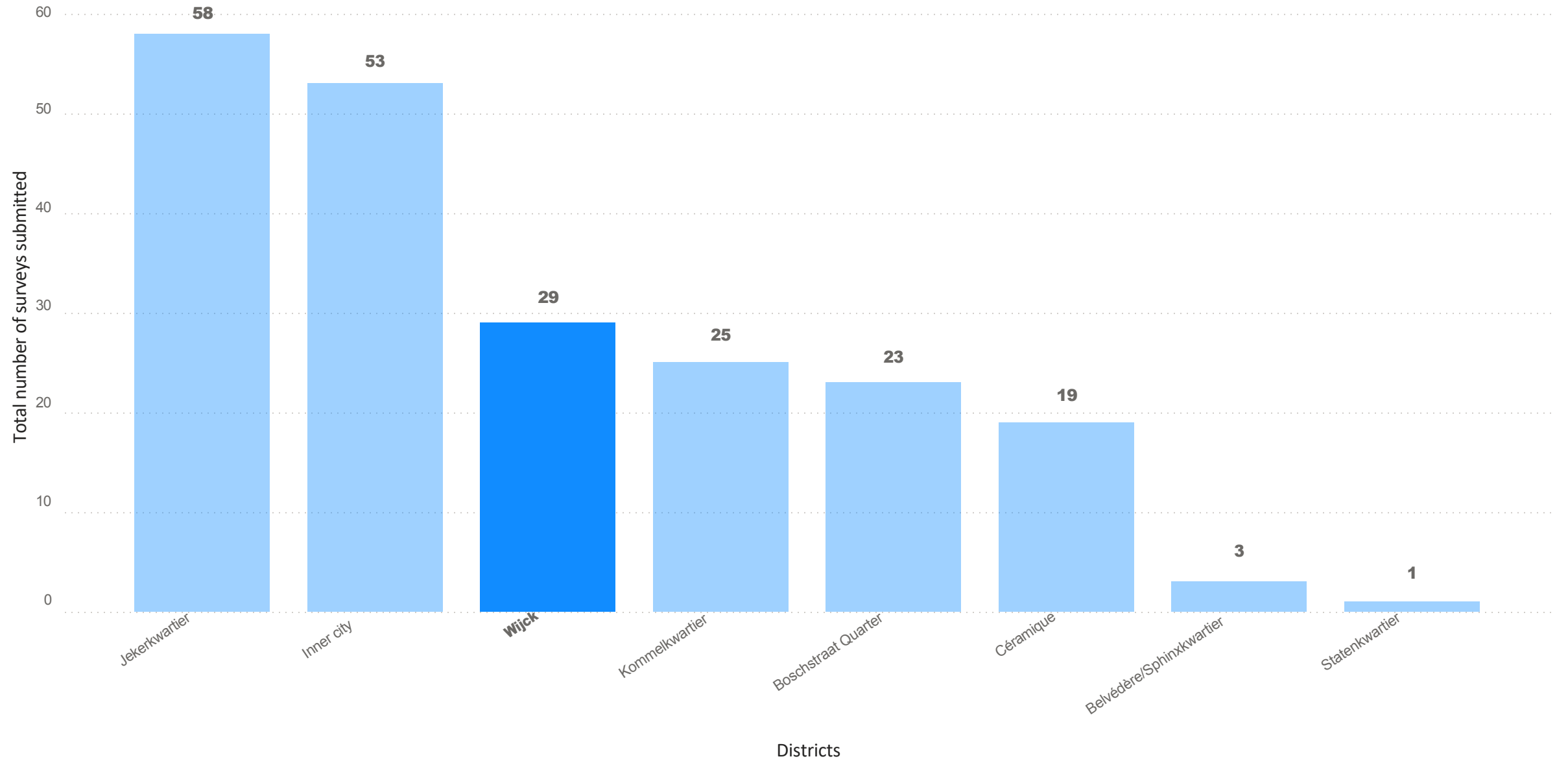
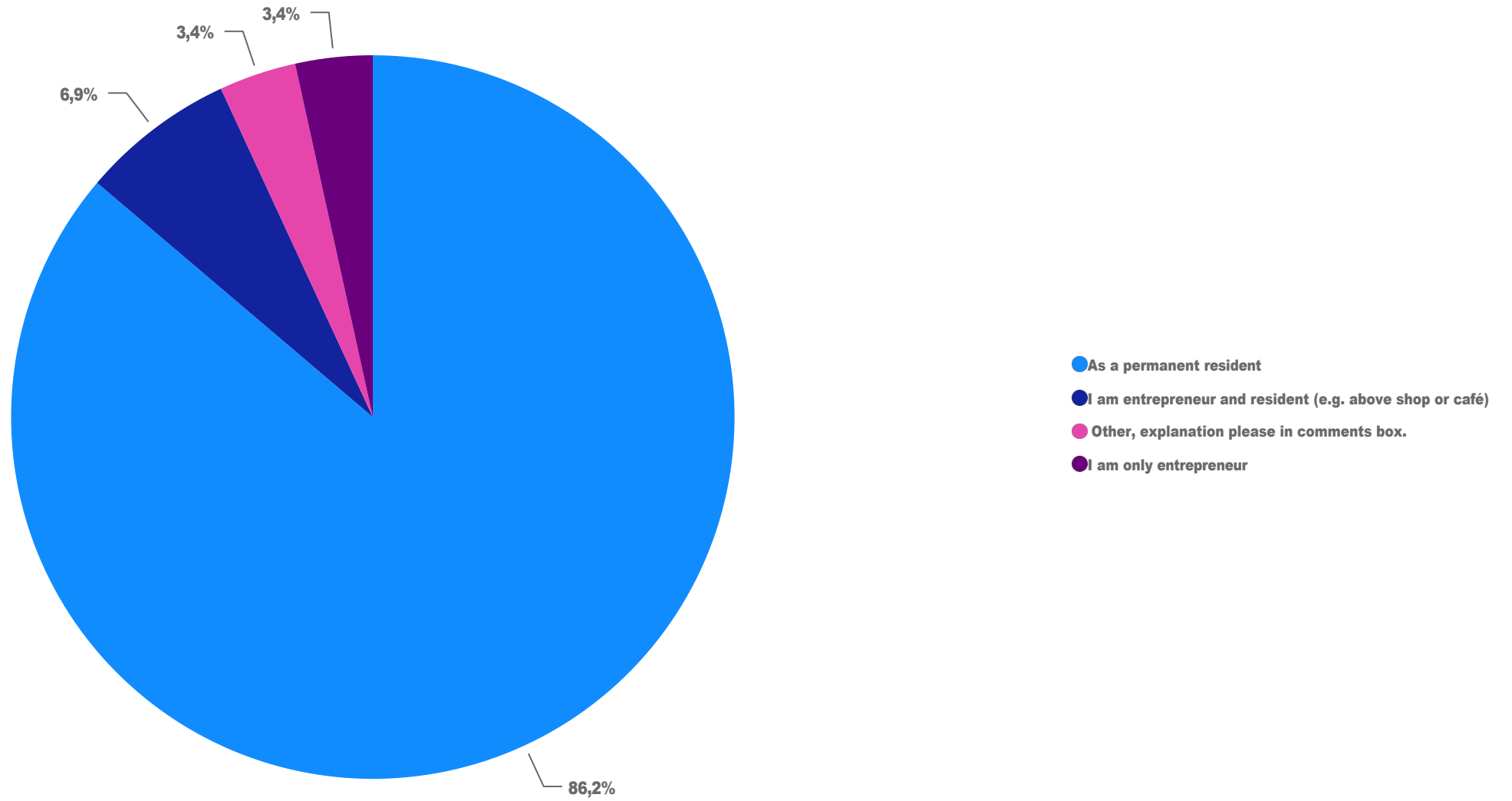


Analysis 1

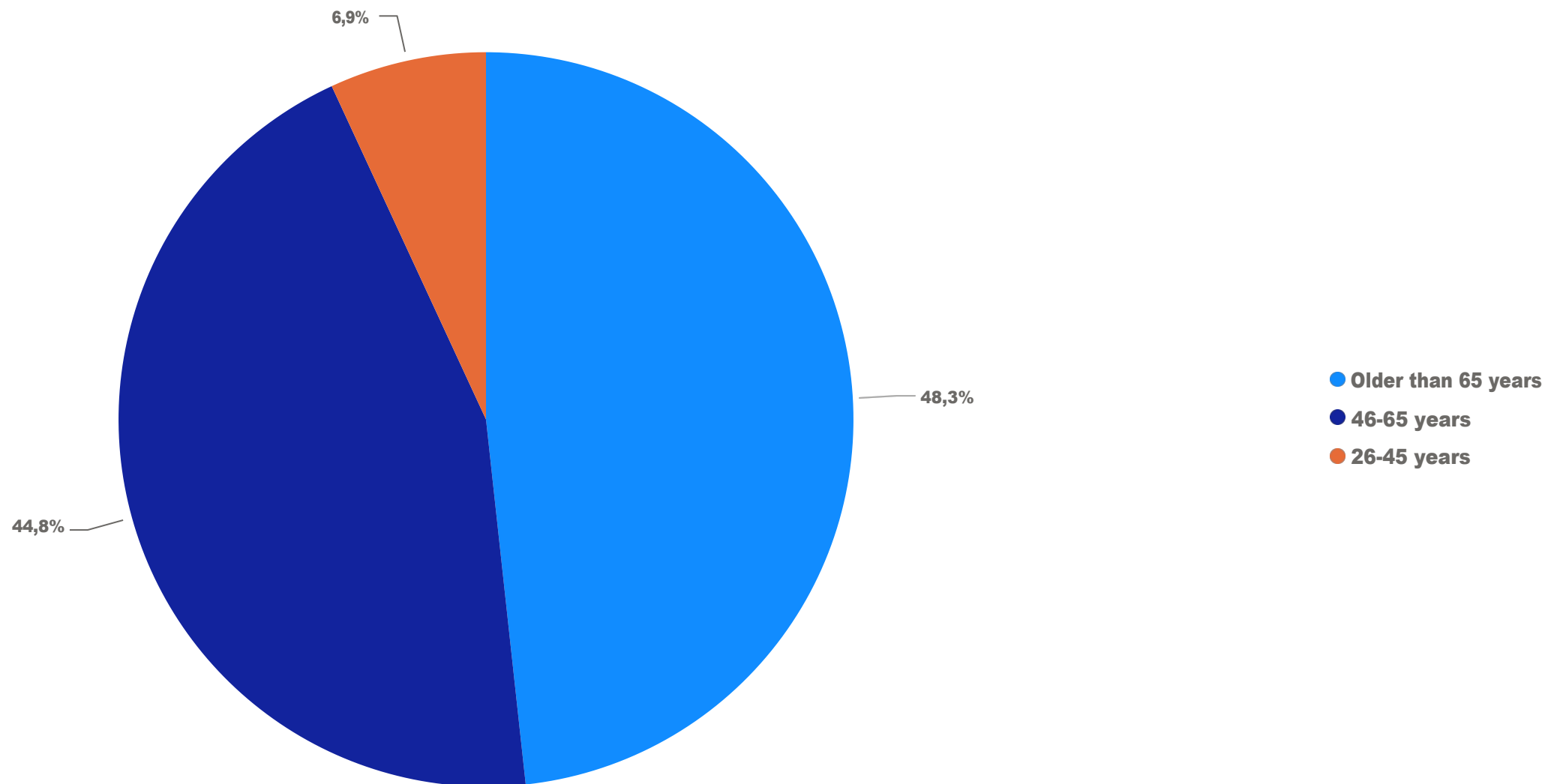
Which neighbourhood within the city centre do you live or work in?



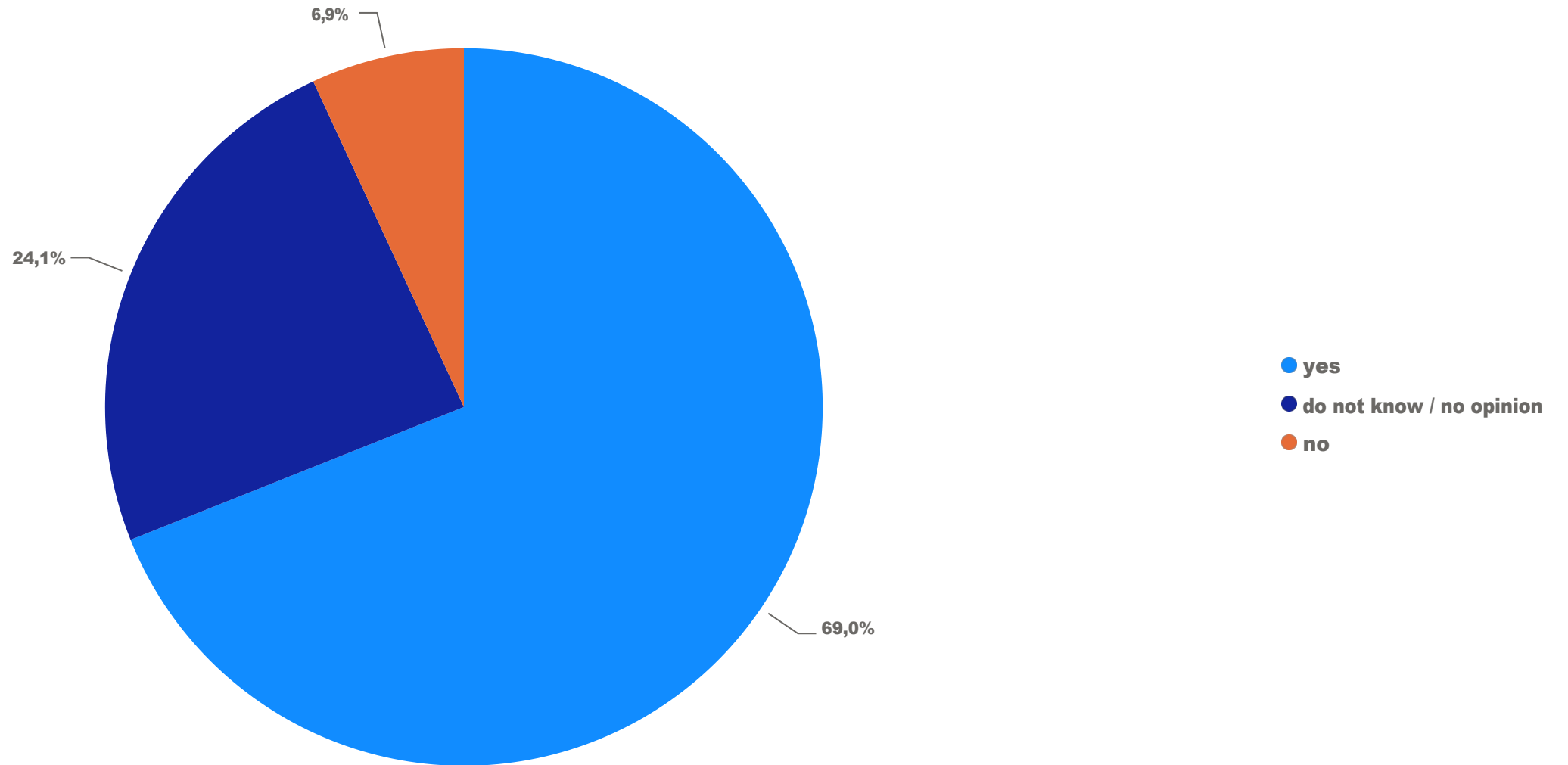
Question 1 - In what capacity do you live and/or stay in the centre?



Question 2 - Which age group applies to you



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



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

Analysis 4 Comment Provided

✓

We do have BPF Wijck, but I doubt that this BPF is representative of all resident groups and improves social cohesion in the neighbourhood.

Entrepreneurs' association "Ondernemend Wyck" is very active.

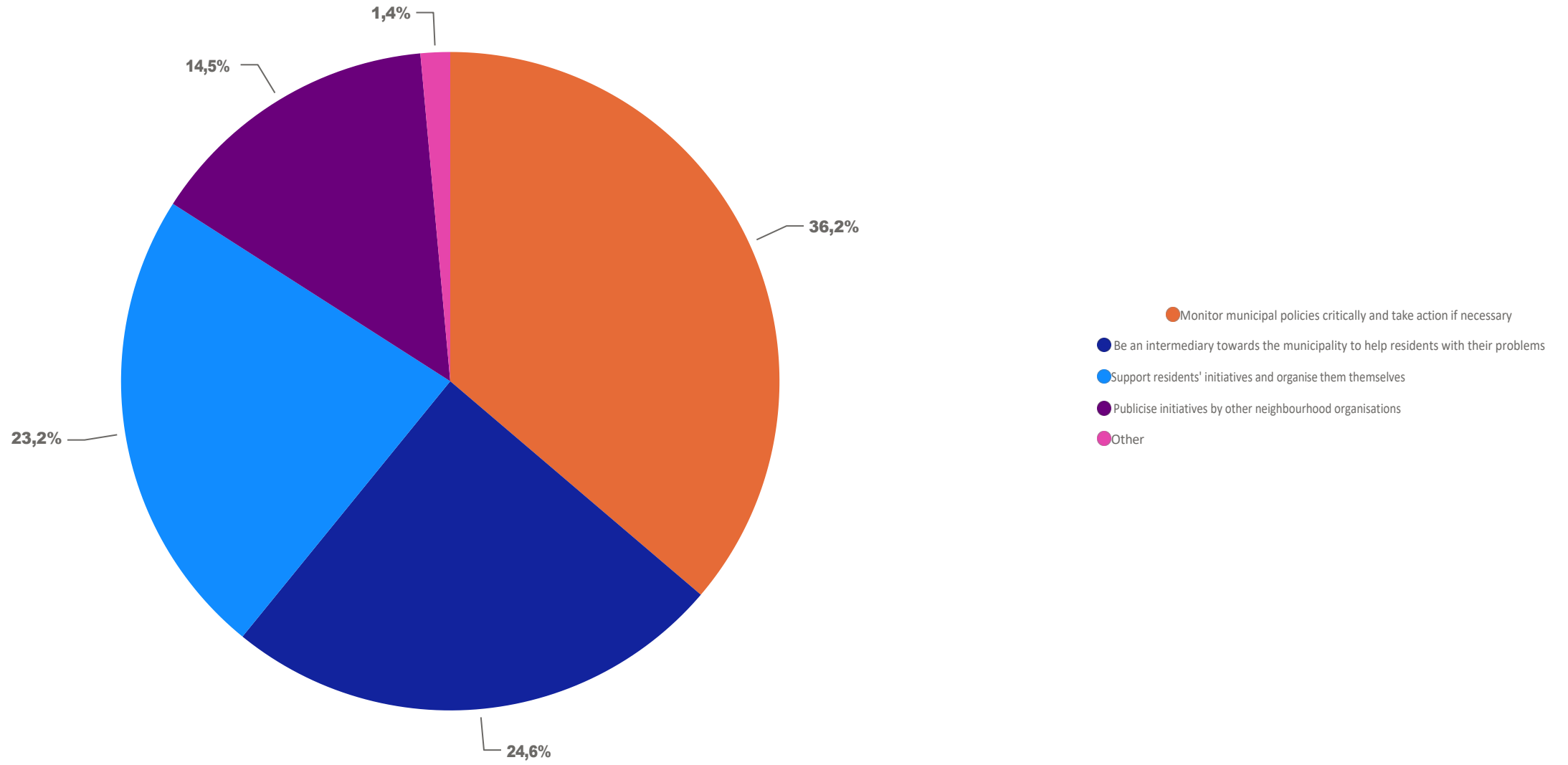
but is only latently present and visible. Not clear what they stand for and how they take input.

however not sufficient: it is active, but hardly tests its opinions ear the municipality with residents. there is no resident contact at group level

subscribed to various newsletters, including this one

neighbourhood council Wyck is not sufficiently visible or active

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



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

Analysis 5 Comment Provided

Improving livability and social cohesion

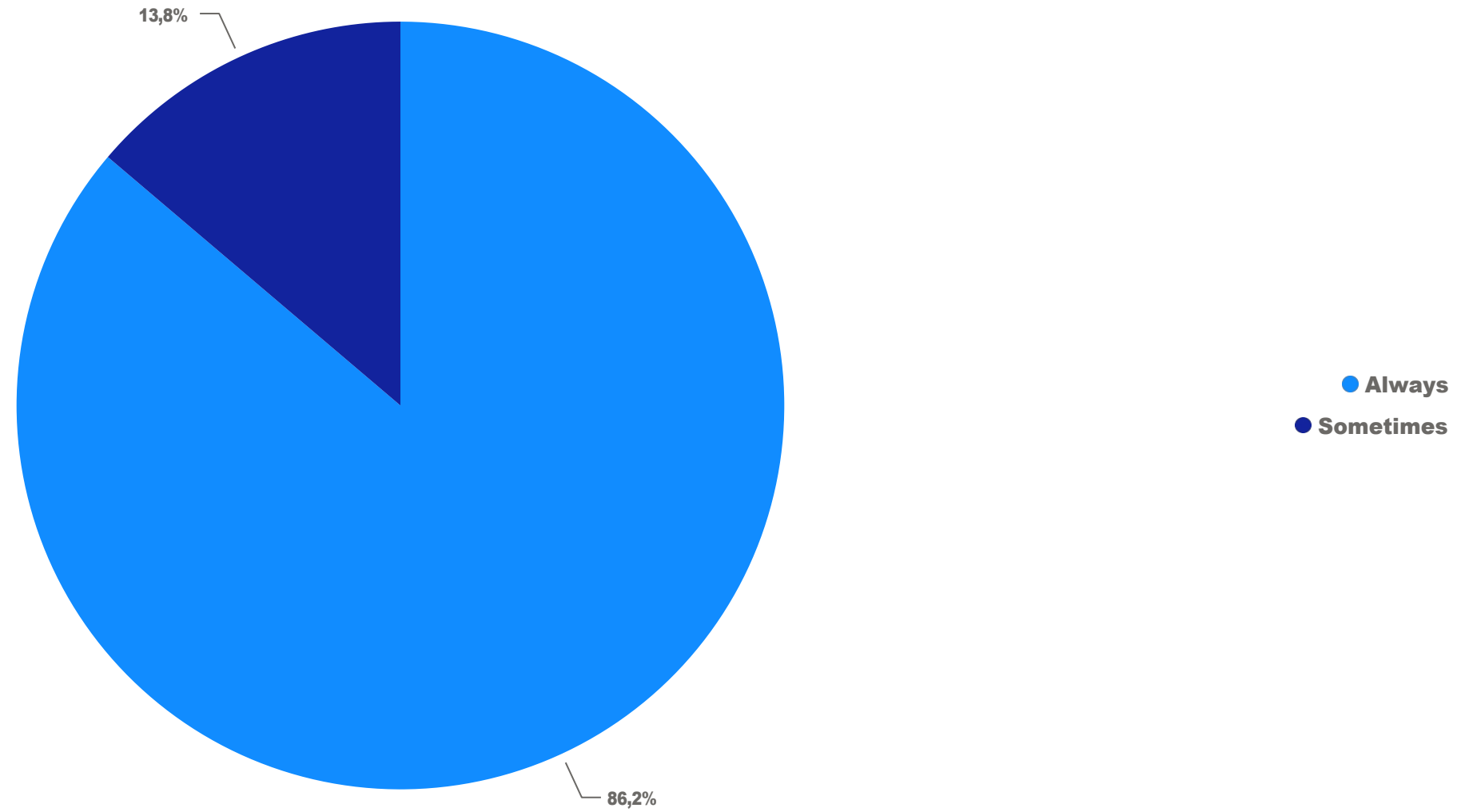
intermediary= the district director

Proactively coming up with proposals to improve liveability in the district.

Identifying neighbourhood-related issues

Liaising in the district between citizens, residents, entrepreneurs and the public sector

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



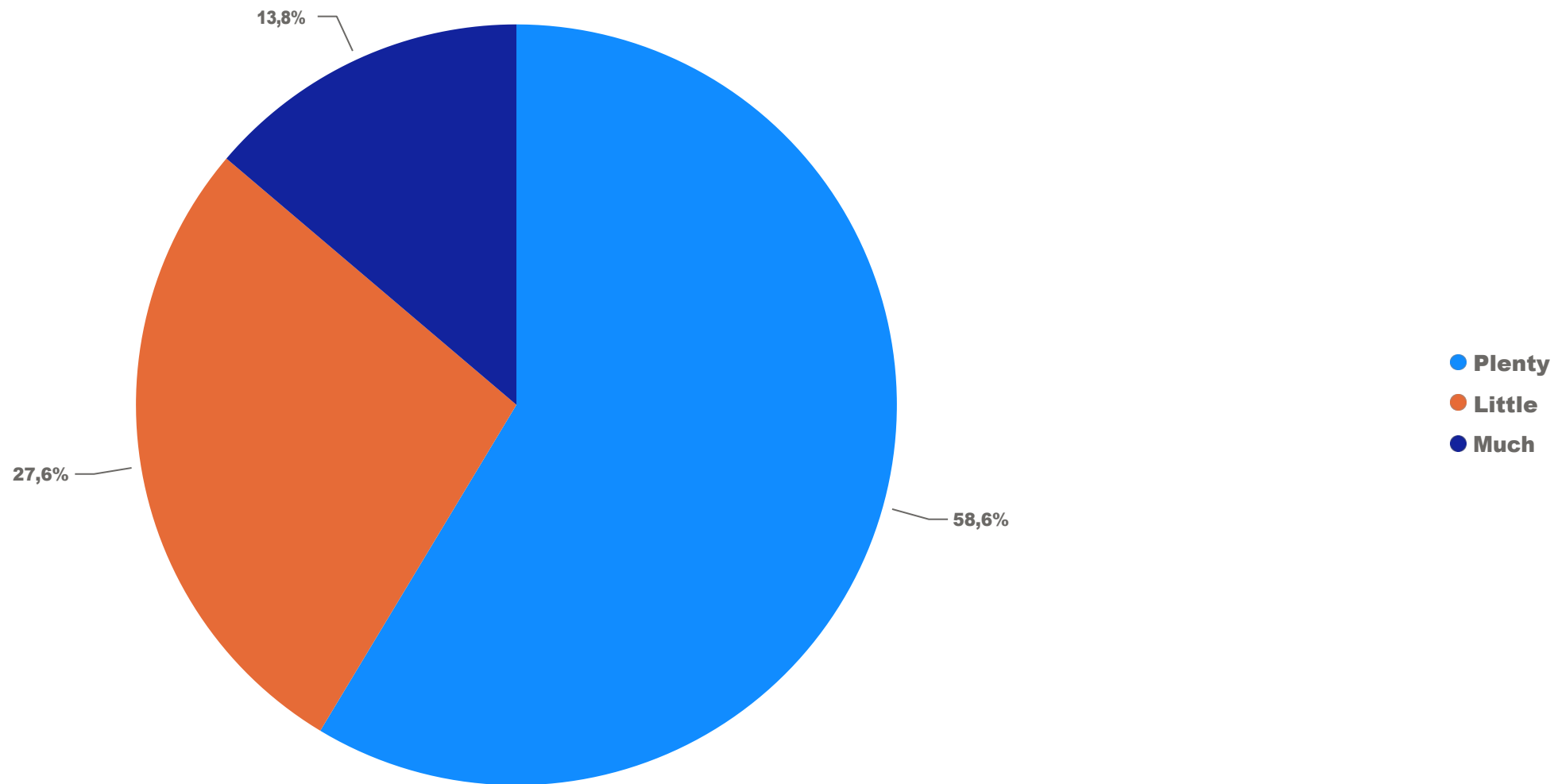
Question 5 - Do you follow your neighbourhood organisation's information through their website, flyer, neighbourhood magazine, newsletter or on social media?

Analysis 6 Comment Provided

I get the newsletter

via newsletters or social media

Question 6 - Do you have friends and acquaintances nearby?



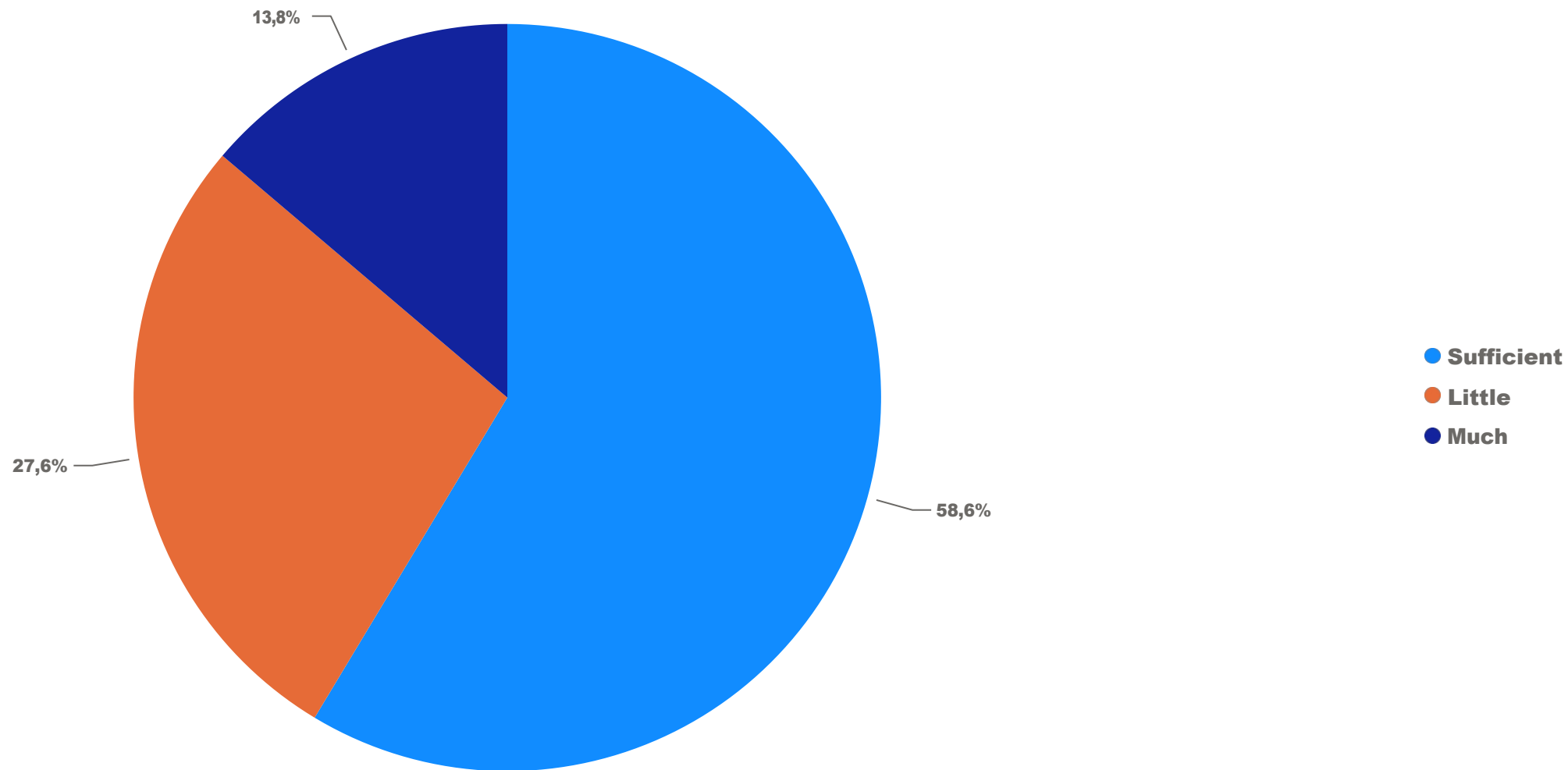
Analysis 7

Question 6 - Do you have friends and acquaintances nearby?

Analysis 7 Comment Provided

Recently moved in.

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



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

Analysis 8 Comment Provided

No need for

Yes, but not in my area, but in Maastricht and beyond

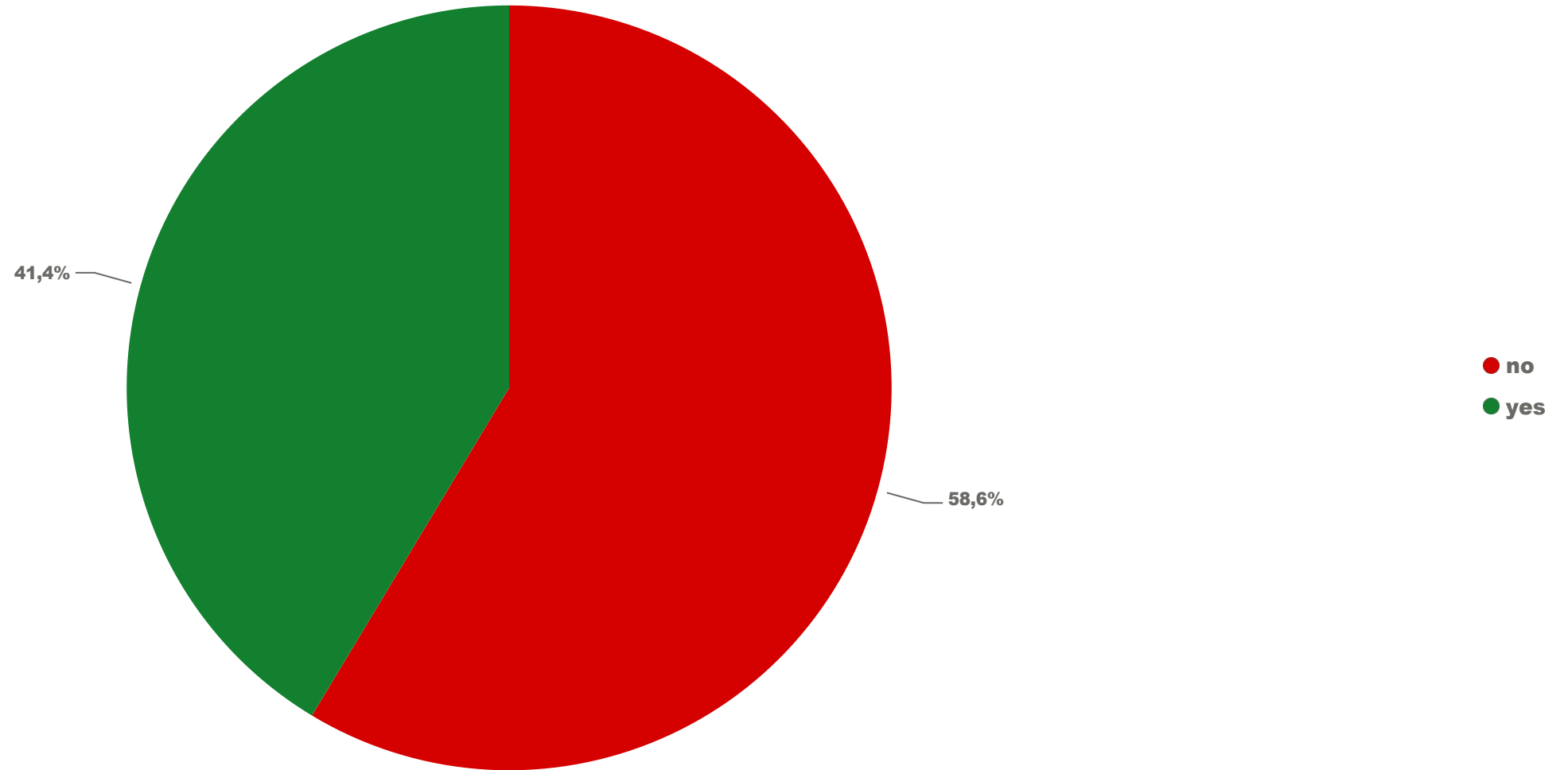
not relevant

N/A

also not needed

question is not clear: do you mean a trustee within the municipality or a third party?

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 comment box below

Analysis 9 Comment Provided



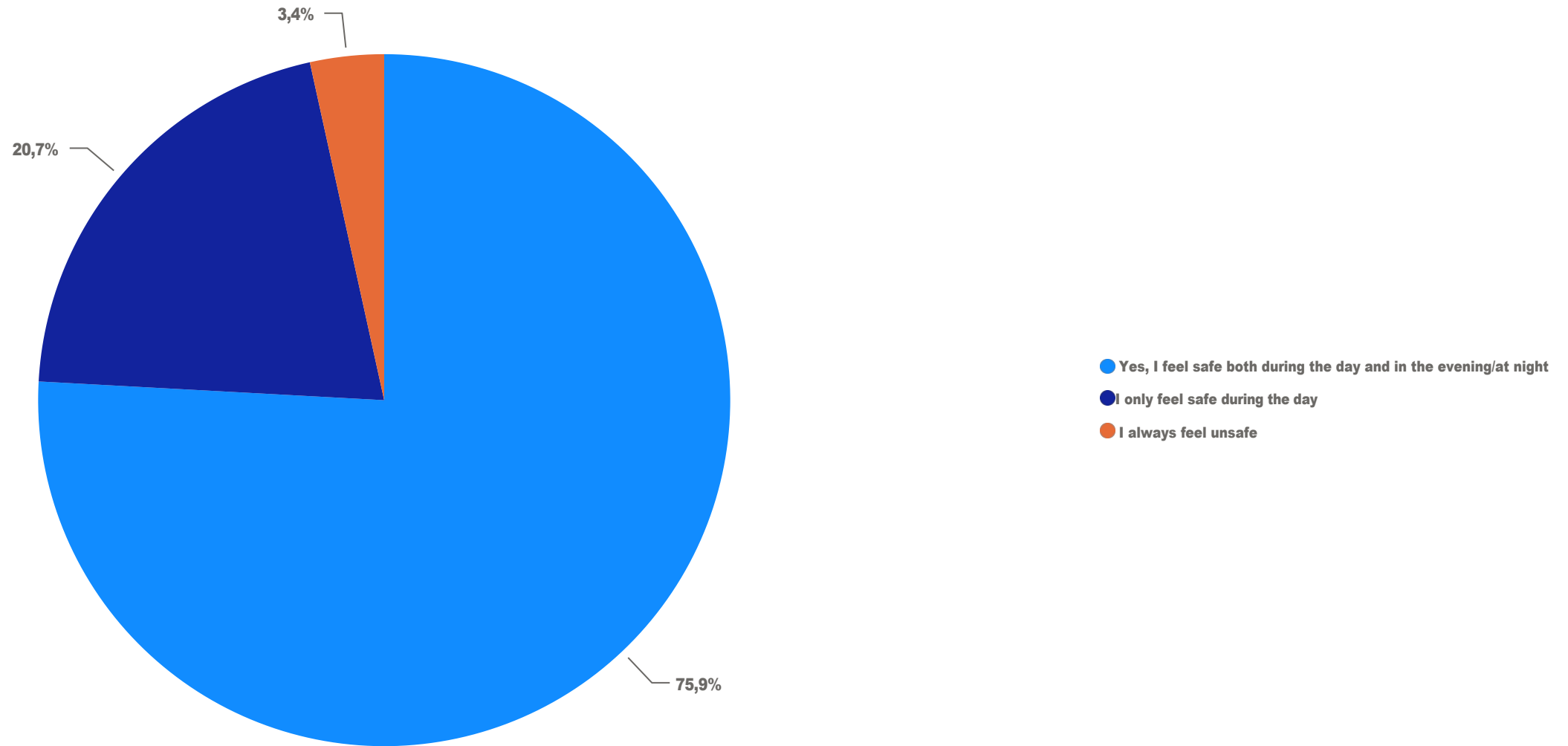
Am not always in Wyck, live partly elsewhere

I already do

I already do, as a board member of "Entrepreneurial Wyck"

I want to be active in volunteering.

Question 9 - Do you feel safe in your neighbourhood?



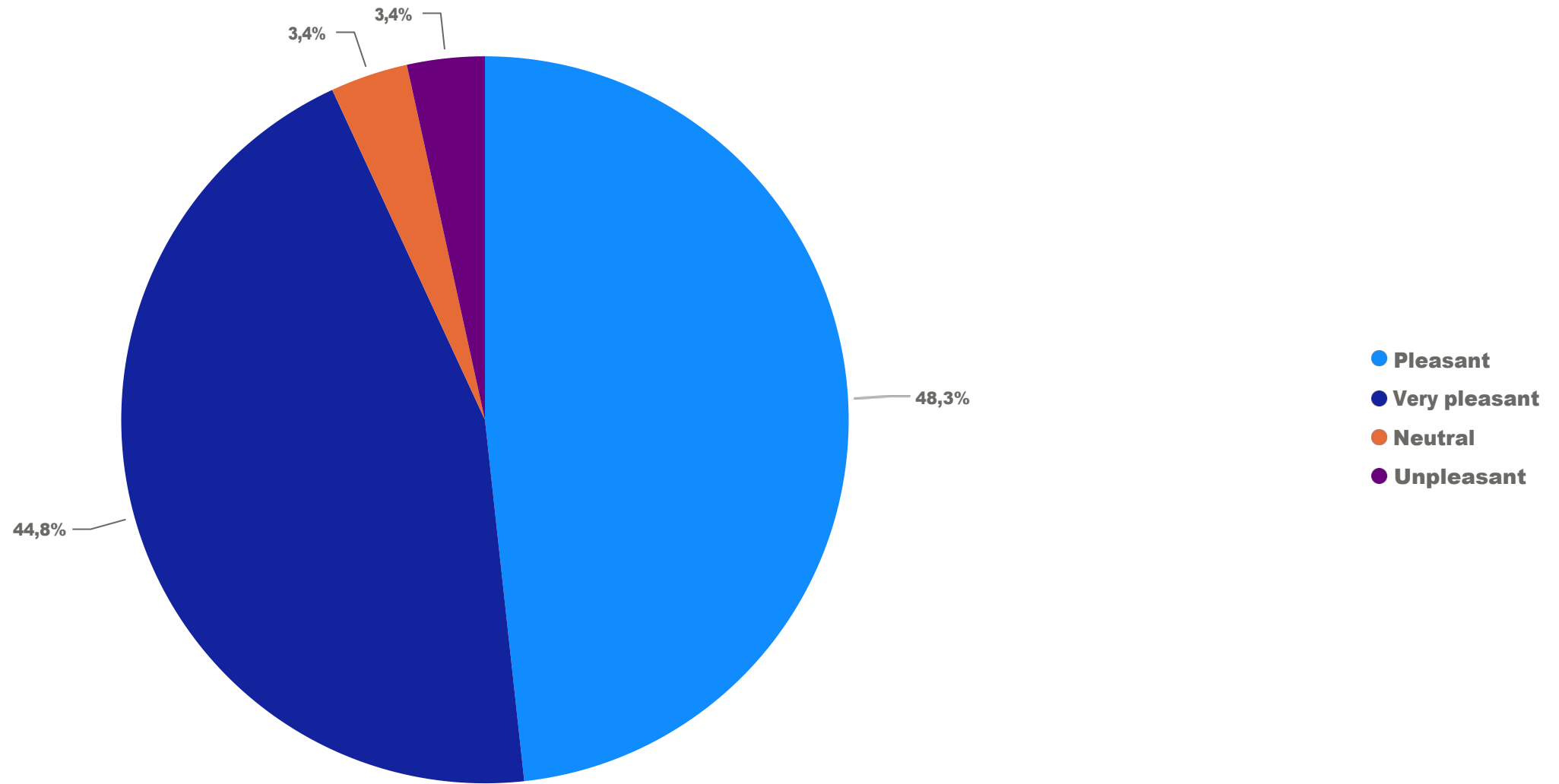
Question 9 - Do you feel safe in your neighbourhood?

Analysis 10 Comment Provided

This due to physical disabilities

many drug visitors

Question 10 - At the beginning of the survey, you indicated the neighbourhood you live in. What do you think of your living environment/neighbourhood?



Question 10 - In 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

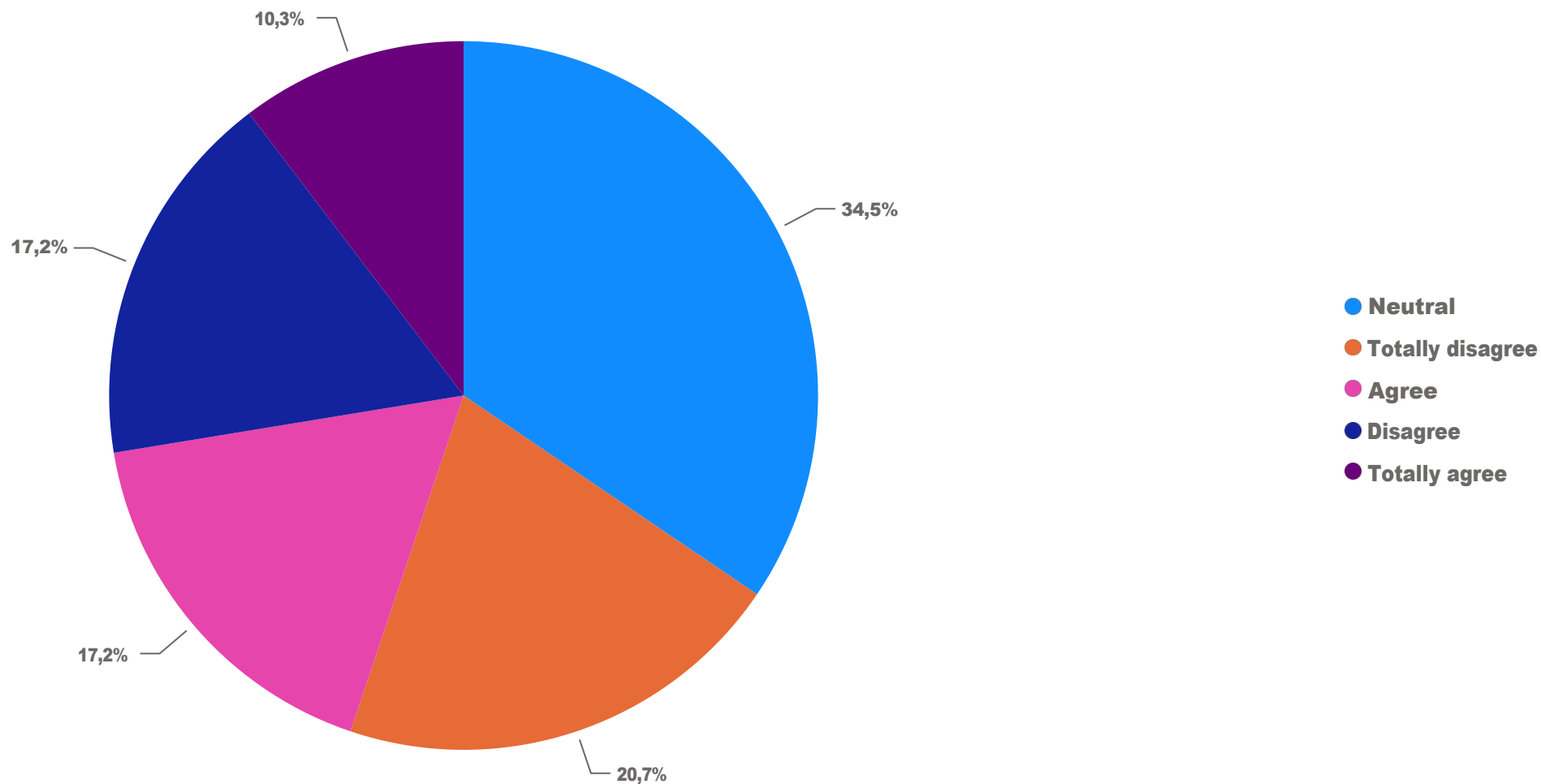


everything around the corner, fantastic. sometimes some nuisance parking coffee shops parking half in front of the entrance to the car park.

Outside the busy tourist season

could be more greenery. and buses can get out

Question 11 - Also in the city centre, since the beginning of 2024, a street maximum for eviction/pledging of 20% applies 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?

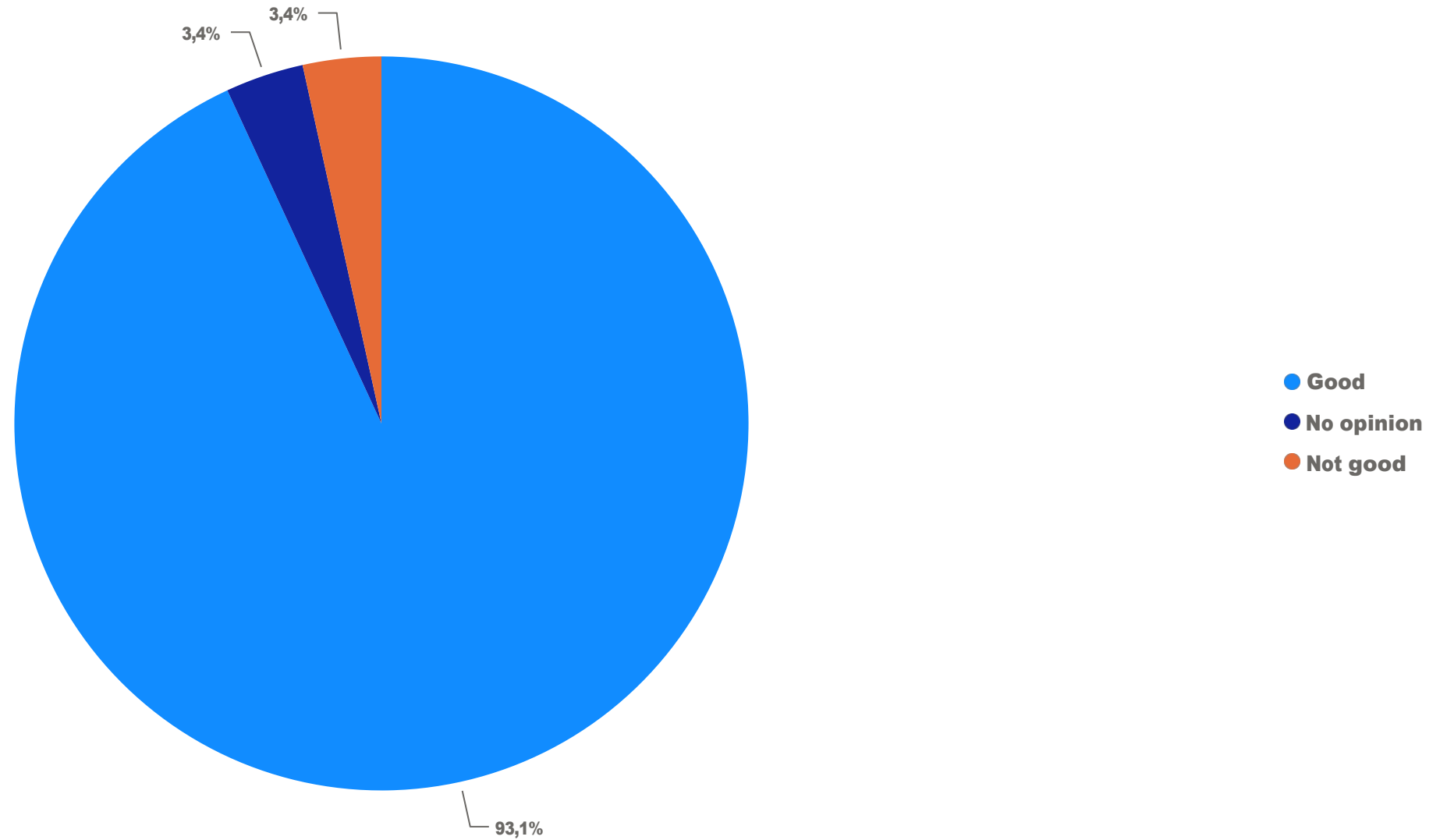


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Analysis 12 Comment Provided

[v](#)

Question 12 - The municipality wants to make the city centre a zone where cars are guests (drivers have to take cyclists into account and are allowed to drive at a maximum speed of 30 km/h). What do you think of this measure?



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?

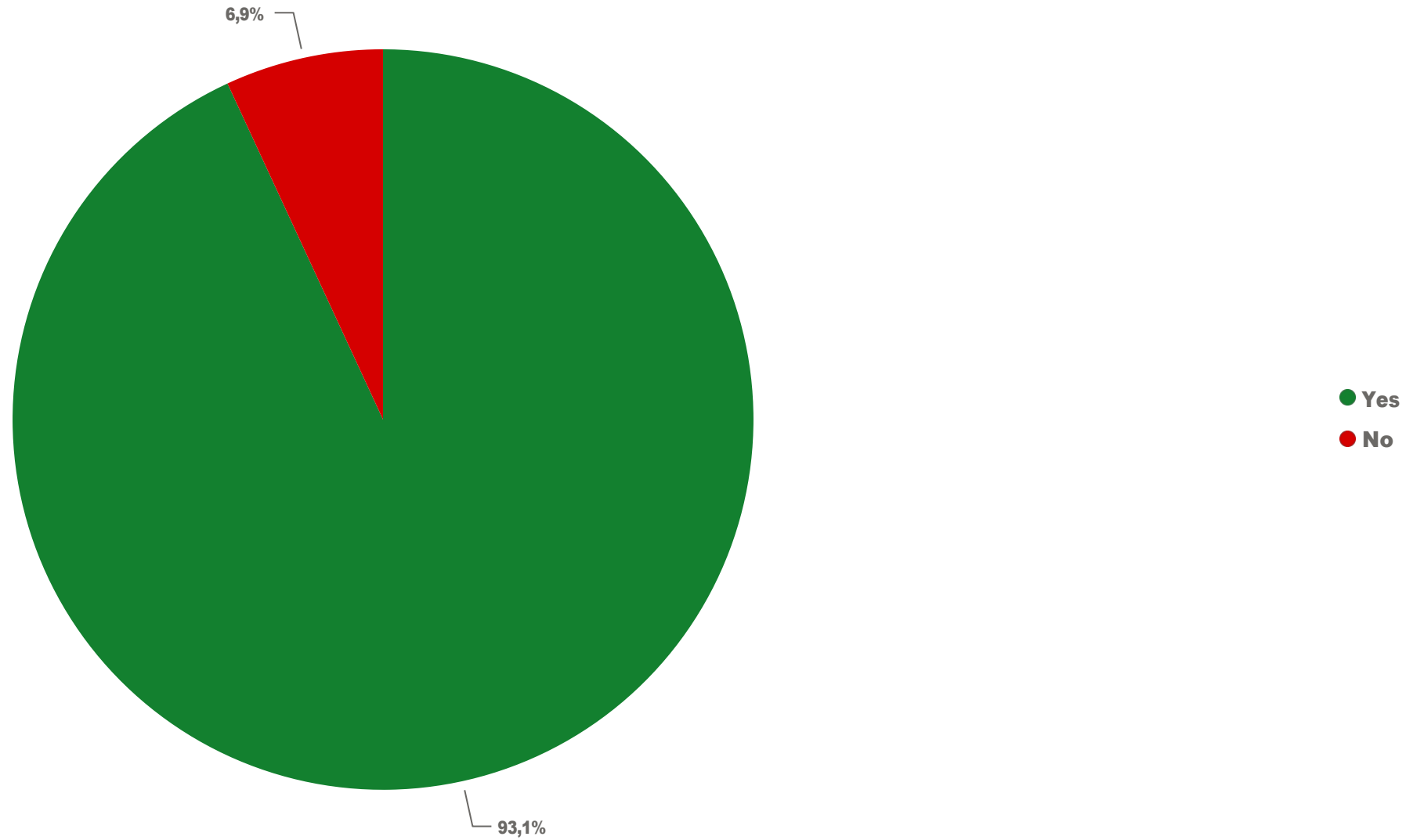
Analysis 13 Comment Provided

Additional measures: downtown parking for residents only.

then bikes should also get out. it's either pedestrian (and that's big enough) or combi of all modes excl. trucks. London is a good example

Great plan, mostly you can't drive faster because of double parked cars etc. So those 5 seconds longer on the road do not outweigh the safety, for both road users.

Question 13 - Should action be taken against people parking their bikes, motorbikes, scooters or cars outside the official parking spaces in the city 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

however, only, once there are enough stalls....

And with slumming alleviate to hen of bike parking in house

Action must be taken against people who obstruct traffic in a nuisance manner, both od the road and on the pavement. There is no need to crusade against every bike parked. However, additional facilities for single bicycles are necessary.

Bicycle sheds are a big draw for cyclists, they are cancerous tumours, and the municipality is providing metasis for metastasis of even more bicycle sheds along the roads. Underground with this.

Is an eyesore to me, sometimes have to walk on the street due to will parking and awkward parking of bikes.

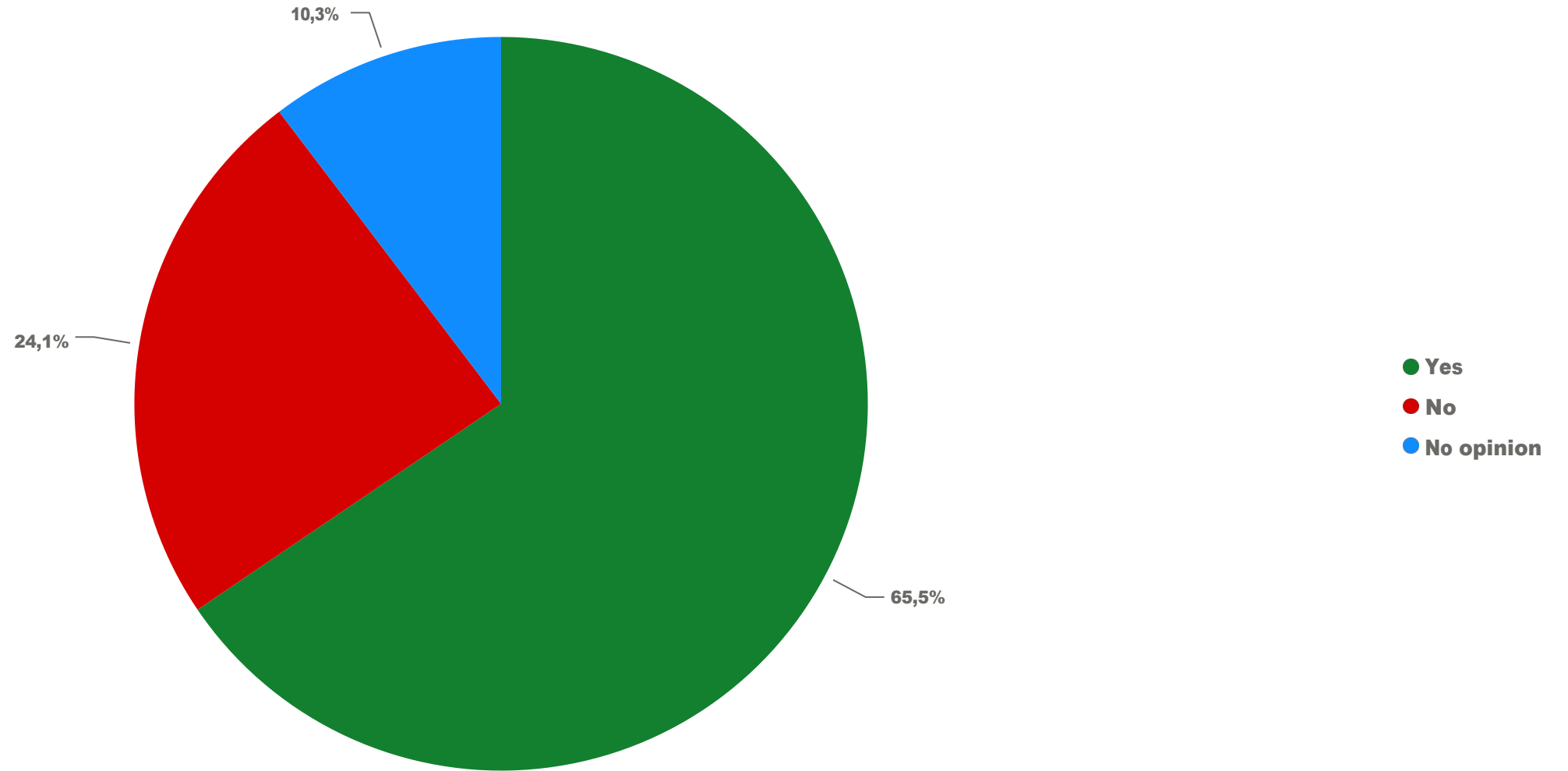
You have to walk as a pedestrian in Wijck on the street so many bikes block the street.

but not against bicycles

Provided sufficient stable space is created.

Very much so, away with all those bikes !!!

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



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

Analysis 15 Comment Provided

only for residents eg in the existing car parks; guests park outside the centre.

Already there are sometimes too few combination spaces in WYck.

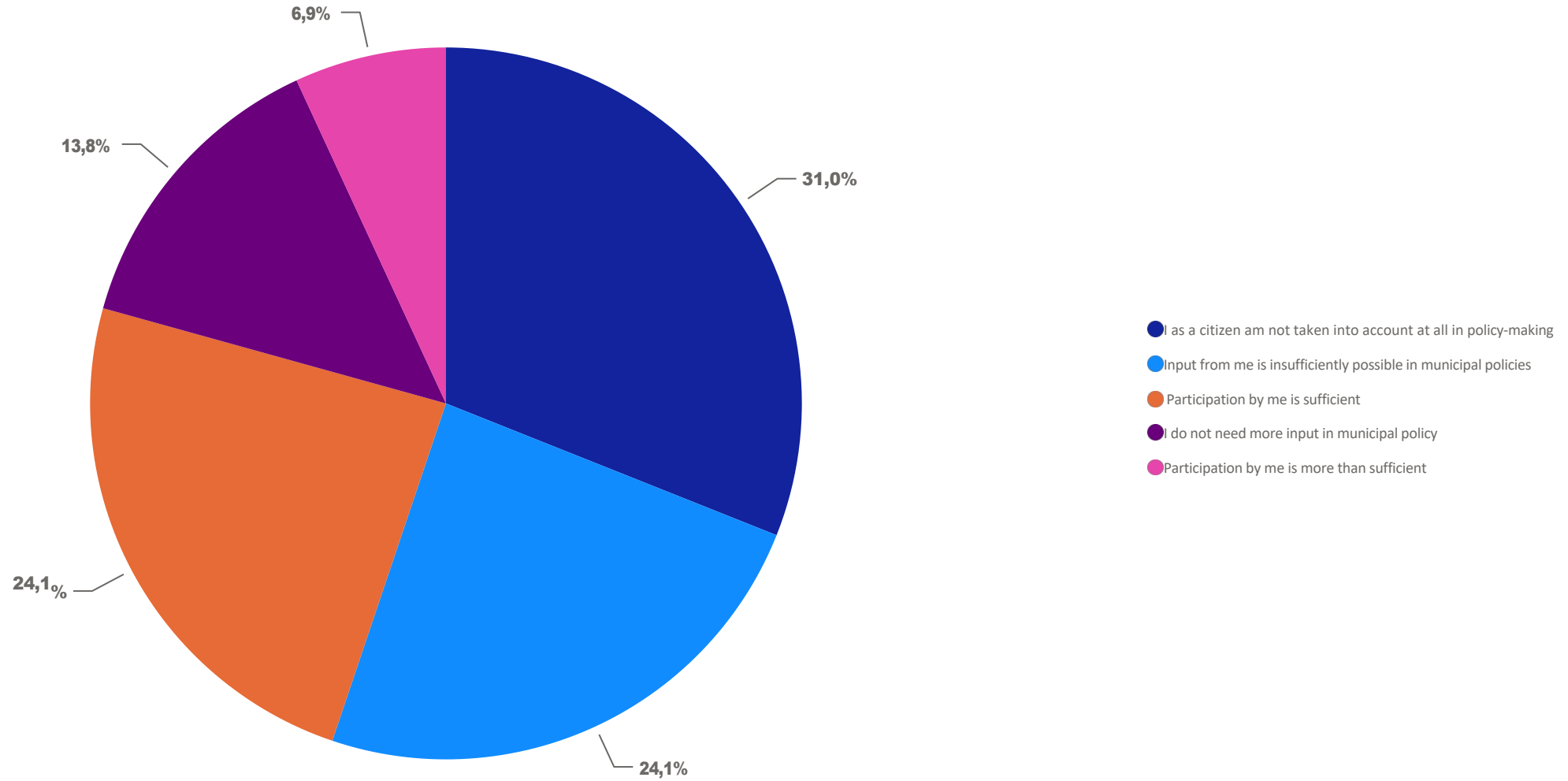
Bicycles should not be placed against the facade, but there is currently insufficient alternative. The more parking, the greater the nuisance!

Yes, provided these locations are suitable for this, agree with residents.

Provided under ground in new-build projects

Not for cars, but for bikes.

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

The way current form of participation, does not lead to participation

The question is whether this "participation" is more for the "show" or whether people are actually listening!

There is too much ambiguity about projects going on and it is officials who determine and weigh the content. Without taking into account the interests of the citizens who actually live there. people think from an ideal image and social engineering instead of in realistic goals.

There are plenty of opportunities to participate; I also contributed a lot. Only 'flat' reports are made. No analyses and conclusions + advice are derived from them as feedback to policy. I never see how input has led to what policy (proposal).

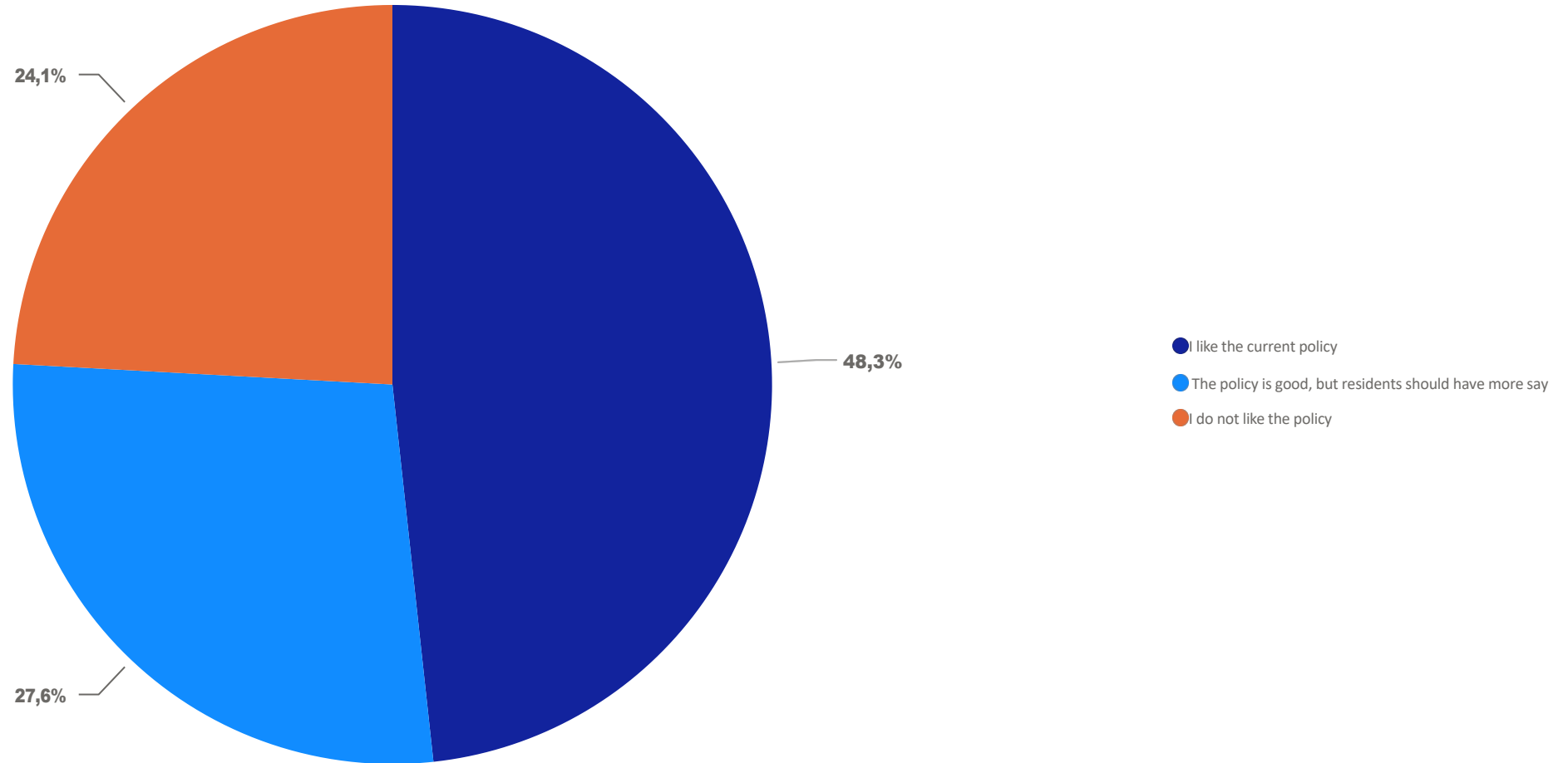
After a long and intensified involvement, have given up: I don't/barely exist as a citizen for the municipality; LEVE the entrepreneur!

You bring all sorts of things suggested by citizens but the municipality does nothing with it

Depends on your own initiative. Recently passed on a tip via form to the municipality. I think there are plenty of opportunities.

Just moved in, can hardly judge (in)sufficient participation opportunities at the moment.

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

Of course, this does not apply to all issues.

With so many events, it is no longer fun for a resident to go into town on weekends. But this is also true in general because of extreme tourism. I even shift my part-time day because of it!

As far as I'm concerned, more events could be organised. I would also like to have a say in this.

Events are the crutch for the economy, you can't have enough of them. Too bad that a small number of residents around the Vrijthof, are (allowed to) frustrate the programming...

No experience with it

Noise pollution from activities along and on the Meuse(parties on canal boats) who is responsible?

Startled yesterday by the maddening crowds on the streets because of Magisch Maastricht.

The concert in St.Janskerk on 30-11 was constantly rudely disrupted by MM's fairground noises.

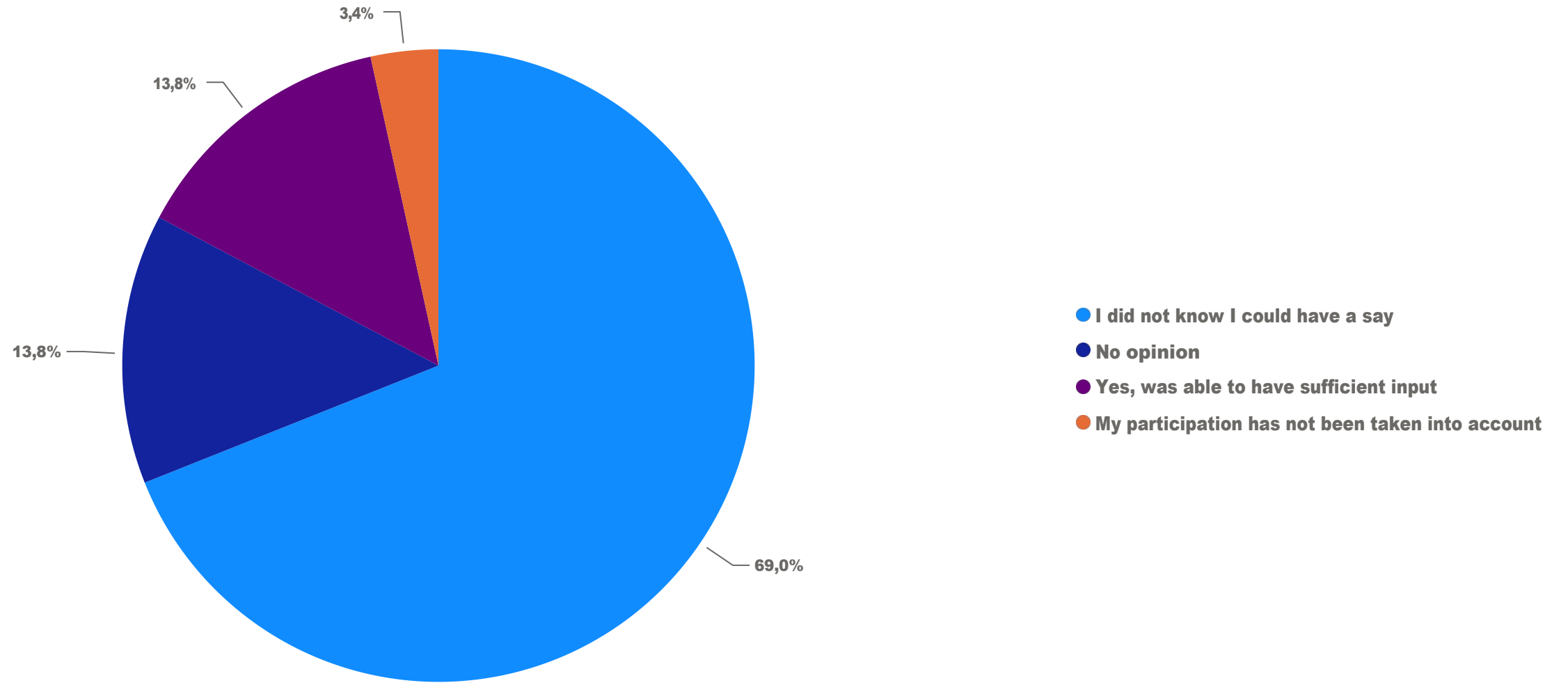
The policy is good though, information provision could be better

It is becoming too much. Examples are cities already overrun at home and abroad by tourists. A selective policy and focus on target groups is needed.

I think the centre is now too overloaded with events. This is unpleasant for residents and I hear more and more that Maastricht people don't like going into the centre anymore....

Suspect it's good, communication with residents I don't know!

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



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

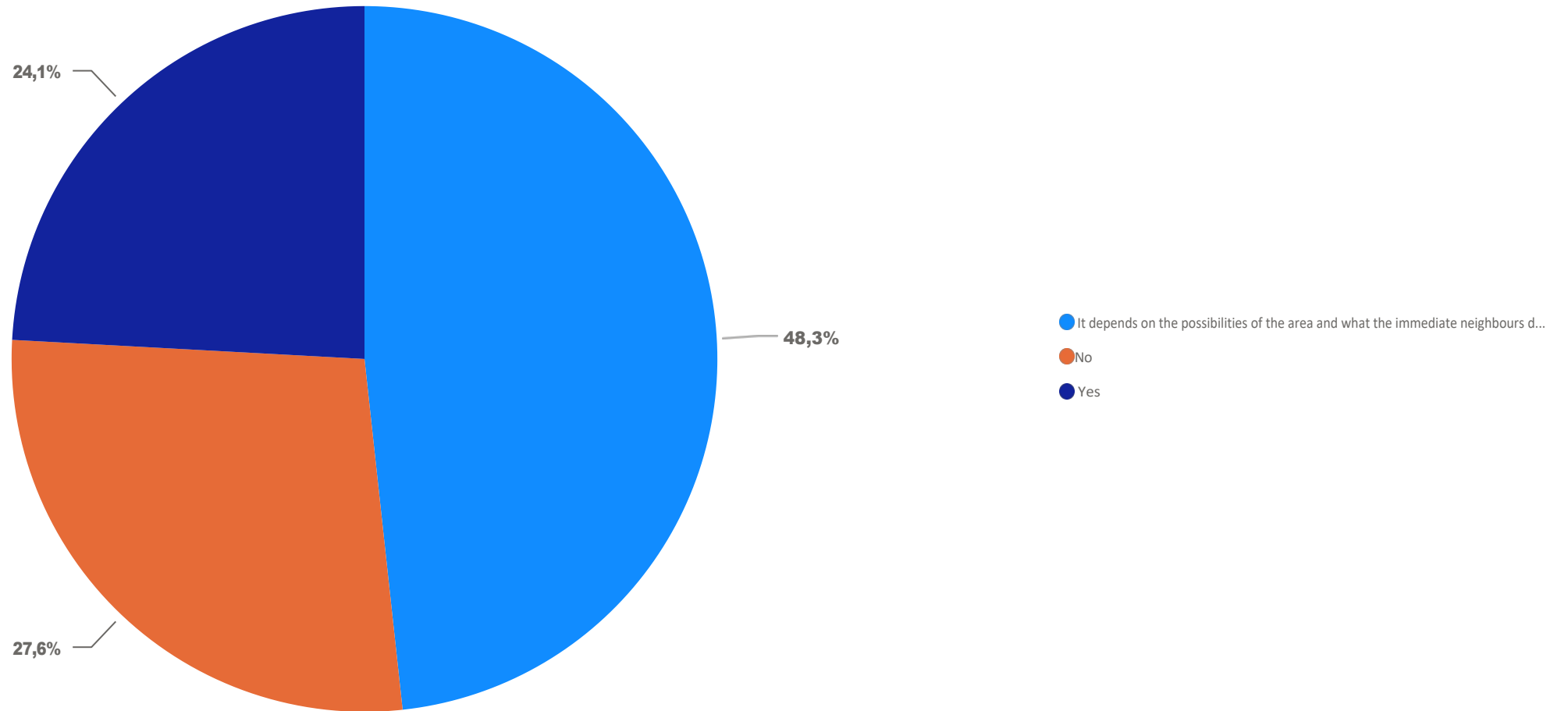
Analysis 18 Comment Provided

As a former member vaan Neighbourhood Balance

That policy is tailored to the real city centre and not the areas around it

I have a strong impression that far fewer events are being organised than a few years ago, which I think is a shame.

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



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

Analysis 19 Comment Provided

+ Of overcrowding in the city centre. More and more premises that are becoming vacant are becoming catering establishments, I have the impression. Maastricht should not become a snack city....

And passage of cyclists and pedestrians

The policy is not always clear to me

It is important that people with wheelchairs and/or prams can use the top. But the policy is not always unambiguous, there is arbitrariness.

The ice cream shop on Wijcker Brugstraat is not allowed to put benches for people to eat their ice cream quietly, while there is plenty of space for pedestrians with and without prams, while the terraces on Stationsstraat take up the entire pavement.

Undersigned is not a party here, that this is clear

It is not up to the hospitality businesses but thoughtful municipal hospitality policy.

It must also remain a liveable and lively city and not just a tourist attraction. In the city centre it is fine (e.g. Vrijthof) to really increase those terraces

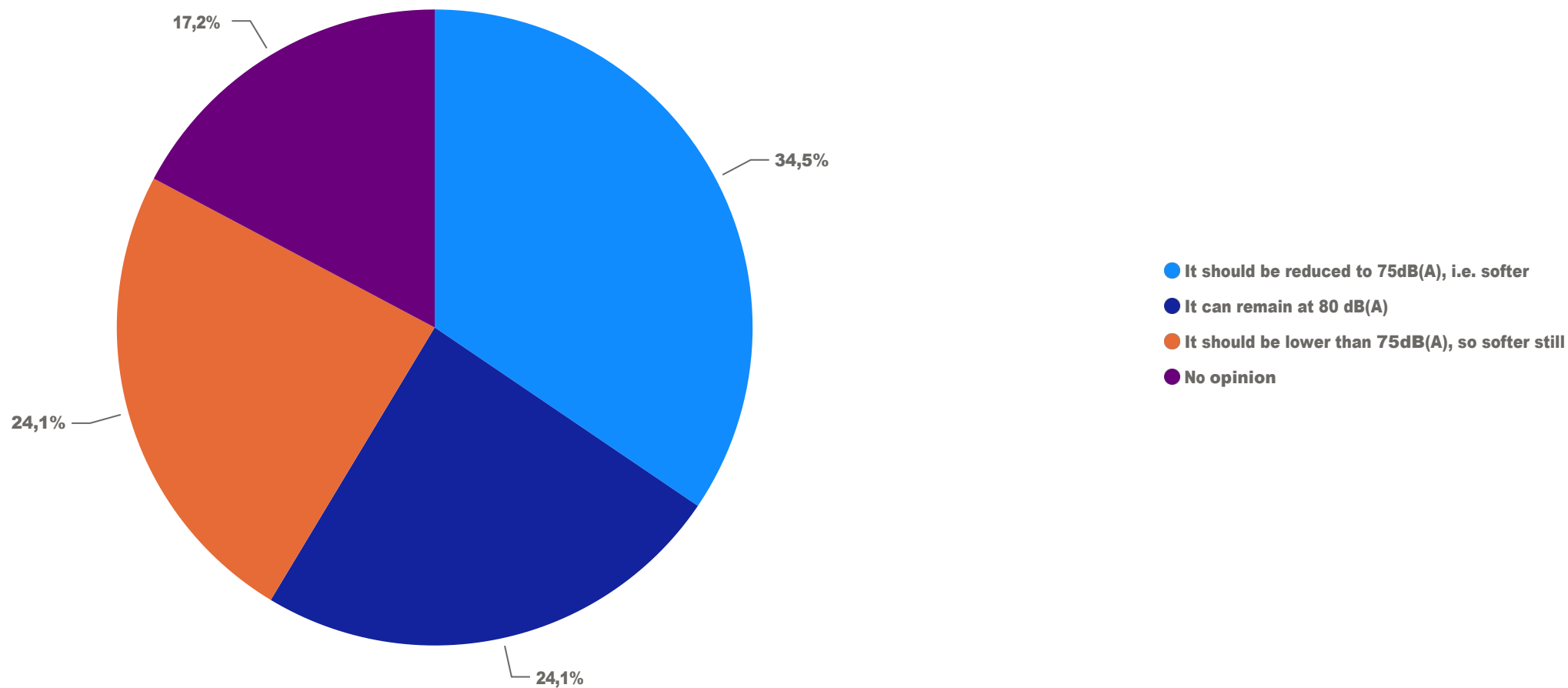
Maastricht already has large terraces. There should be a policy that allows smaller intimate terraces with charm and not more and bigger ones.

Maastricht is increasingly becoming a Disneyland

Maintaining terraces where there was normally loading/unloading is irritating.

I have to endure the roaring trucks with air conditioning on every day.

Question 19 - Clarification: dB(A) is the unit in which the strength of noise is represented in the vast majority of cases. Derived from the ordinary decibel, dB(A) 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. Derived from the ordinary decibel, dB(A) 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

And be enforced!!!

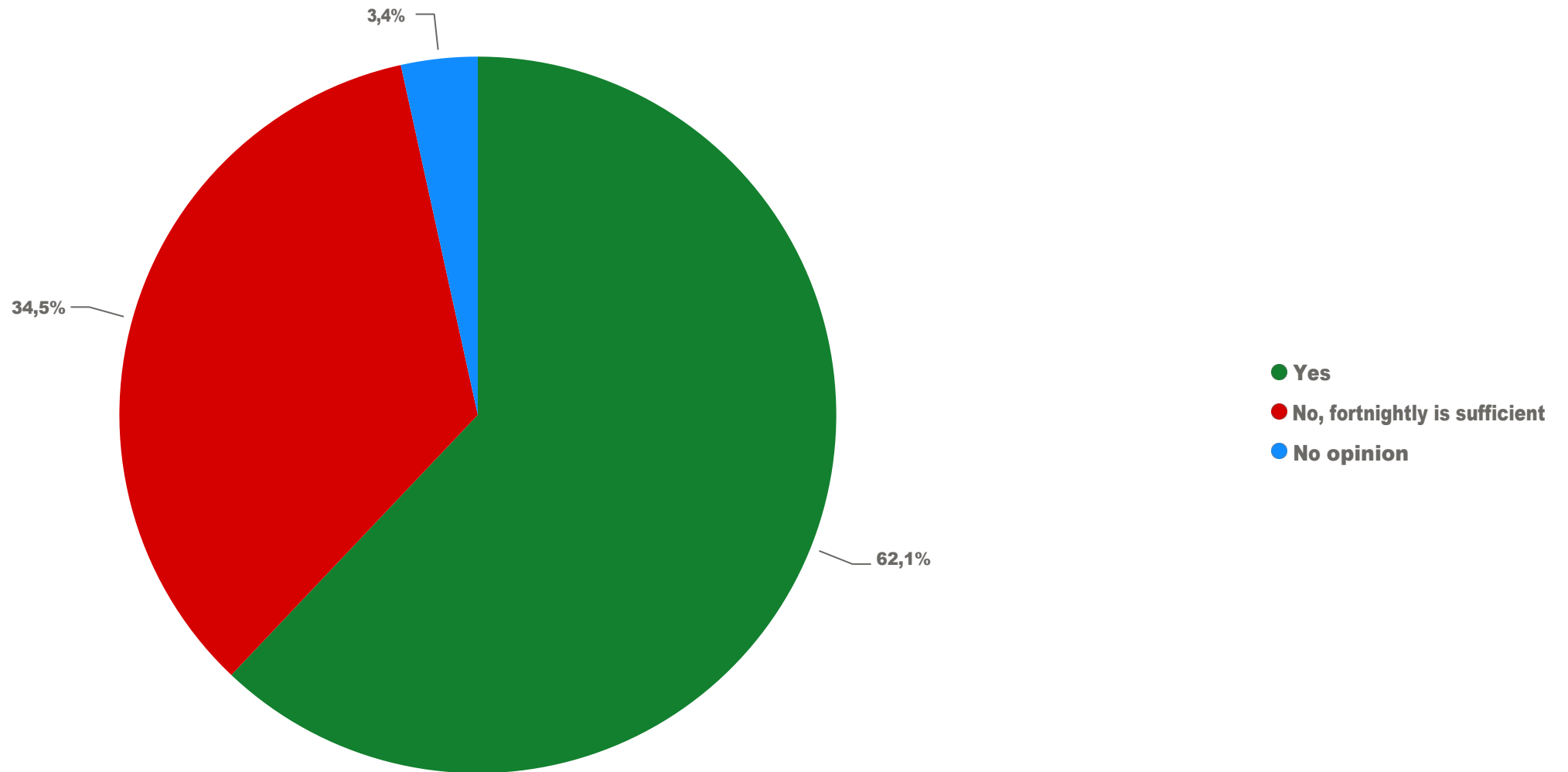
I do not experience noise nuisance in Wyck.

I rarely experience noise nuisance and believe we should show a little tolerance towards each other.

Insufficient knowledge about the issue

because of health; 80 dB is already the harmful limit.

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 remains fortnightly; 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 GFT, residual bags and waste paper. However, 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?

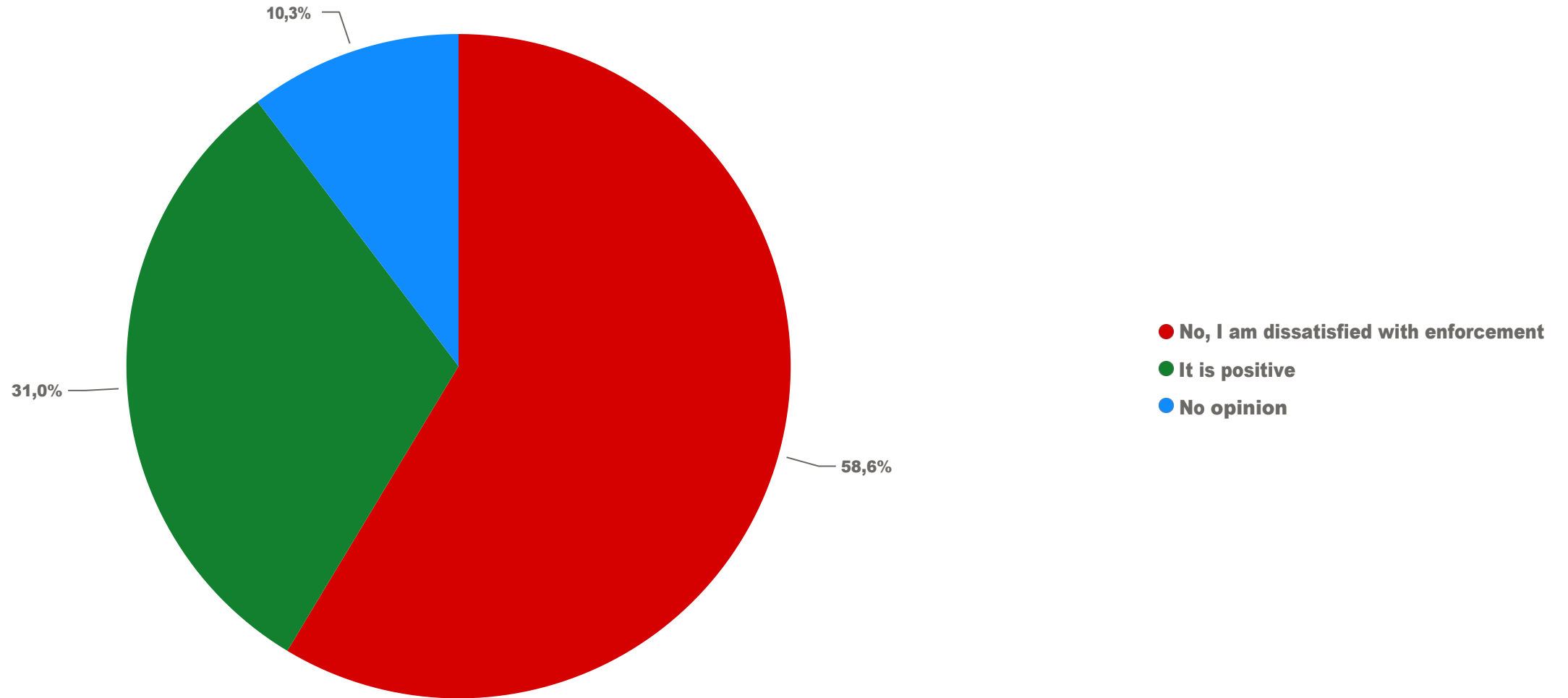
Analysis 21 Comment Provided

Better abolish residual bag system and switch to so-called oracs combined with expansion of environmental platforms.

Due to people making mistakes, it is now always messy on the streets.....

However (all) questions raised also includes the component what cost does it entail for the budget and residents and also in the suburbs!

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



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

Analysis 22 Comment Provided

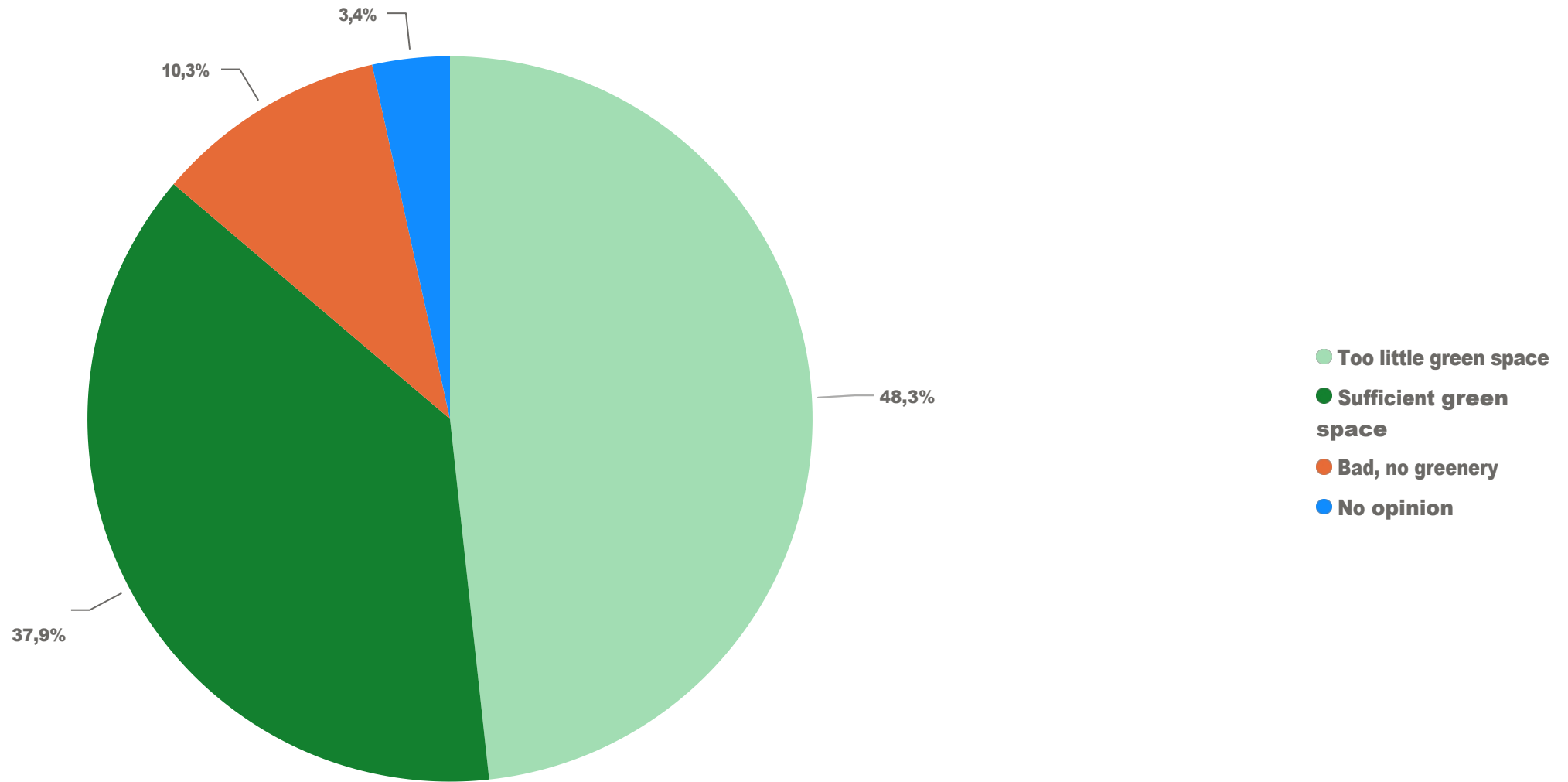
If (new) decision-making leads to (additional) enforcement that cannot be realised, then don't take this decision!

However, this is not because of the enforcers, but because of the shortage of enforcers.

There is simply no enforcement. aka on wrong-way parking

Enforcement does get deployed too much where it is not needed; outlying area.

Question 22 - How is green space in your neighbourhood?



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

Analysis 23 Comment Provided

Only weeds 1 metre high

The 2 trees cut down in Wycker Grachtstraat have still not been replaced

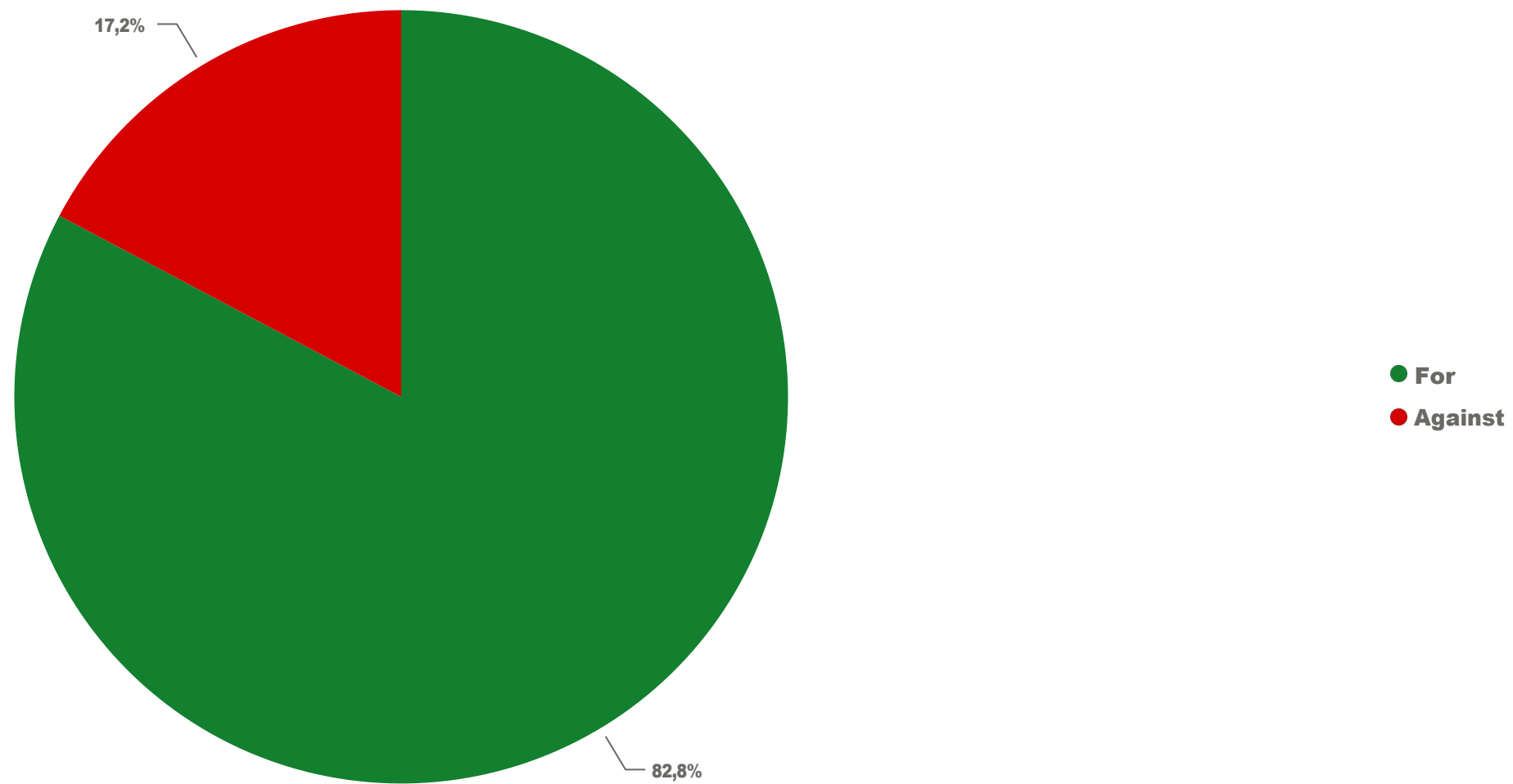
No more cutting down trees, plant more trees!

I am in favour of as much greenery as possible, but it has to be possible. I see few possibilities for more greenery

Also in the context of global warming

park around the corner, trees in the neighbourhood. Allen I find Square 92 very bare, in the context of heat stress in the city, more greenery could be allowed there.

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?



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

If the introduction goes gradually because is a huge investment. I am more bothered about double parkers in the straight street!

However, with this decision, the municipality increases the cost for the entrepreneur. How will this aspect be regulated?

It adds nothing, places us far away from our competitors. More difficult for residents to find workmen for work in buildings

How will we deal with large cruise boats, which spend nights roaring/turning? Isn't this very inconsistent , cruise berths middle in the city.

Is not affordable for the entrepreneur

I'd rather see 'HUBS' on the outskirts of the city centre for small private deliveries

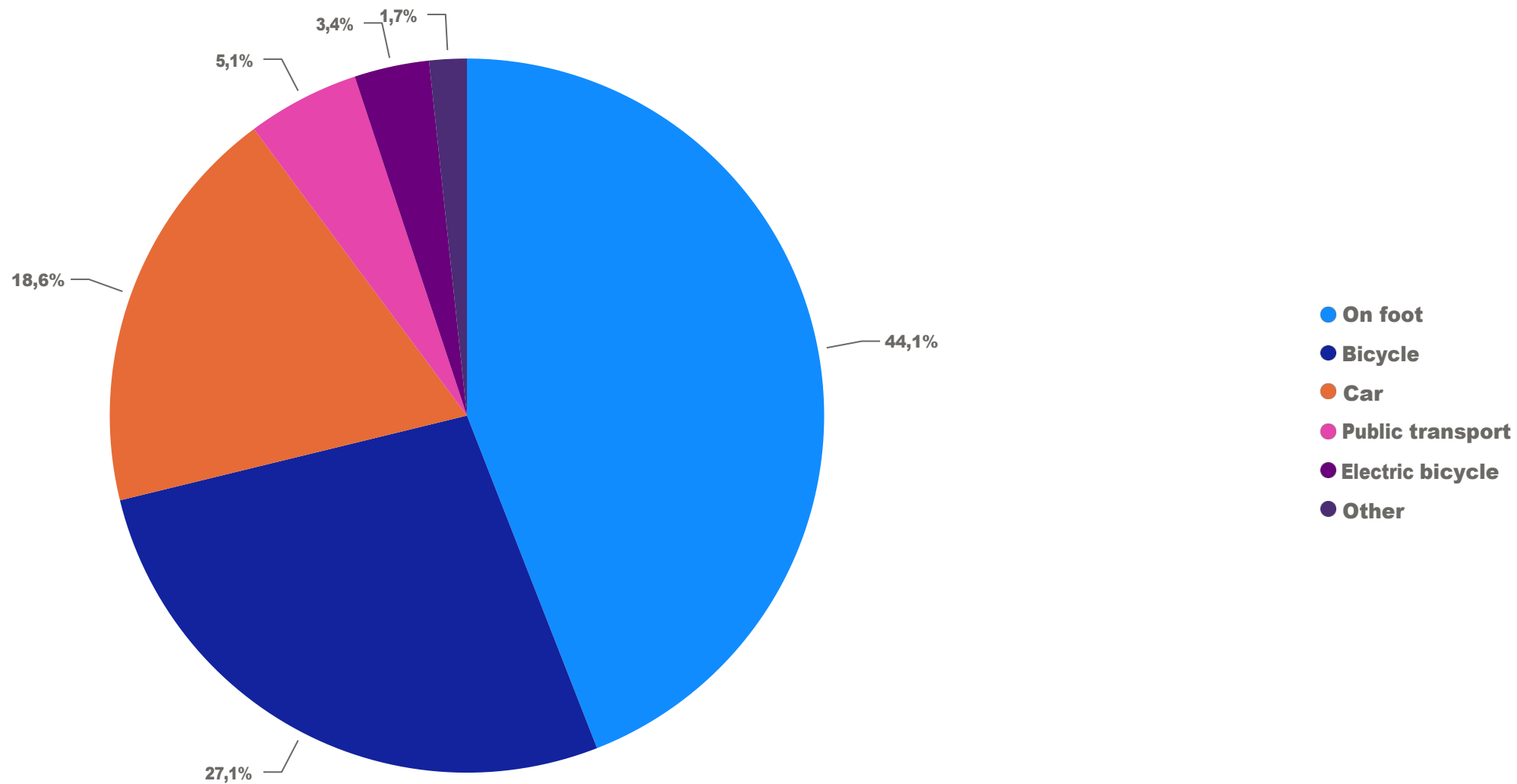
But then also for diesel buses

Mits.....

Fine scheme but implementation is too early and entrepreneurs are not given enough opportunity to adjust their operations.

Too rigid, good boy of the class. Small business owners often cannot afford an electric bus or truck. Repeal measure immediately.

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



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

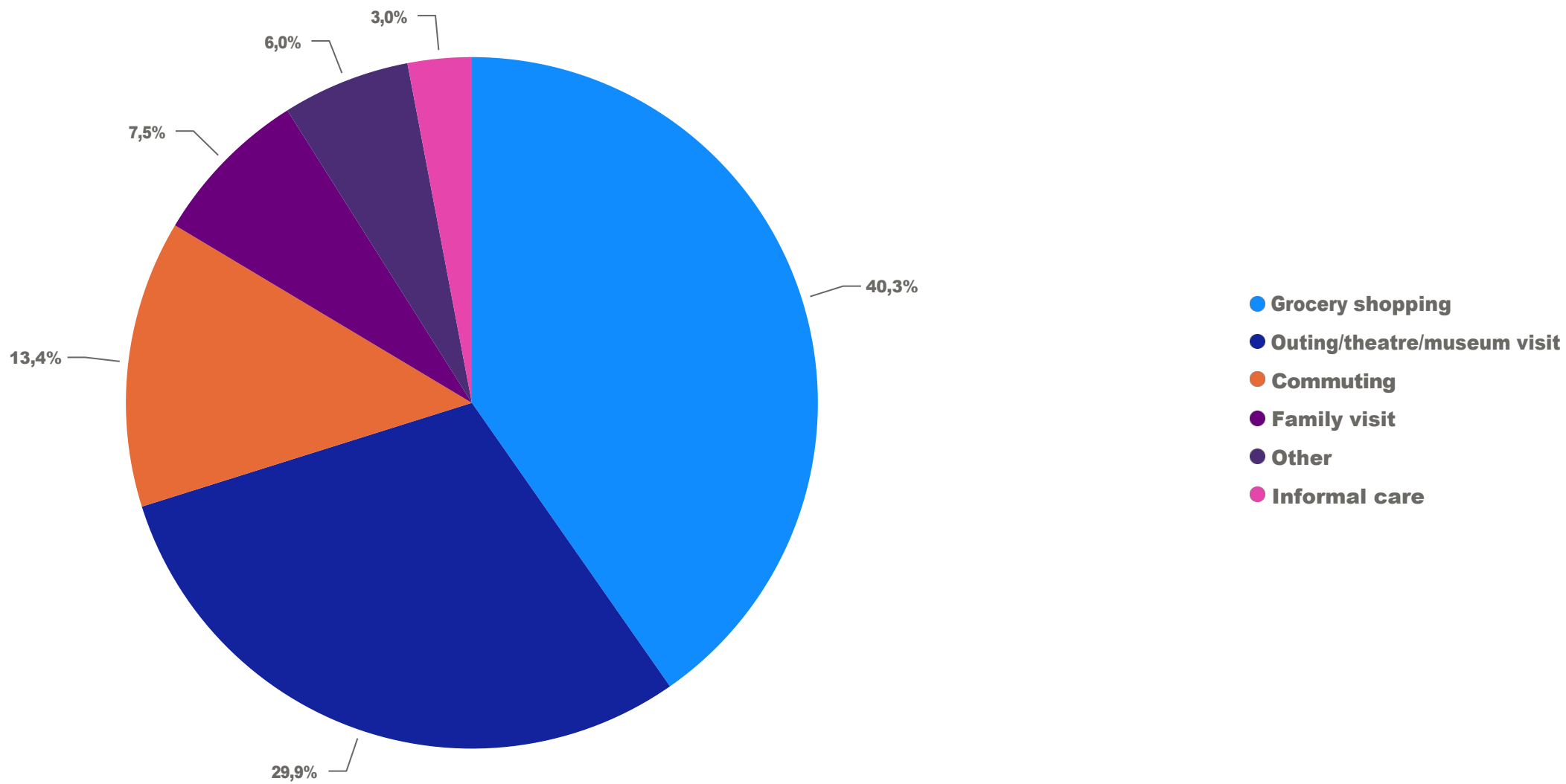
Analysis 25 Comment Provided

Depends on the weather and stuff to transport. Public transport is not an option, poorly arranged.

By car to work and visiting other neighbourhoods. On foot to city centre and supermarket.

Motorbike

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



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

Analysis 26 Comment Provided

Visits to healthcare providers

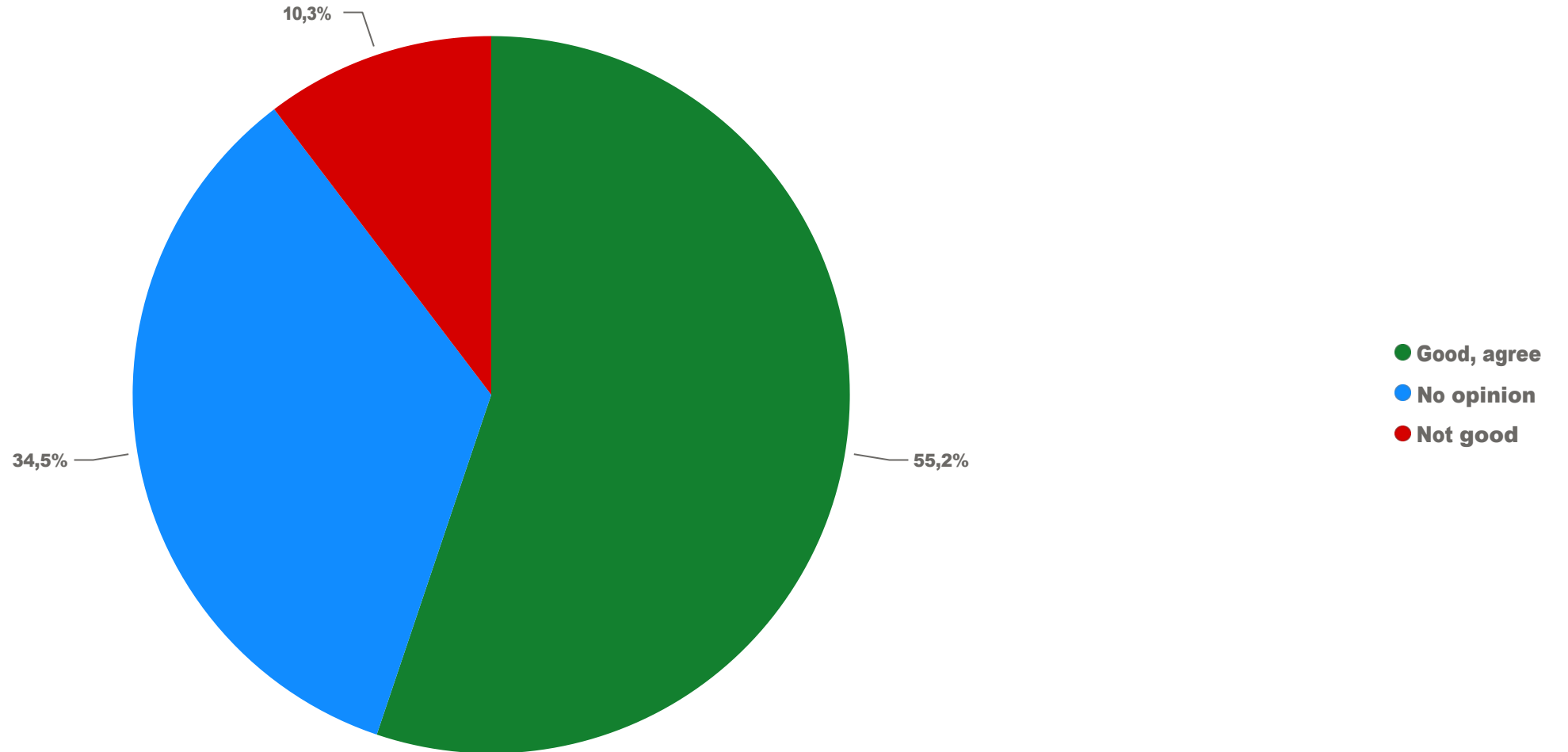
Happy to take the opportunity. Using London as an example, for creating a continuous express cycle route around the city, safeguarded from car and pedestrians.

Horeca

coffee, terrace, shopping

Sports, walking

Question 26 - The municipality plans to remove the Basin Bridge in due course (see photo). This will require relocating the public transport axis 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 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

The Bassin Bridge should at least be maintained for cyclists and pedestrians given its connection to Boschstraat and the Bassin with restaurants and cinemas located there.

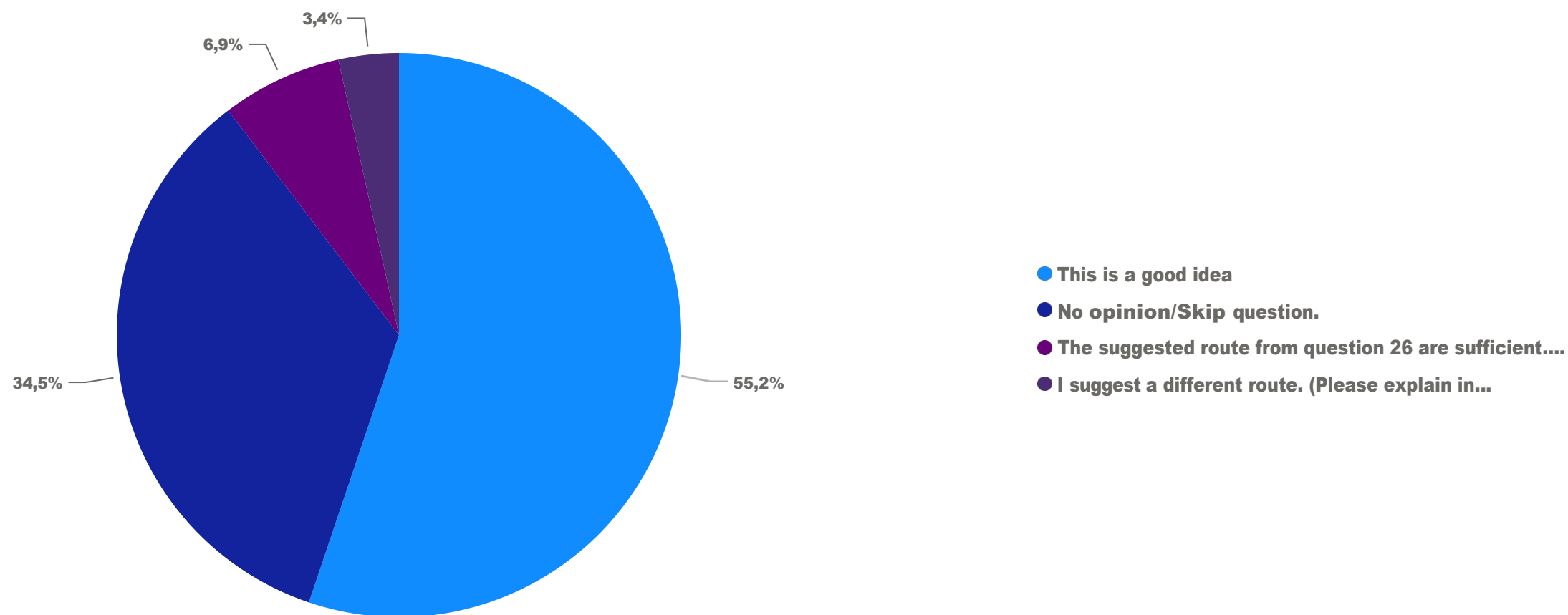
possibly; if the basin bridge is not demolished; only buses through the basin....

I assume the bridge will remain open to cyclists and walkers This is not clear in your query

but you have to ask the question whether the bus should be allowed at all with those big vehicles in centre or whether a different system should not be worked on.

also it is time for a water taxi across the Maas Insufficient info available.

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

And the frequency 6 times an hour /every 10 minutes a bus.

The idea is good, but the stop in St Maartens Avenue is completely unnecessary in this plan.