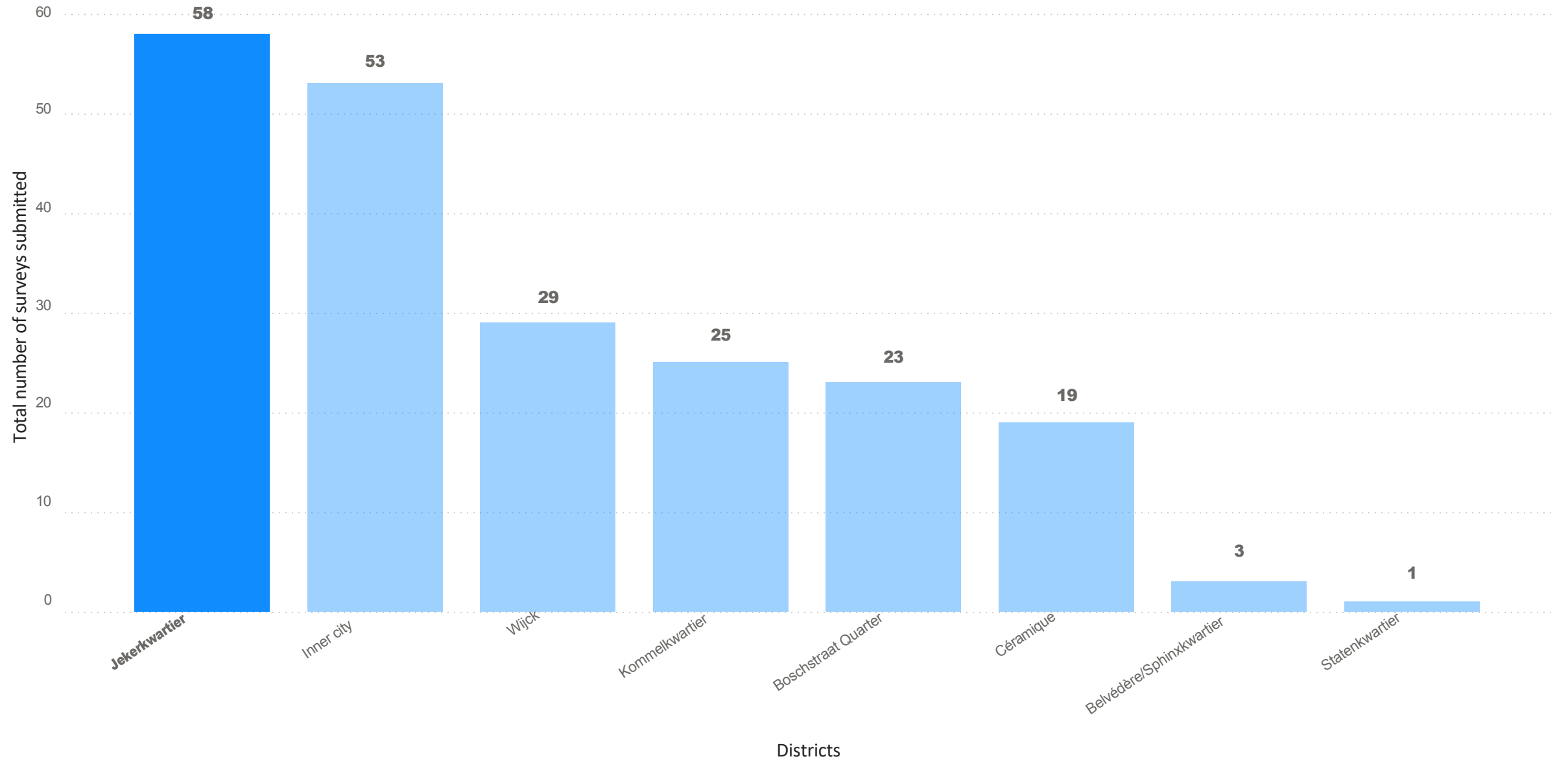
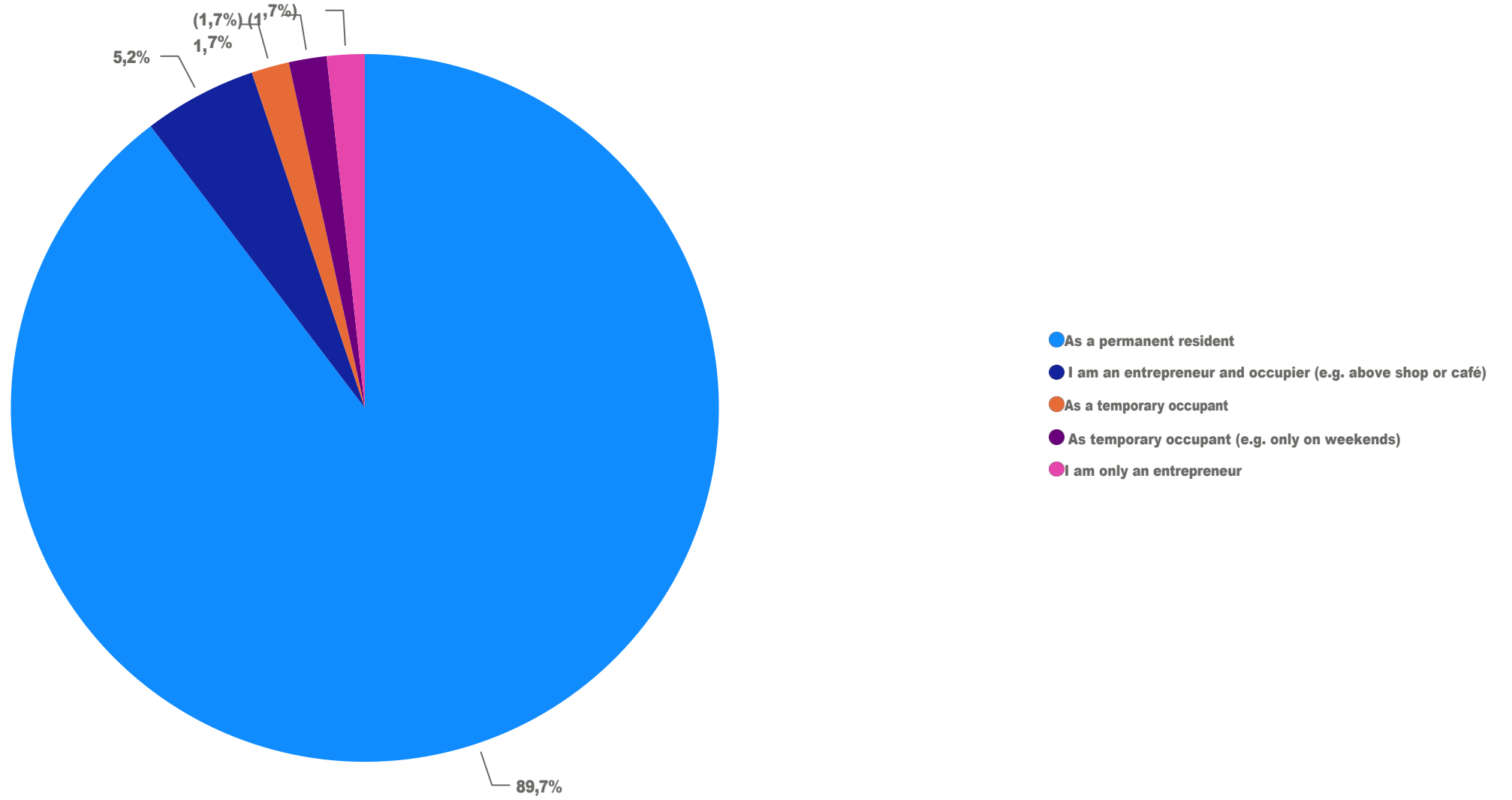


Analysis 1

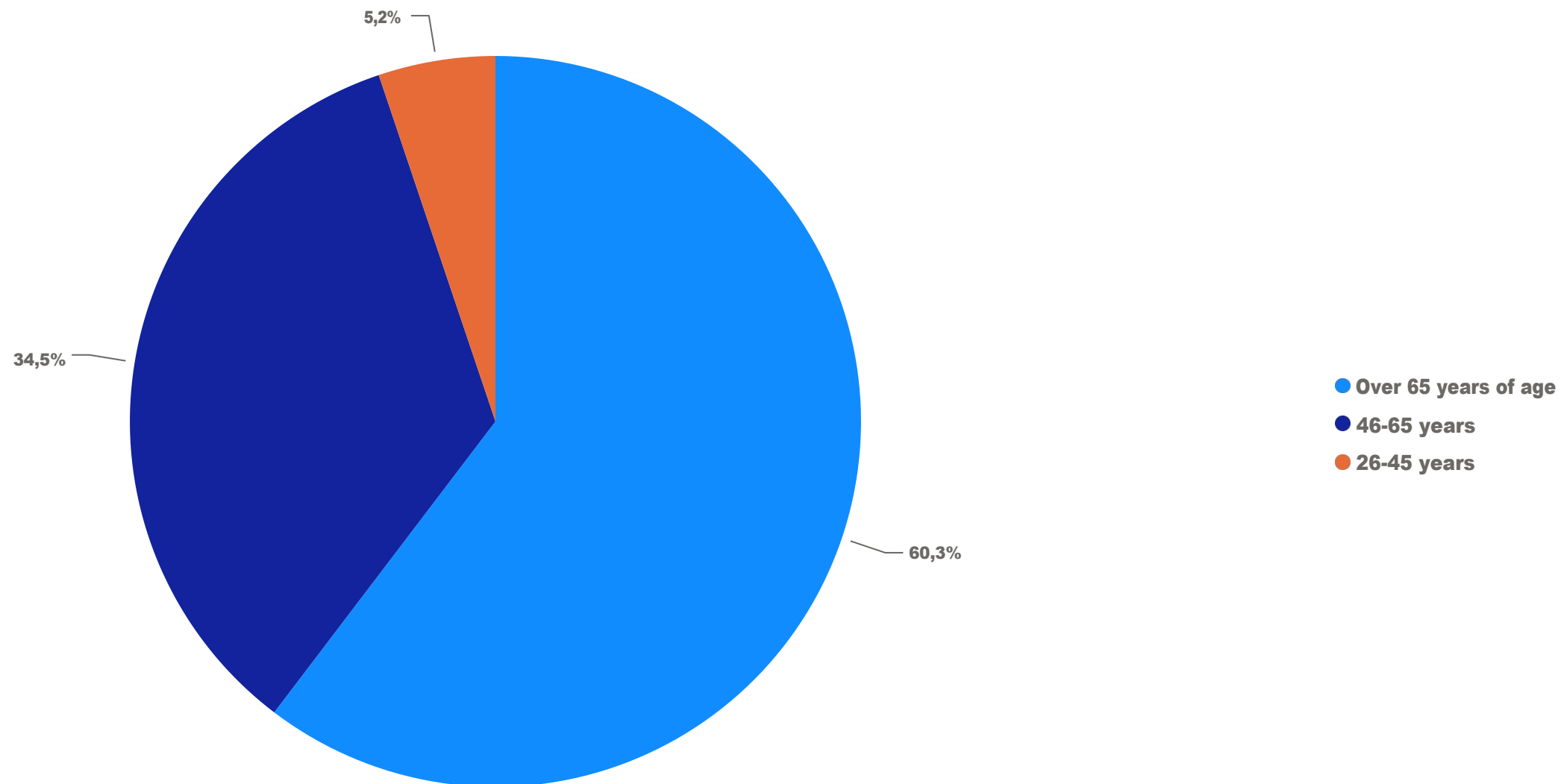
Which neighbourhood within the city centre do you live or work in?



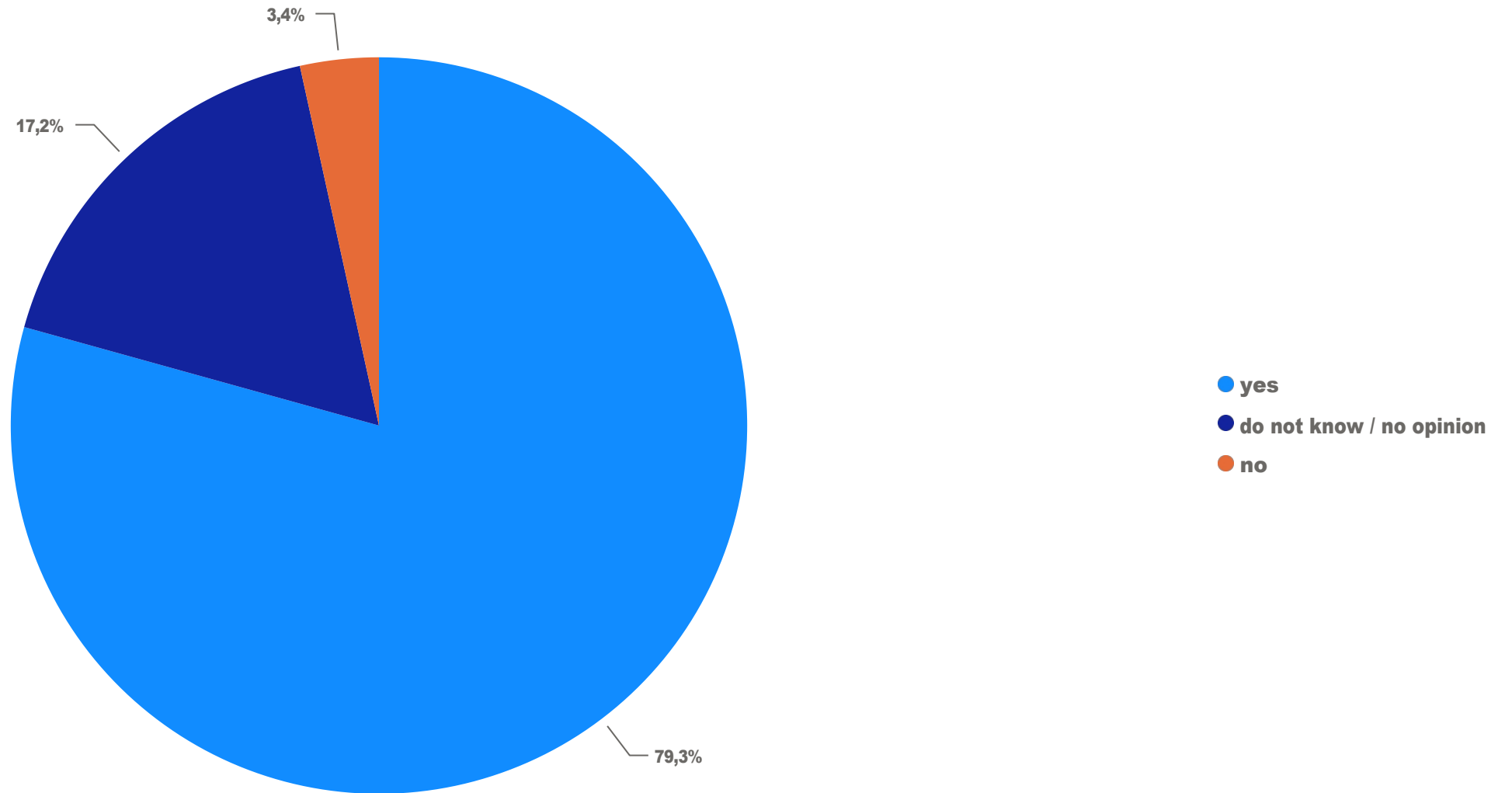
Question 1 - In what capacity do you live and/or stay in the centre?



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?



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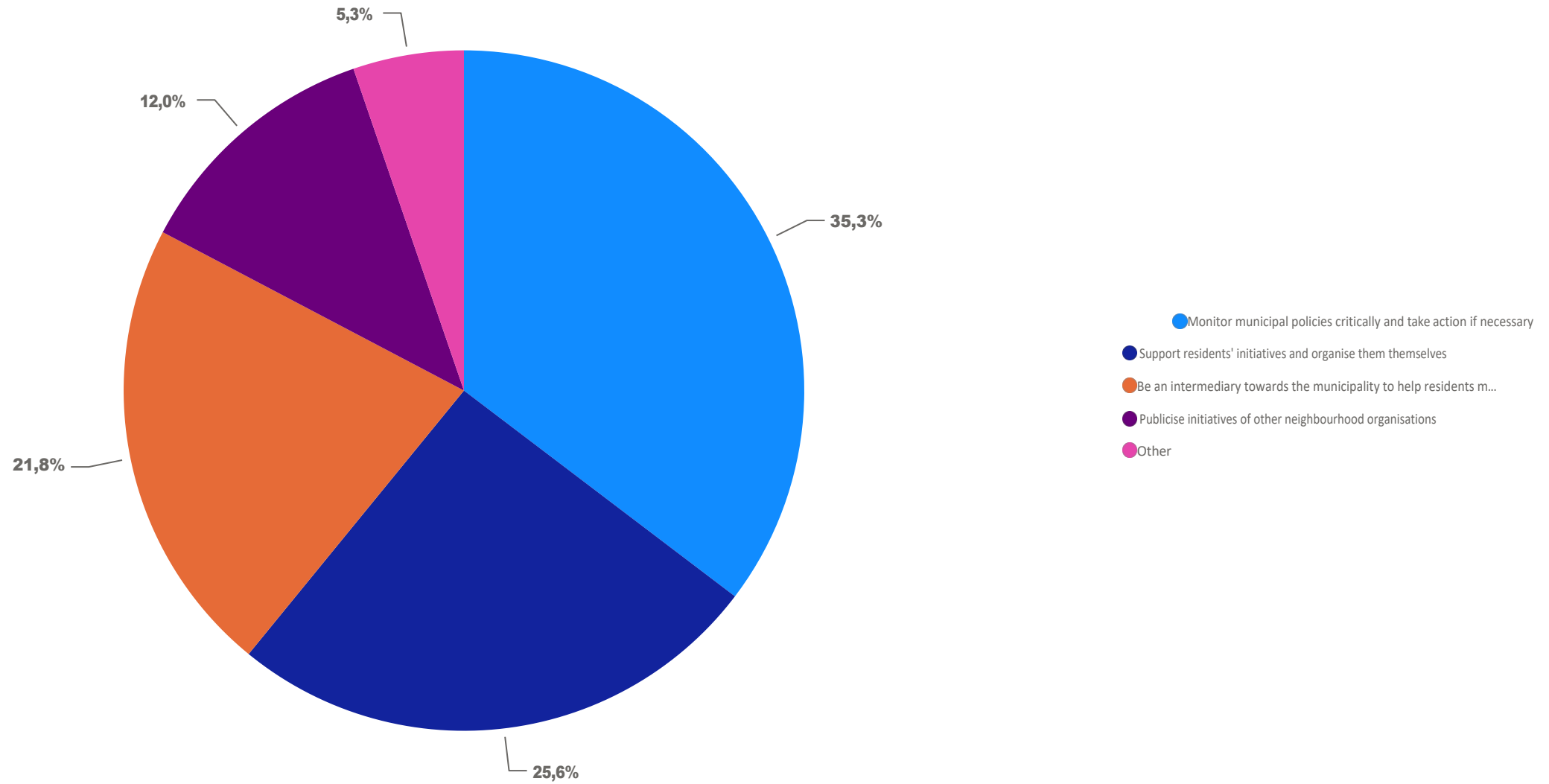
Analysis 4 Comment Provided



The bjk does not manage to get through to officials, they just do not listen. Officials have their own old agenda. Officials who don't live here decide how residents should live.

Frankly, this is because I know one of the board members well.

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

-

organise nice activities

Increase awareness of their own city district by e.g. organising tours.

Hear each other's problems and discuss them together. Possibly with the cooperation of the Municipality.

Also monitor and discuss the quality and balance of living and business. Representing residents to the municipality.

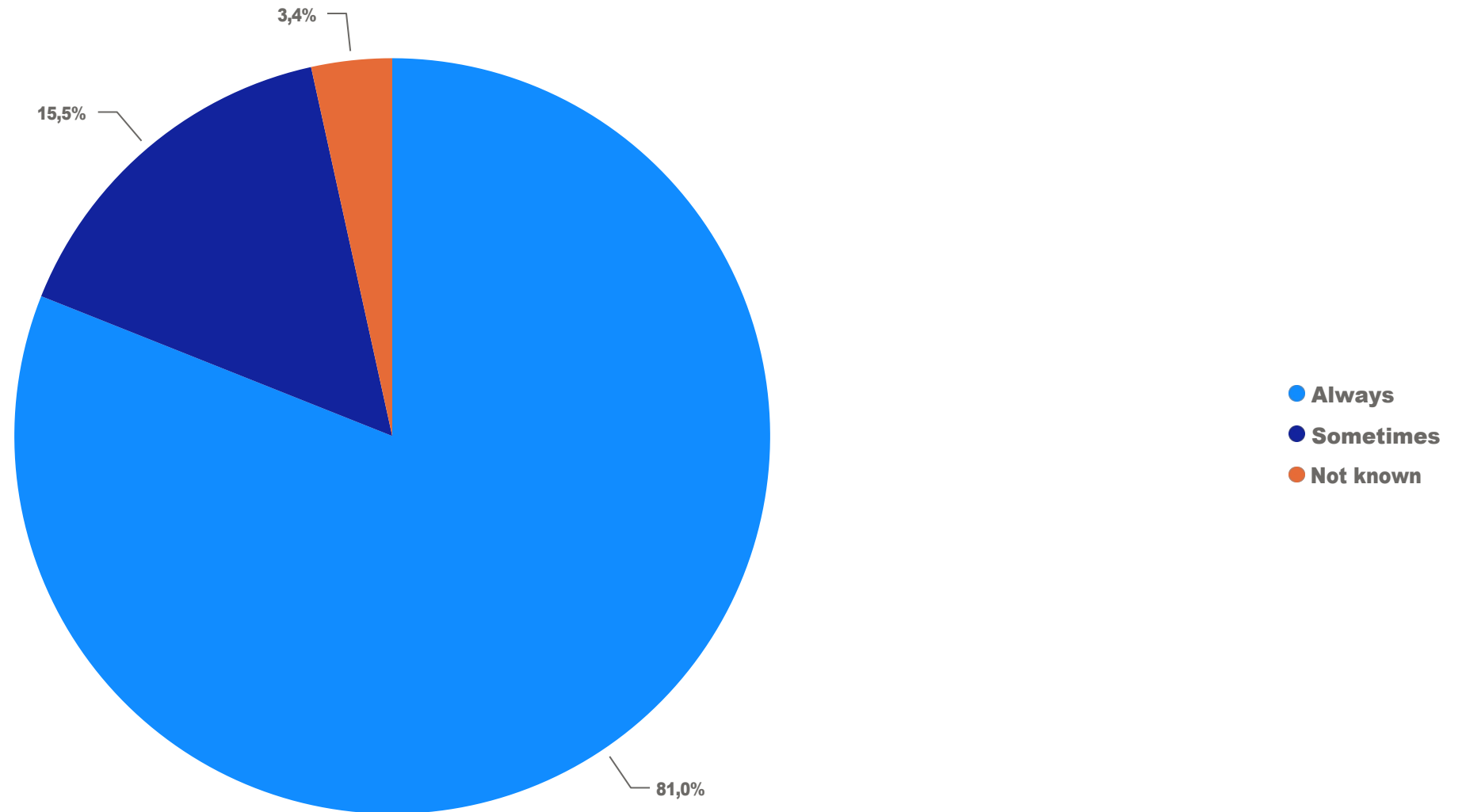
Improving the neighbourhood/city by informing residents about news and plans that affect and can change their neighbourhood and the (inner) city.

Representing neighbourhood

ensuring that the residential function is not undermined by the council and

BenW. This in favour of hotels and hospitality industry

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

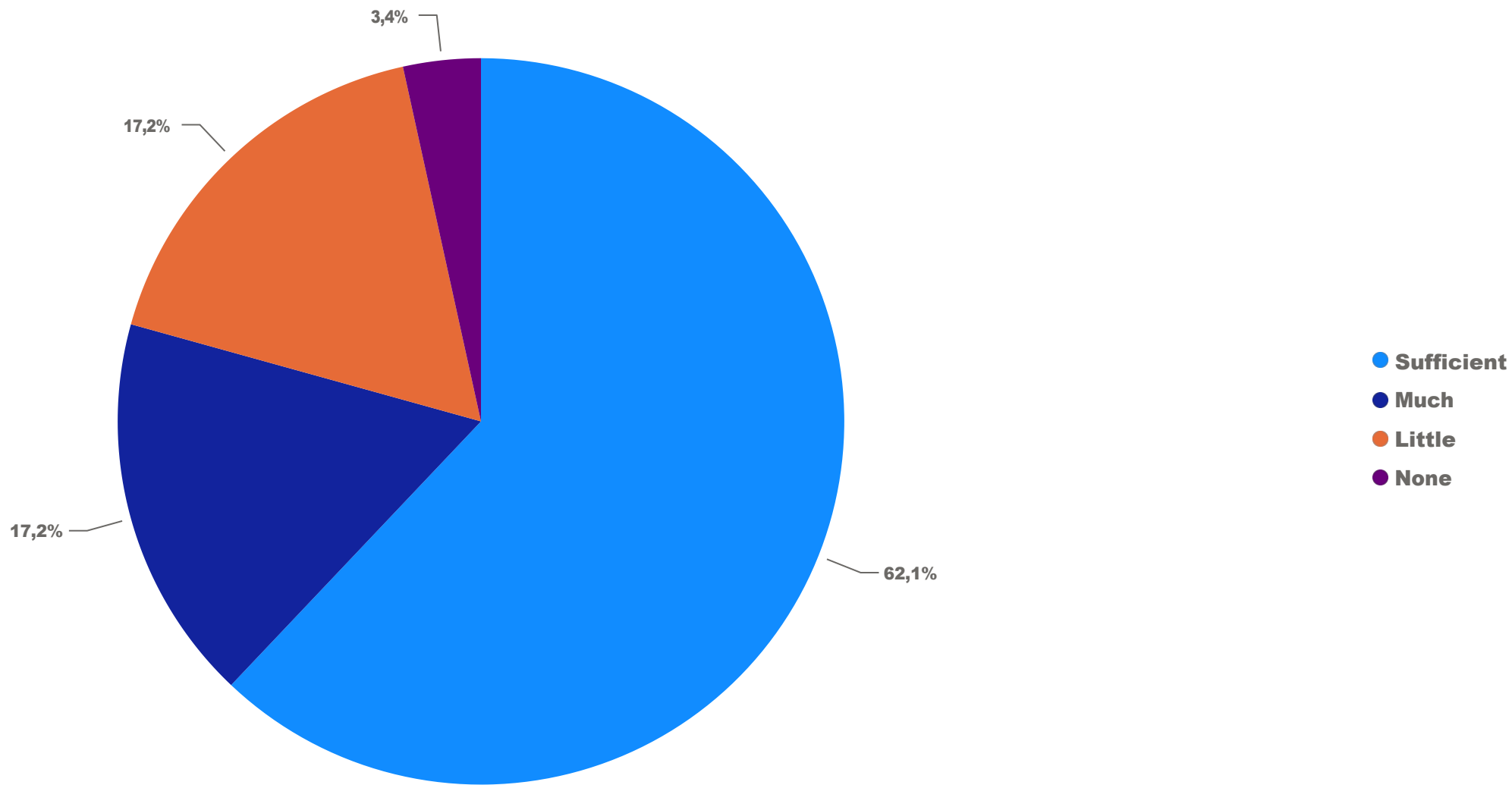


Question 5 - Do you follow your neighbourhood organisation's information through their website, flyer, neighbourhood magazine, newsletter or on social media?

Analysis 6 Comment Provided

I sometimes get some exposure through social media but am not aware of any neighbourhood organisation.

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

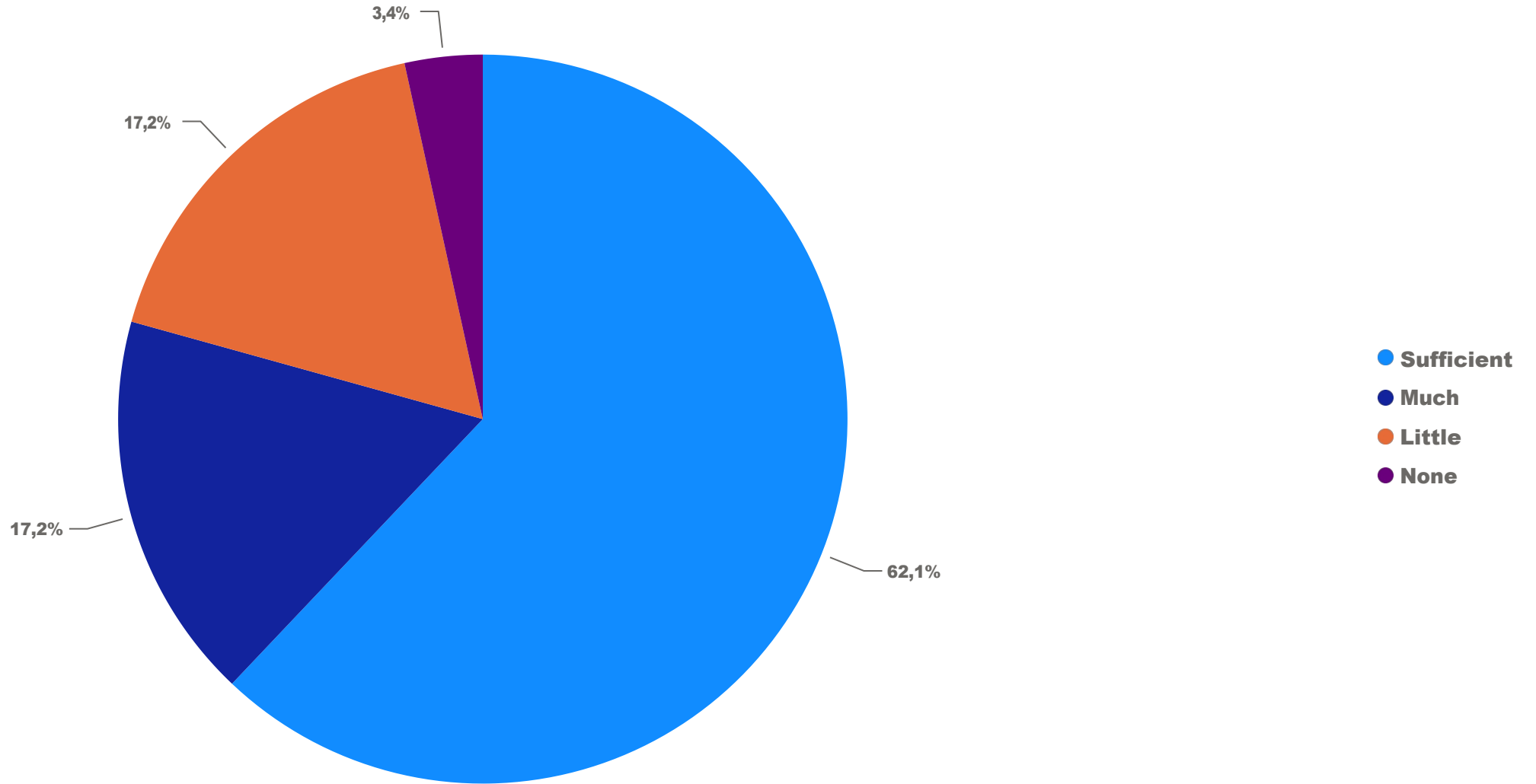


Analysis 7

Question 6 - Do you have friends and acquaintances nearby?

Analysis 7 Comment Provided

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



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

Analysis 8 Comment Provided

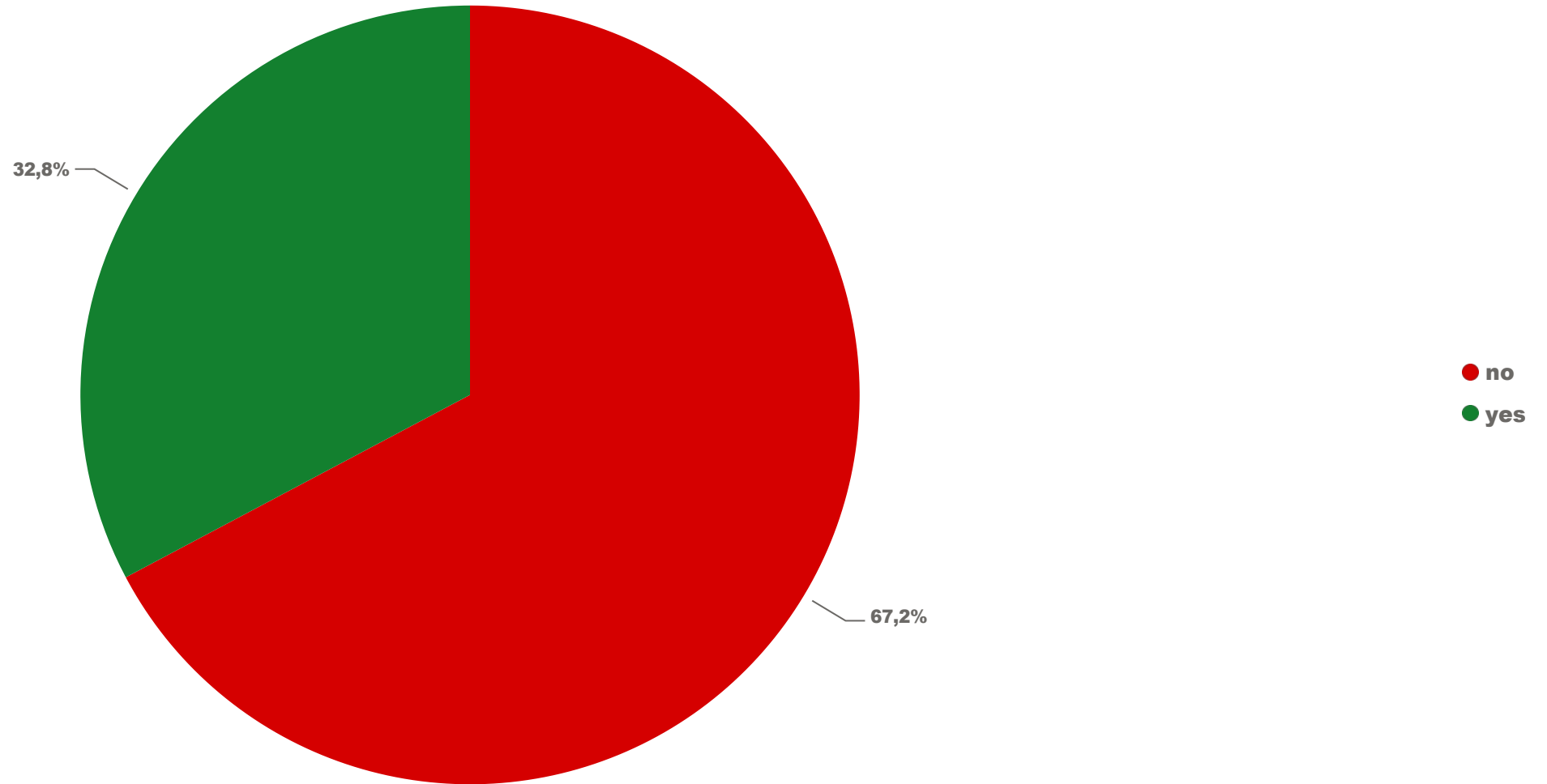
No idea

yes and no, there probably are but I am reluctant/unable to share my problems with others because I do not always feel confident that I am well understood
my partner

Not yet indicated. have fulfilled trust function myself for many years.

For the moment (yet) no need.

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



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 actively volunteering at Granny's Soup

By the way, am already doing through Association

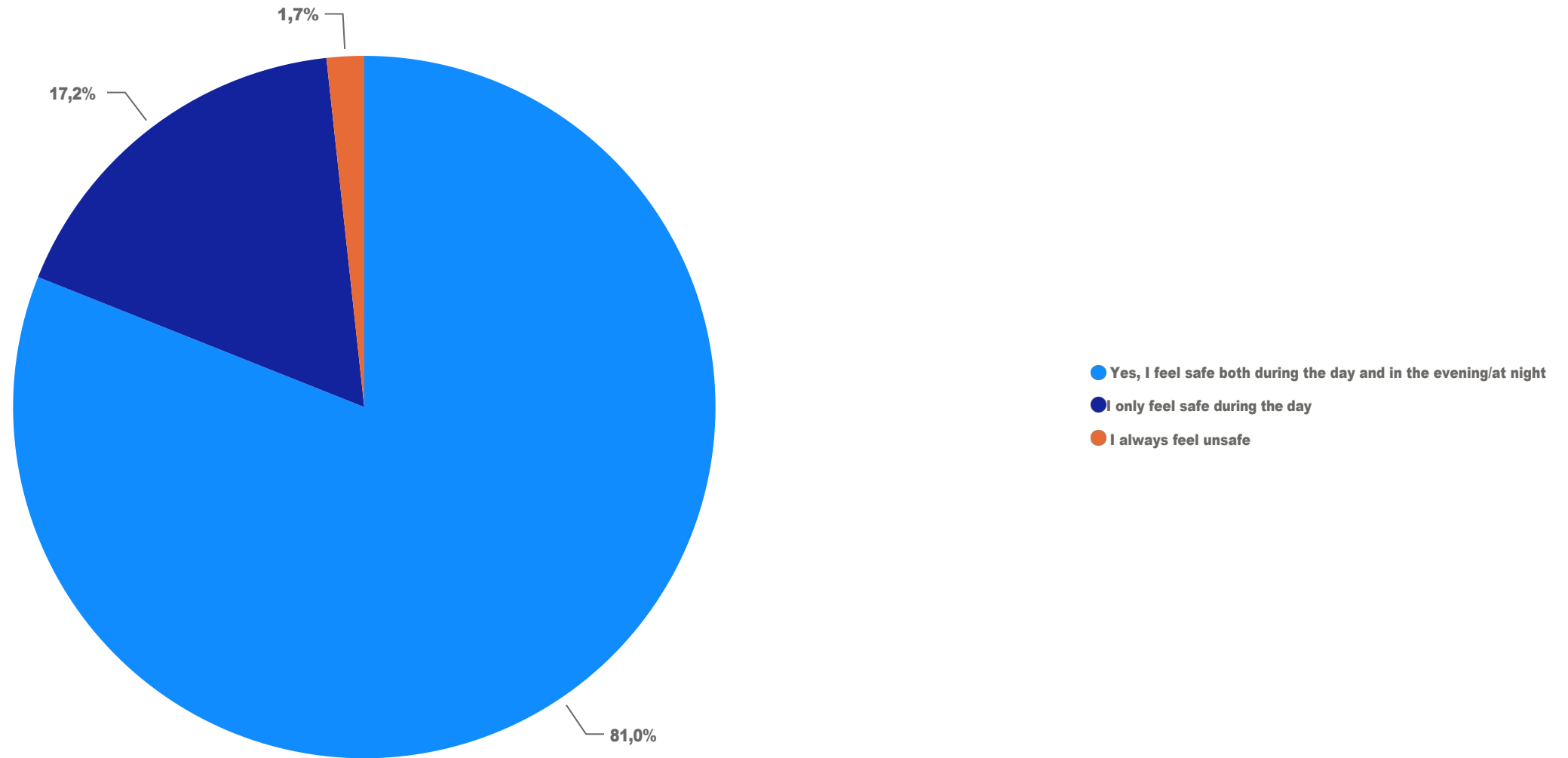
Already have the necessary contacts (also functionally)

I can no longer hear the word connect

I do not have enough time for this now, I would like to do this in a few years' time

if needed and required

Question 9 - Do you feel safe in your neighbourhood?



Question 9 - Do you feel safe in your neighbourhood?

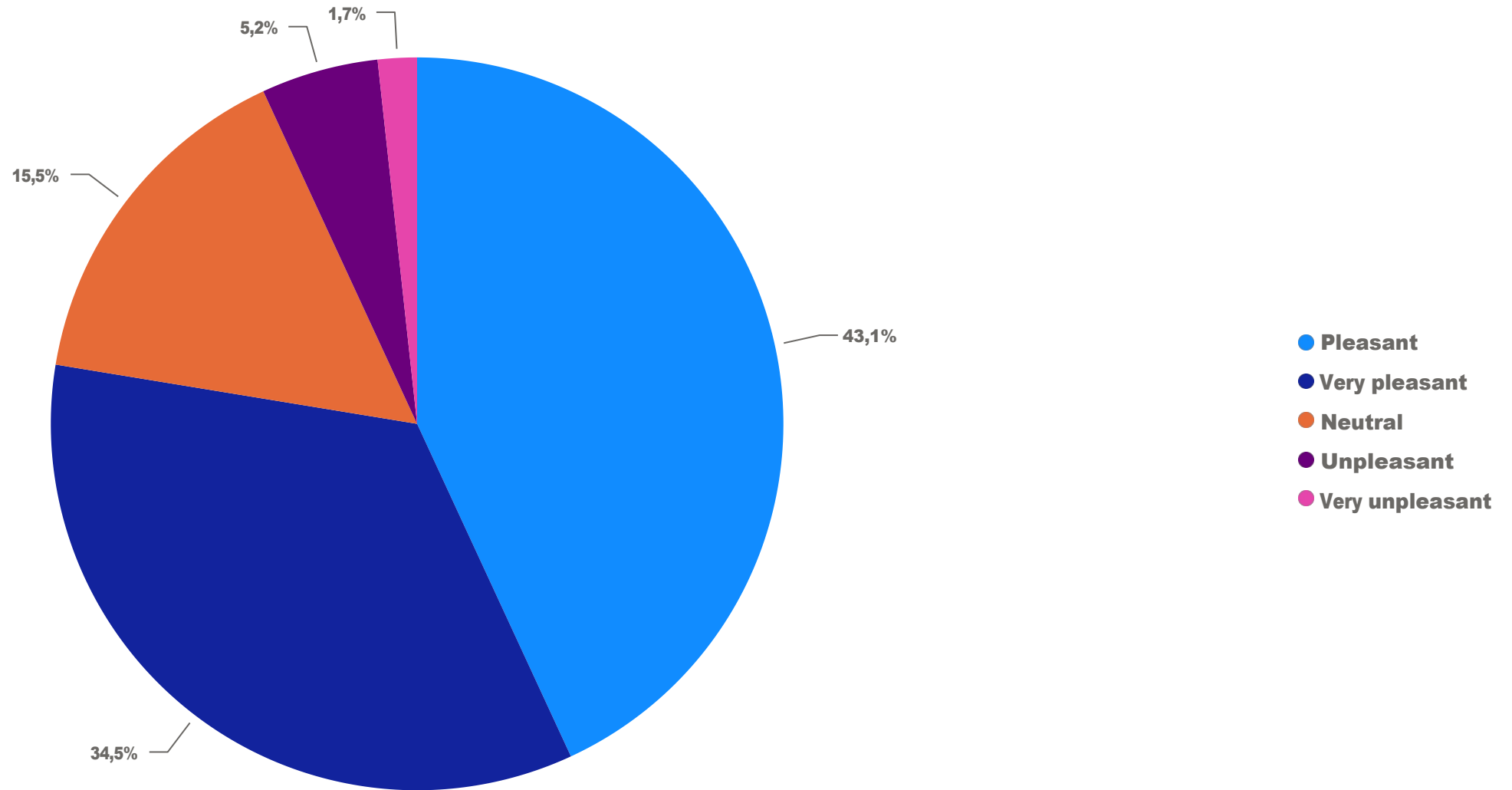
Analysis 10 Comment Provided

Although I don't like to leave my wife and/or daughter alone in the street at night. it can still sometimes happen that groups cycle/run noisily through the street.

Although I am always very alert when I walk the streets very early or very late. After all, I start work quite early.

Be it that in the evenings and weekends, sometimes aggressive and violence (vandalism) takes place after/around café closure (coming from visitors Forum and surroundings)

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



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

Analysis 11 Comment Provided



Central, so everything easily accessible. On the other hand, see comment under question 9

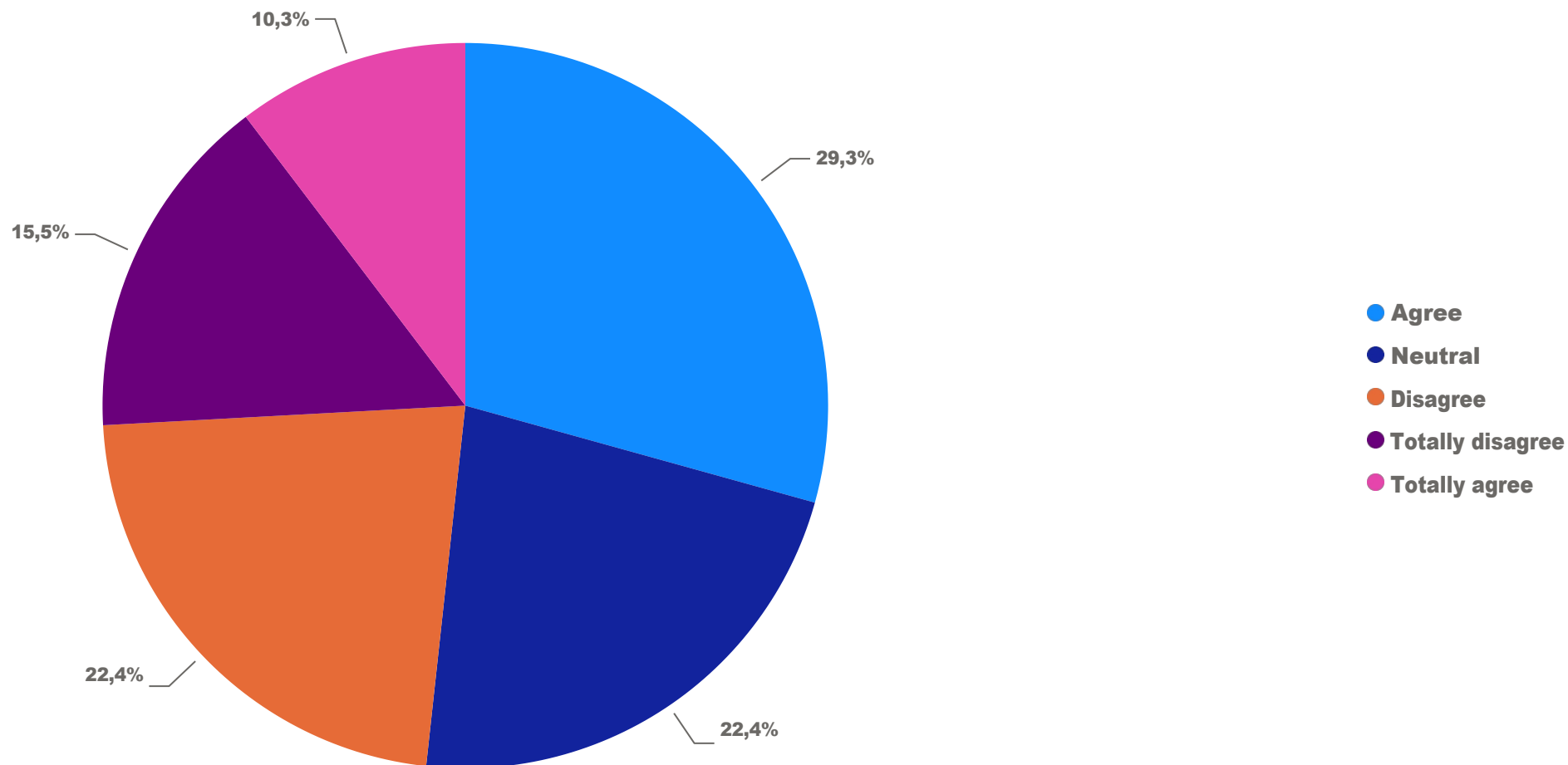
Has become far too crowded.

With room for improvements.

Too much through traffic, the street functions as a car park from 9am to 4am in the morning, cycling is very unpleasant and dangerous in the centre . Too many fireworks and noise from sound boxes

Much bike nuisance

Question 11 - Also in the city centre, since the beginning of 2024, a street maximum for 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?



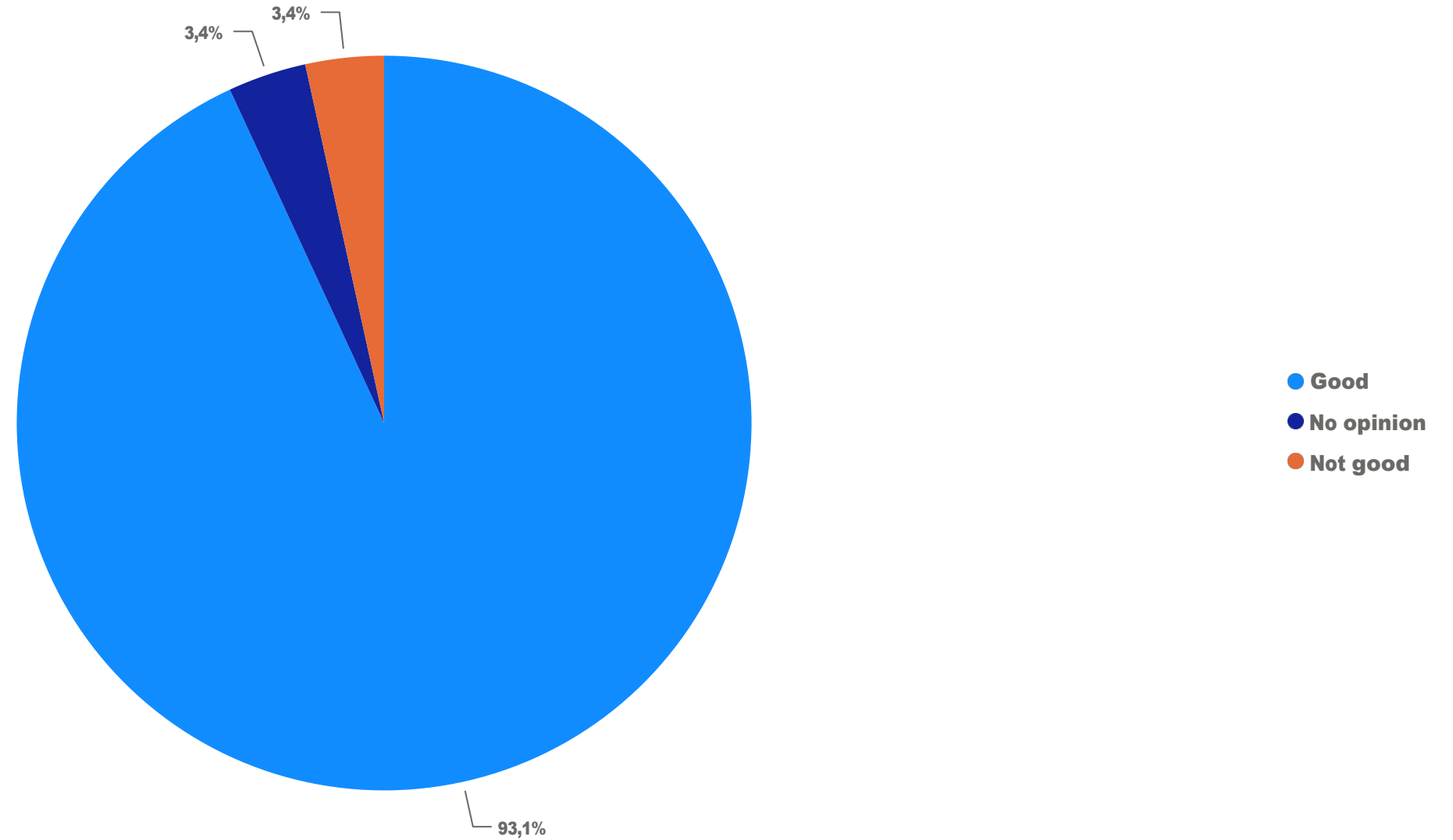
Question 11 - There has also been a 20% street cap on eviction/pledging for Jekerkwartier in the city centre since early 2024, Kommelkwartier, Statenkwartier, Boschstraatkwartier, Wyck and Céramique; corresponding to other urban areas. No maximum applies to the Inner City and the streets Boschstraat 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

∨

A percentage would also be necessary in the city centre and Jekerkwartier.

Question 12 - The municipality wants to make the city centre a zone where the car is a guest (drivers have to take cyclists into account and are allowed to drive a maximum 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

Current traffic humps in Pieterstraat and Cortenstraat intersection

Witmakersstraat do not seem to be sufficiently effective. Met is still driving at high speeds.

Car to guest but no less, so that doesn't shoot up. Tourists drive around in circles for nothing , at night the streets are jaywalking. Make more streets one-way. 30 km is outdated talking point, it's scandalous that Maastricht doesn't have it yet

However, car-free is a better option for the city centre in the long run

Good, if and insofar as this measure only aims to concretely improve road safety and liveability in the centre and then only where necessary

Very good but e mort be enforced. In Hondstraat, just new thresholds, people still drive way too fast! Placing speed cameras and repeating 30-km signs might be a solution

How priority!

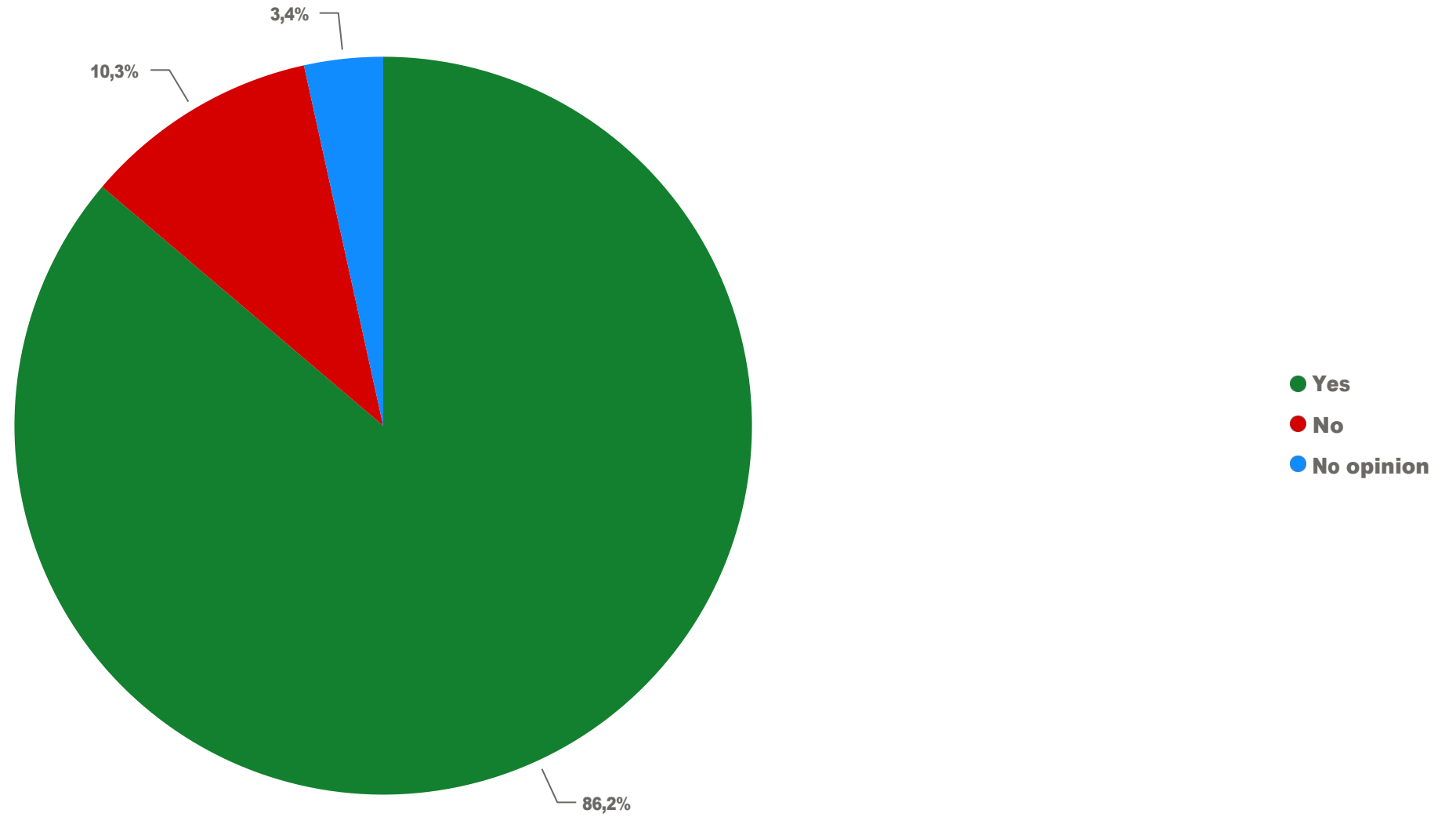
Although cycling behaviour also often deserves attention.

Better today than tomorrow (and even better: make the town centre completely car-free!)

Do cyclists need to learn to cycle.

Despite recently installed speed bumps, many continue to see Heidenstraat and Hondstraat as a race track
is about time

Question 13 - Should action be taken against people parking their bicycle, motorbike, scooter or car 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

Absolutely, and I think it works better psychologically when people also find an 'old-fashioned' receipt under the windscreen wiper. People remember that better for next time.

Although I must admit that it is not always possible for people to park their bikes inside or other than on the pavement.

first make sufficient parking spaces and people need the bicycle to load the groceries and proceed with it to the next shop. First ensure adequate parking for all these vehicles!

And finally crack down on parking in permit spaces by people without permits

There is no monitoring of parking provision

It should be possible to park your bike briefly for an errand without having to go to an official parking facility for it.

If cars/motorbikes/scooters park illegally - yes give fines. But no for resident cyclists - this is often due to an inadequate number of official bike parking spaces. Give free stalling passes to residents esp. students.

I am not in favour of too much handling hence 'no' but of course it should not lead to dangerous situations. However, better attention should be paid to the fact that landlords are obliged to provide their own parking spaces. This is lacking in several places so you get more bikes on the street.

Unloading in is necessary and should be allowed car.

Yes, and also against traffic passing through the pedestrian areas (taking shortcuts to/from OLV Square), and especially also against loaders and unloaders standing under residential houses with their engines running for long periods of time.

Yes, but with an emphasis on situations concerns that actually cause a nuisance and inconvenience that prevent pedestrians and people with walkers, wheelchairs, mobility scooters and prams from making good use of the pavement to reach their destination/residence, and on condition that sufficient alternatives are available for cyclists, scooters and cars to place their vehicles near their residence/destination without causing (unintentional) nuisance. Also, the accessibility of homes, businesses and organisations should not be unnecessarily affected for their visitors/customers and people dependent on car transport (e.g. the elderly)

But too few parking facilities

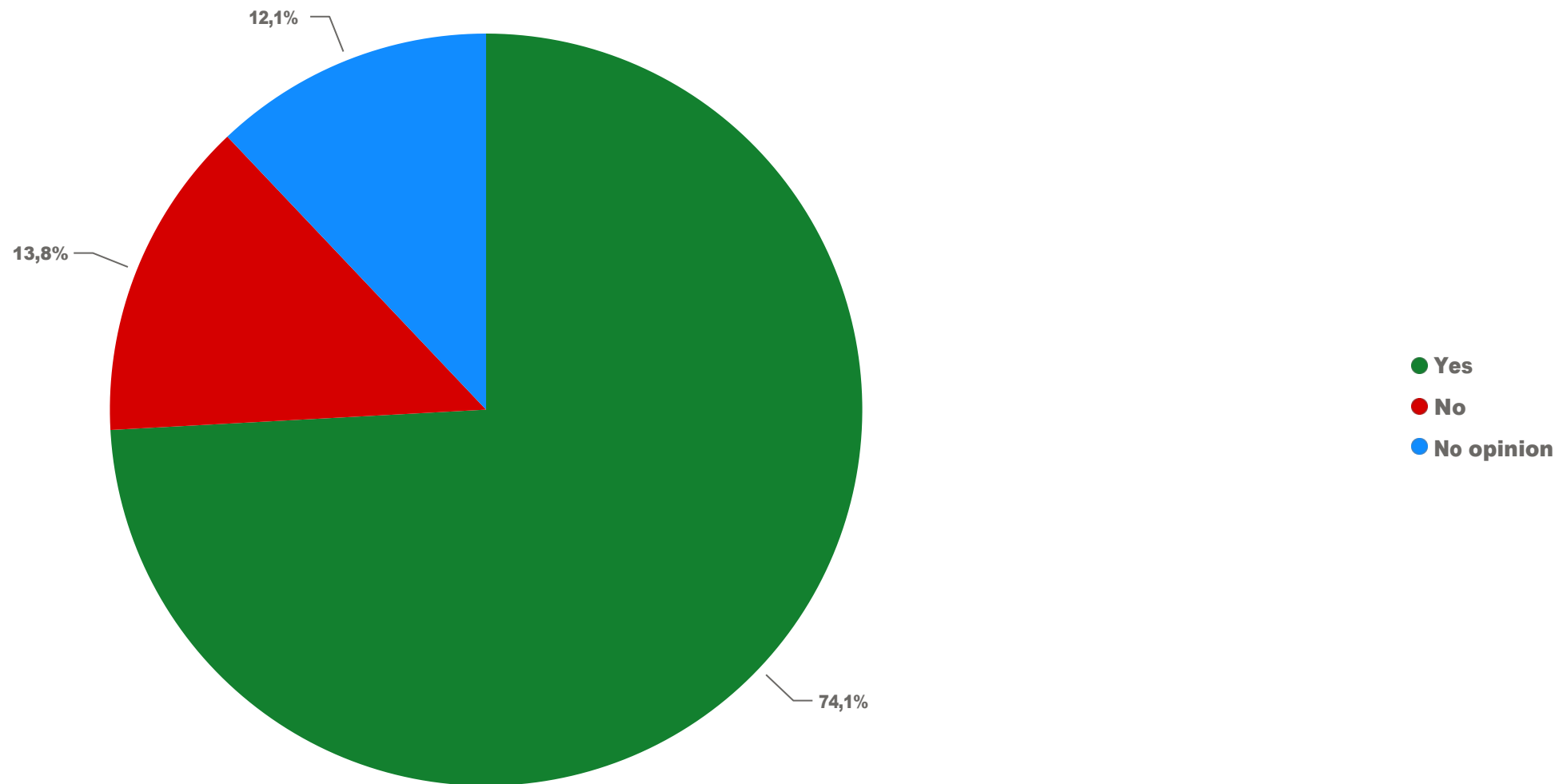
Despite proximity of bicycle parking spaces still (convenience) and places lies in Cortenstraat, at the little square with the nodding children (at intersection Cortenstraat-Hondstraat-Witmakersstraat-Maastrichter Heijdenstraat).

too few places

The "parking behaviour" of students in particular is an eyesore. In my opinion, this can be dealt with more harshly. Furthermore, I have a permit for a parking space nearby where foreign cars are often parked (on busy visitor days).

As long as enforcement does not act, the footpath at Hondstraat Witmakerstraat and Cortenstraat will remain a major obstacle for pedestrians and wheelchair users.

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



Absolutely. In my opinion, only by providing sufficient alternatives can the problem of pavement and entrance/passage blocking and annoyingly parked bikes and scooters be successfully solved. The space in the old city centre with its narrow streets is limited and sacrificing some parking spaces for cars for the benefit of bicycle parking seems inevitable to me.

only for bikes not for scooters and certainly not for motorbikes

If that means you can just use the pavement again as a pedestrian.

I am not aware of any parking spaces that would be dedicated to motorbikes.

Removing parking spaces for cars and motorbikes should create additional spaces for bikes

There may be better enforcement at permit holder spaces. This is currently hardly done, while checks are carried out 5 times a day at paid spaces. As a result, permit holder spaces are occupied all day by people who assume they have found free parking.

Seems sufficient to me.

Does not seem necessary if existing parking facilities in the neighbourhood are used. Enforcement can assess/achieve this through active action

But then also strictly crack down on wild parking

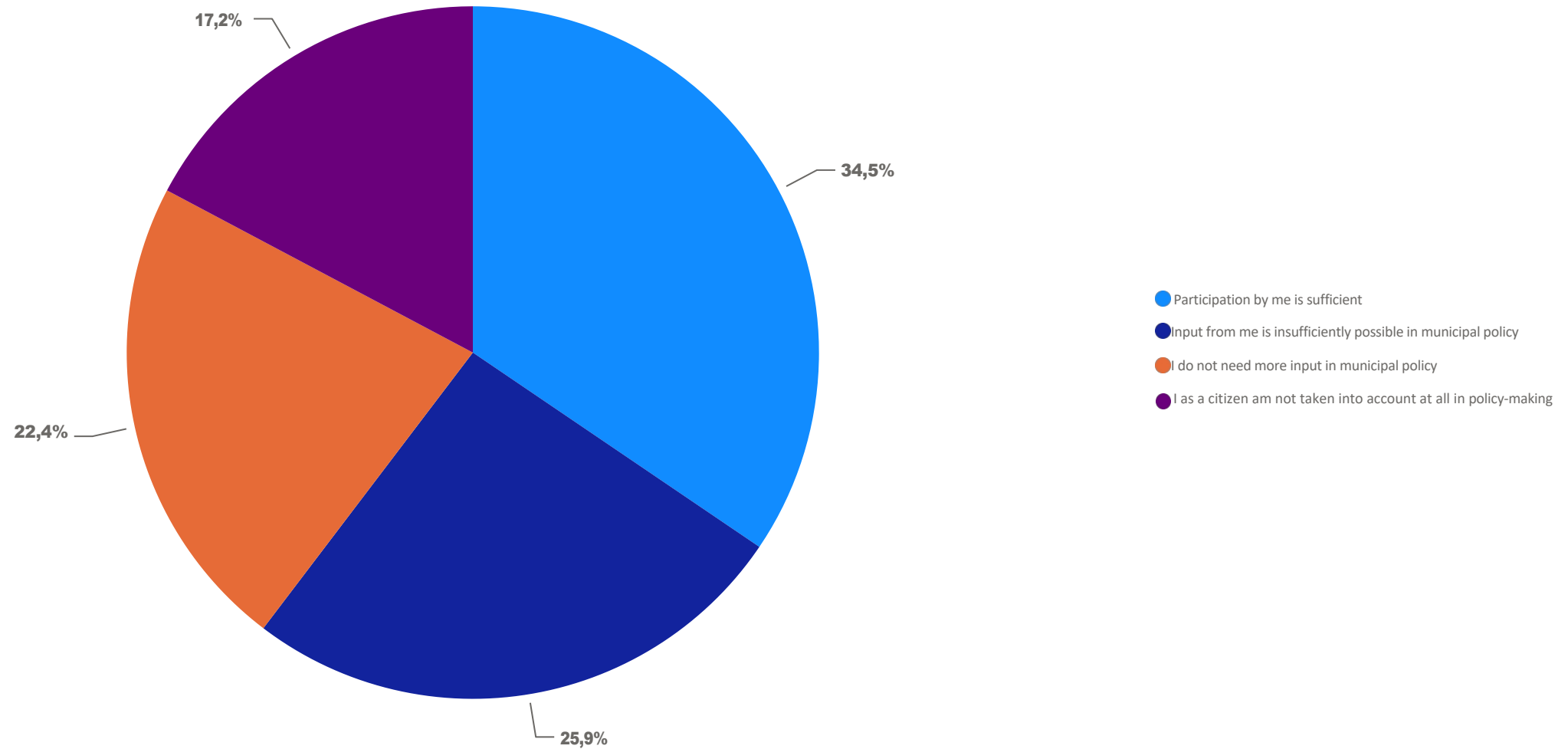
But then in places in the middle of the centre/swank otherwise it won't work. We, people, are lazy and prefer to park in front of the door, so parking on the outskirts of the centre is no use.

No motorbikes allowed

There is a different answer for different types of vehicles. I think cars in inner city side streets should be restricted to residents and deliveries only - with a magnetic card to open access to street. Visitors to residents cannot park easily in inner city on streets anyway (only at Q-park). 2 hours paid parking is not long enough for other areas. More bicycle parking needs to be built (Tapijn?)

For bikes, not for cars.

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

In my view, the interests of residents - including those who usually do not speak up - should be better defended, also to counterbalance real estate and other commercial stakeholders. A city is for its people residents, visitors and entrepreneurs.

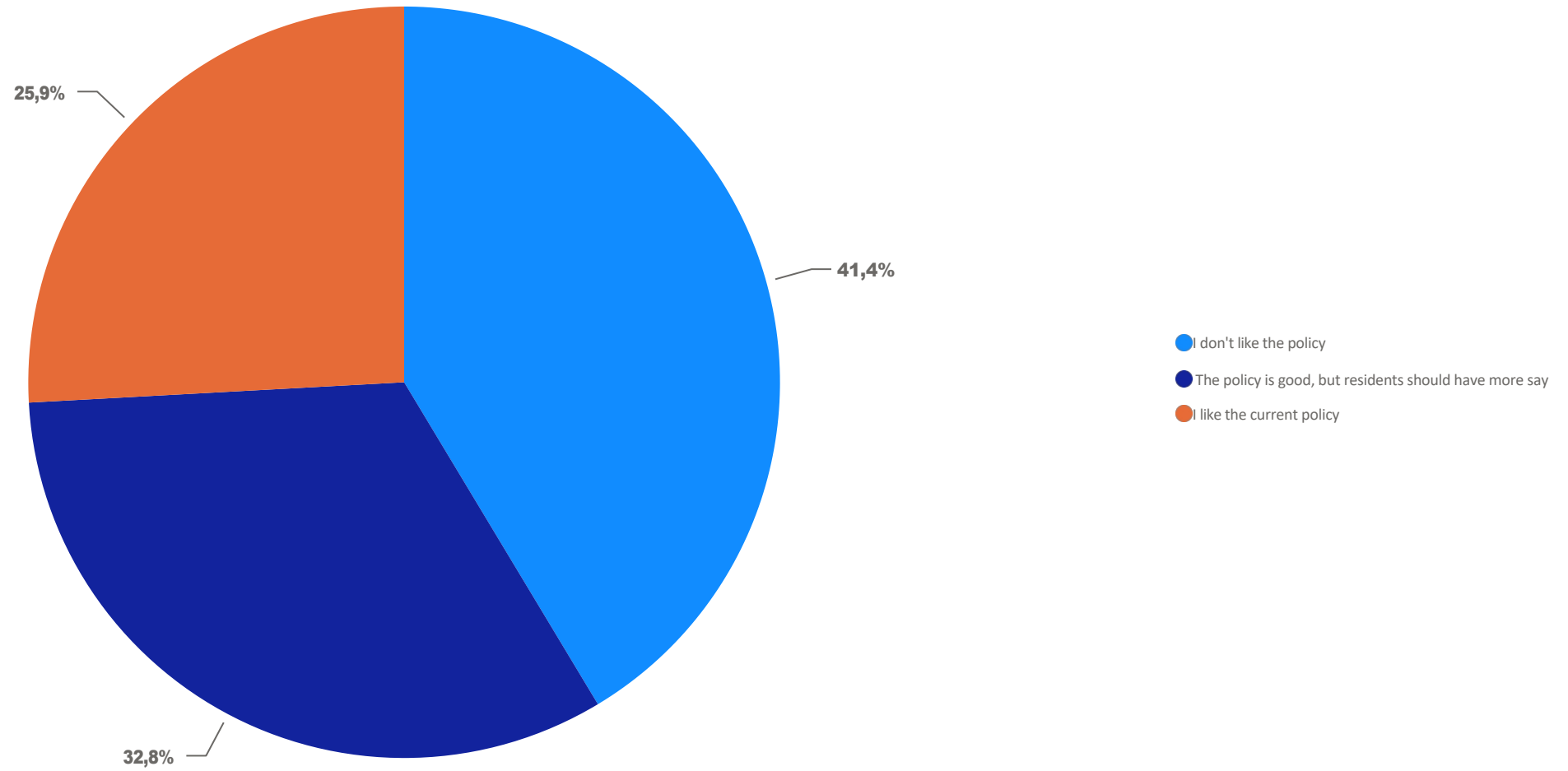
Several times tried to get in touch about (proposed) decisions, statements or initiatives with the municipality but to no avail. Only general emails or 'cover my ass' statements. I experienced a lot of nuisance from rubbish, scooters on footpaths for which I asked for a traffic sign, too much noise and drone due to demolition of KPN building, permit rental KPN building, terraces Koestraat, d'n Hiemel, and far too many events with the accompanying noise and rubbish. Not once did I find anyone at the municipality receptive to help think of a solution.

Witness the unwanted housing in the former KPN building where the municipality knowingly violates its own rules Partly because the municipality is often difficult, or only digitally, to reach.

When I spoke to an official at the municipality about student housing in the street, he literally said: the percentage of permanent residents and room rentals also applies in your street but an exception applies in this street. So what are we talking about?

Pointless

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

Thereby: I think the interests of HORECA are taken into account excessively . Terrasseritus, events.

I have never been asked what I think of what

There should be more focus on nuisance mitigation

There is too little communication to residents when preparing for events. The street is often closed unexpectedly or early. If it is not possible for resident to reach the house by car then it should be made clear well in advance.

The standing drinking pilot has too generous 'holidays'. For example, andre rieu weeks and preuvenemint e.g. are also labelled as public holidays, causing too much inconvenience for local residents.

the local residents are not taken into account at all, pleasure and commerce come first and only then the health of the people living nearby

no opinion

No opinion,/I do not know this policy well enough

Noise pollution directly damages health. Families are driven out of the city centre. It looks like a 24-hour amusement park

I don't like the bicycle policy

Hospitality and events organisations are - unfortunately - policymakers. Prevent the we are bringing in state Venice etc!

With my small-scale hotel, I am also partly dependent on events. What inconveniences me and my guests the most is the noise. I assume this will be no different for residents. This should be taken more into account in the permit. Furthermore, I rent some parking spaces for my guests in a lot in the Jeker Quarter, which costs me a lot of money. Due to several events in the recent past, those parking spots have been unavailable, or poorly accessible, due to road closures. I don't think this is acceptable because I am missing out on income as a result. Or compensation should be offered, which I would consider reasonable.

I do not know the policy or the objections to it well enough to judge but the interests of both residents and event visitors should be balanced as much as possible. But nimby behaviour by a minority of wealthy and/or influential residents is undesirable, in my view.

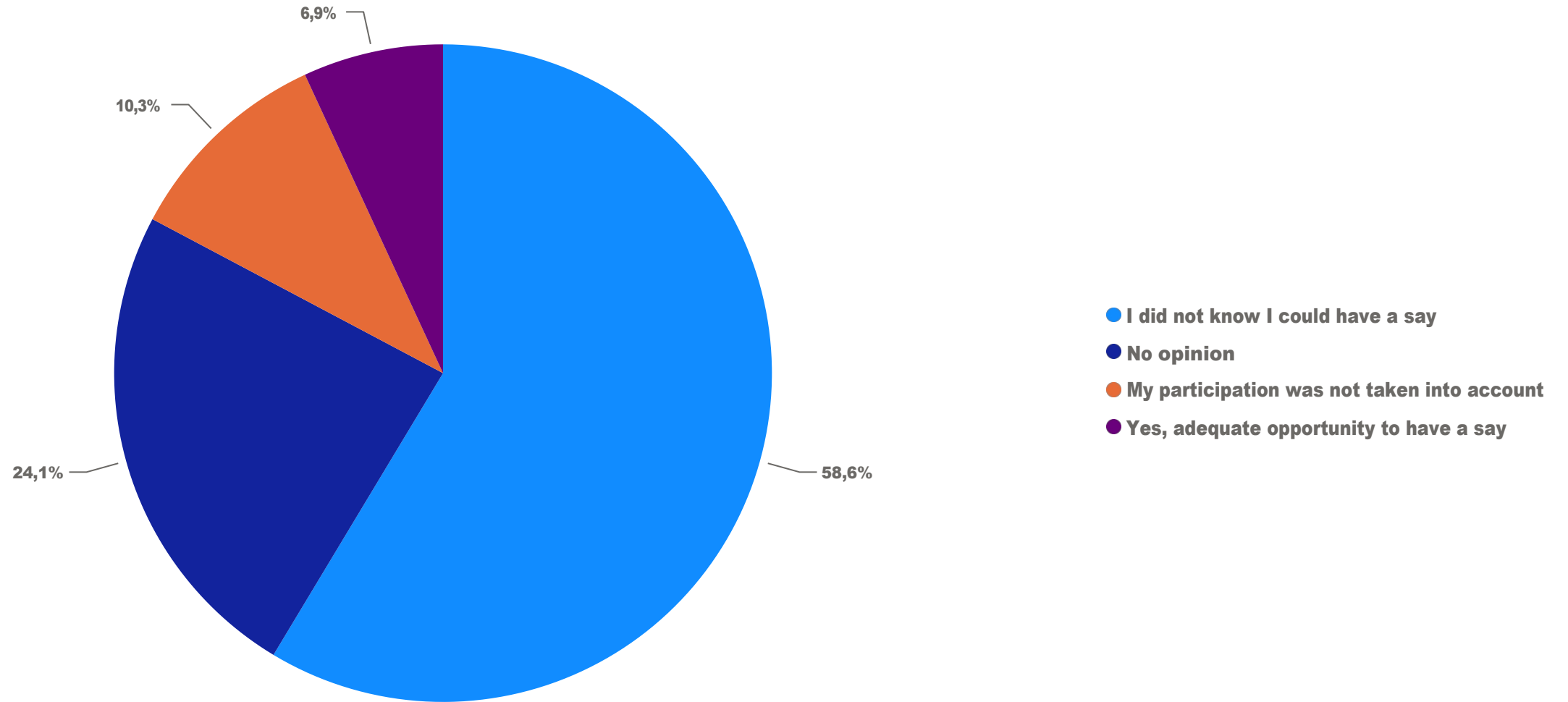
I find it very strange that events are allowed to be organised in the city park.

Too many events bothering residents

Too many events

What I do find remarkable is that, for example, Magical Maastricht does not start a bit later in December and continue longer (in January). I keep hearing that this is not possible due to the limitation of the number of event days. Perhaps this is too simplistic, but if you have 30 days in one year, you get 25 days in year 1 and 5 days in year 2. The following year you get 5 (January) and 25 (December) event days in that year. Together total 30 event days for planning in one and the same year . It is a shame that the kids have free still first week of new year and then cannot skate. Moreover, the first week of the new year still has a lot of tourists who can also take advantage of this event.

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

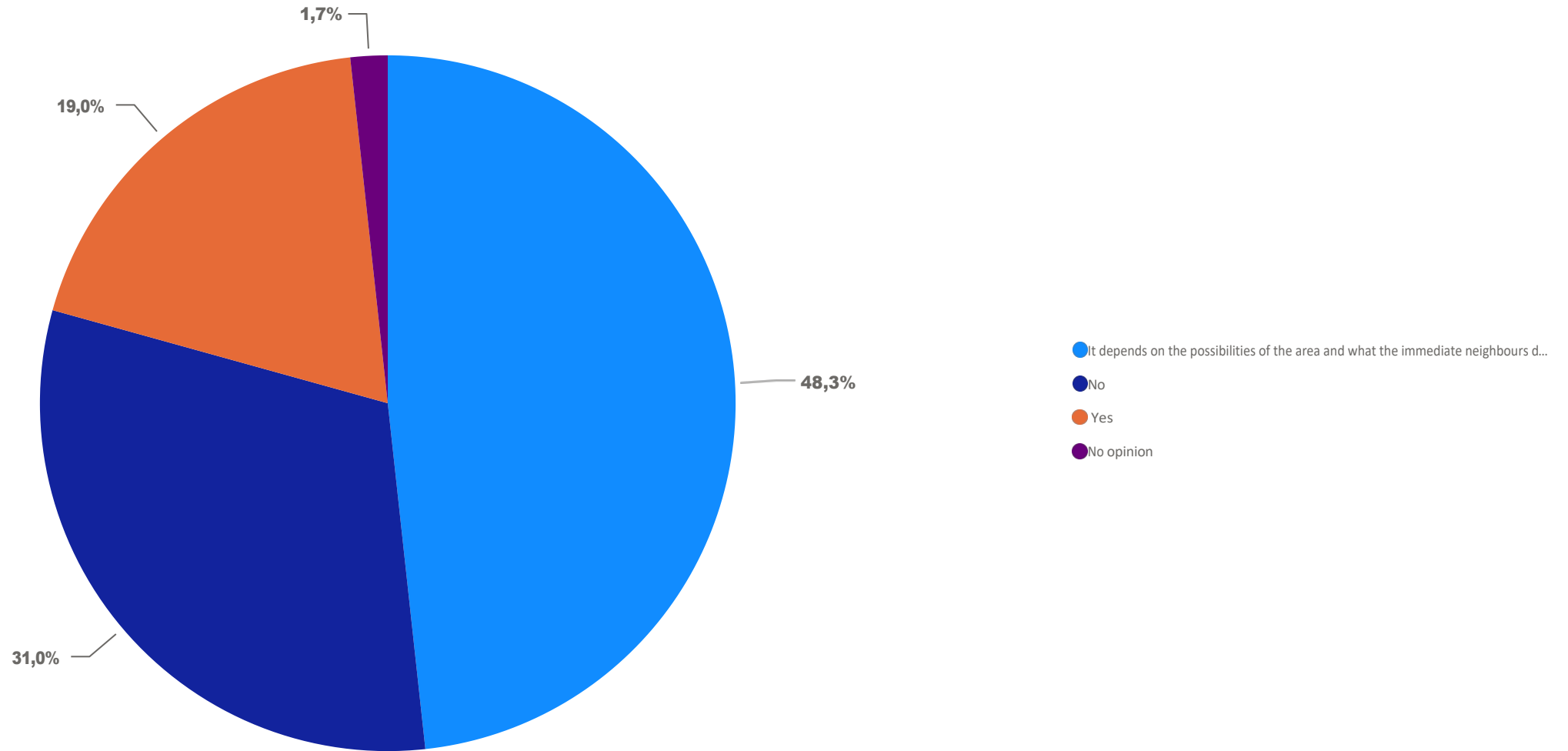
As if participation is possible with the municipality?

I am unaware or insufficiently aware of the possibilities, not least because where I live I have no or little trouble with events. Participation, cynical question!

Participation, never invited for , though I do have several objections pending and ground procedures. It is scandalous that people just have to scrounge up the historic city park with its many protected animals and plants for events. An event that can be heard from one side of the city to the other is not normal in my opinion. Recently again Essential

Via BJK

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, 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

A super idea. Too ordered doesn't necessarily make it cosier. What I have found incredibly nice and atmospheric is, for example:

- On Vrijthof on both sides terrace. Looked incredibly nice and cosy. Then I even went back to sitting on Vrijthof as a resident.
- On OLV square on the side at Italian the terrace against the church
- In Bernardestraat some tables
- In the Koestraat against the Bisschopsmolen at tables
- At Noon more terrace and beanbags on the steps

Several hospitality businesses were favoured by the corona period and are still benefiting from it today. I don't think this is justified. I do everything by the rules and run into a wall every time. Those businesses have fallen into it and benefited a lot from it, not justified I think.

Hospitality and real estate need not earn on the backs of permanent residents.

Yes, if and insofar as this is not at the disproportionate expense of local residents, the quality of life, road safety i.e. the walkability of pavements and the accessibility of homes and business and the storage of bicycles and scooters.

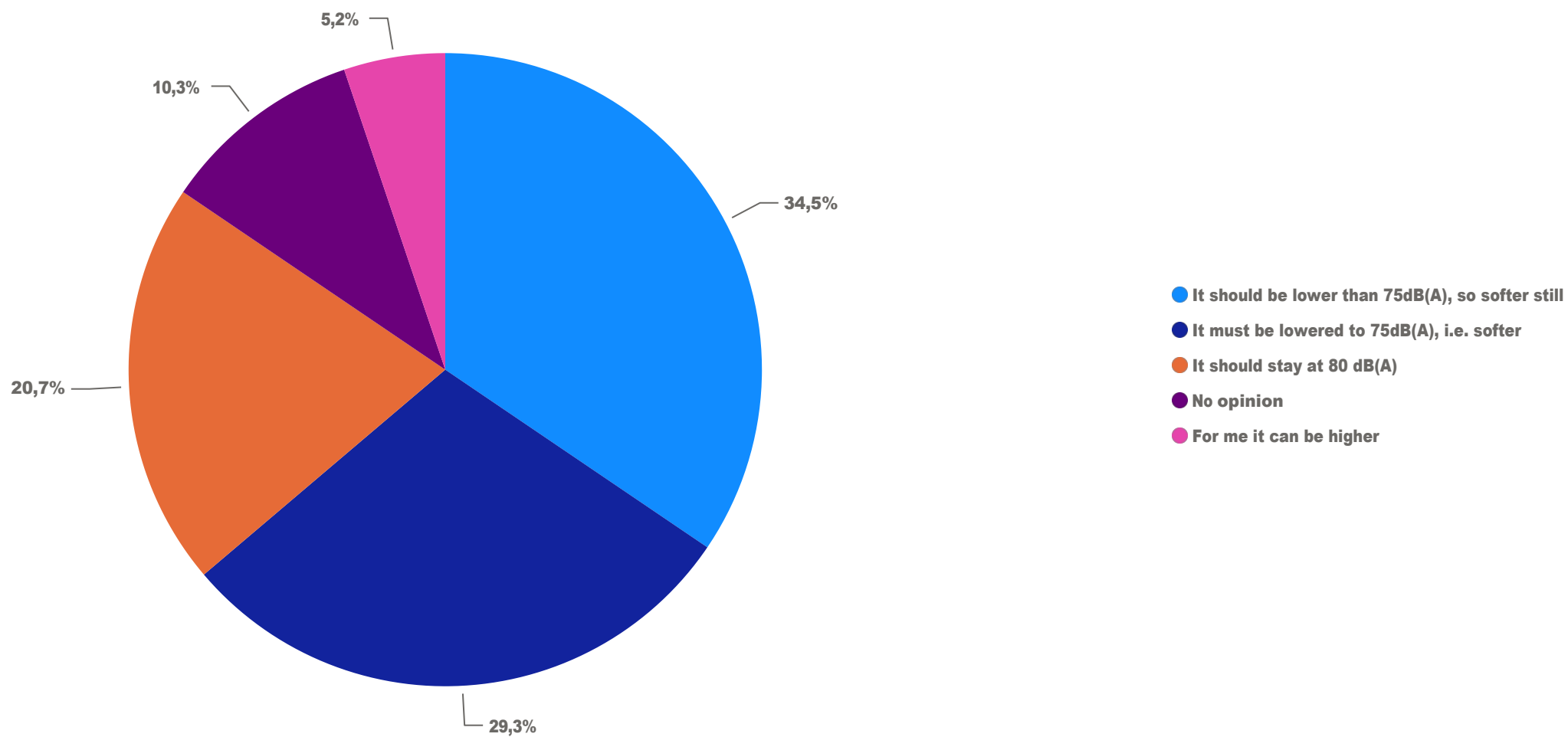
Maastricht should not become a public café. The municipality should focus more on high-quality culture than on "entertainment" and catering. Urgently avoid states like Amsterdam and Venice!

inadmissible the pavements are no longer passable, the historical character is suppressed, too many tourists Maastricht an amusement park

Sitting on terraces in Maastricht is very much hut to hut. I support more space within terrace boundaries/less tables (also because people smoke on terraces). I do not support the expansion of terraces in new areas.

Was temporary relaxation. Hospitality industry always turns out to be "caterpillar never enough".

Question 19 - Explanation: 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).



Question 19 - Explanation: 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



Who are you asking? local residents or occasional event visitors. The municipality should consider the health of local residents so they do not have to move to Sibbe. How do you incorporate this question into the report. Sure, all suburban residents don't mind if the centre is used as a disco.

Apart from nuisance for residents, I wonder whether noisy catering establishments are of this day and age.

It should be standardised in terms of strength plus duration.

Exactly how much the impact of 75db is versus lower I cannot say as a resident however, music from pubs should not be audible within residential houses. Unfortunately, this is the case with much annoyance at our place. If a pub is licensed to serve as an entertainment venue (such as being open after 11pm), especially with current techno music, it is a club and should be insulated with club conditions to prevent noise pollution.

Is there a difference in the allowed db limit between weekdays and weekend days? This seems necessary to me.

I am not sufficiently familiar with the concrete consequences to be able to judge this, but I do understand that a correct trade-off has to be made between the interests of local residents (which weigh heavily) and the liveability and liveliness of events that make a city lively and attractive to visitors from outside the city centre.

I routinely sleep with earplugs in at events and still wake up. Incidentally, the same goes for the container collection companies that are driven through the city centre streets at 6:30 am.

Seems like a reasonable endeavour.

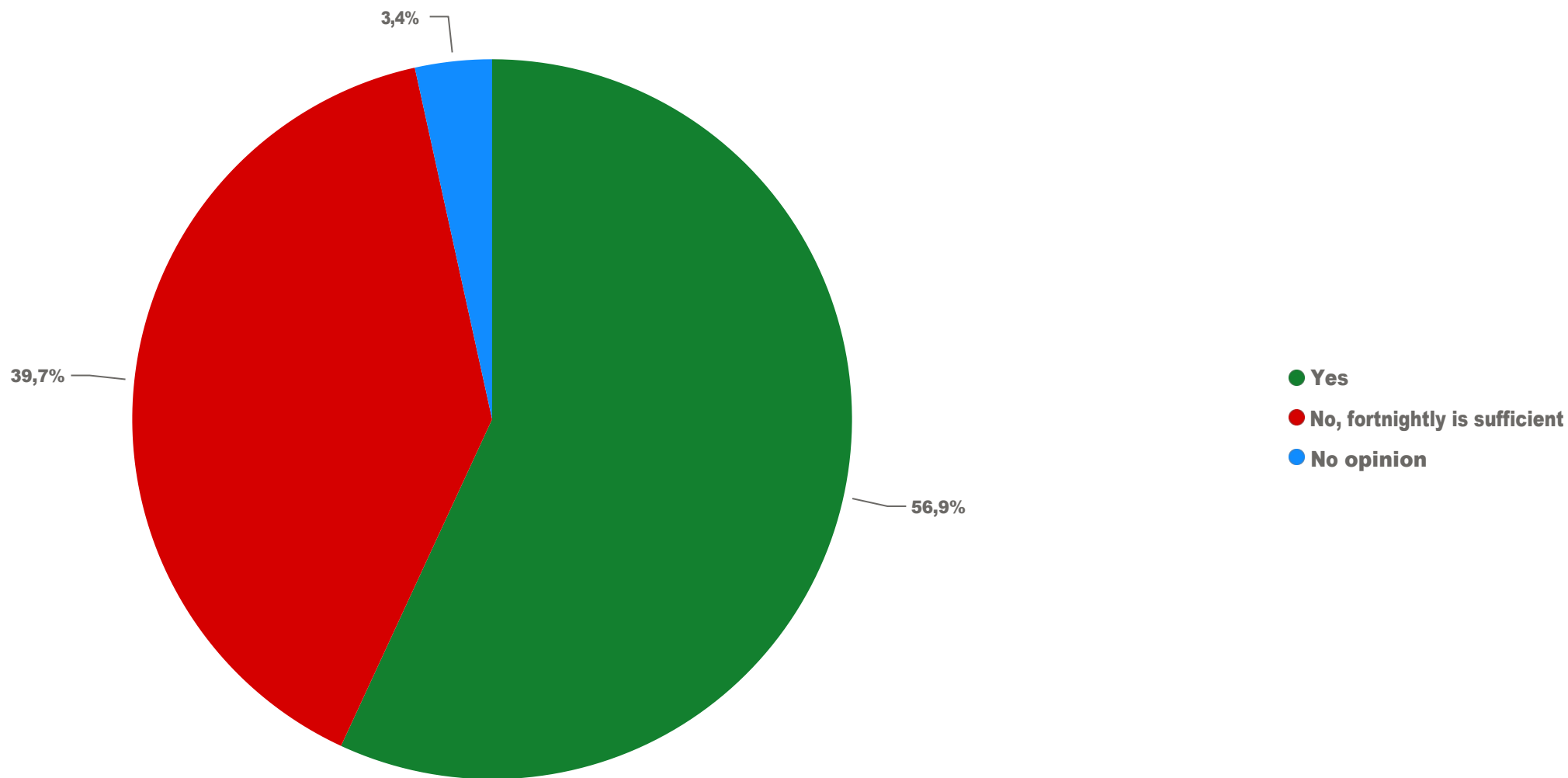
Seems reasonable

Your statement is totally wrong, 3 dB is a doubling, 80dB A is loud, but you also don't talk about the C values, The RIVM admitted last year that music makes people sick. It is the second biggest environmental pollution after air pollution. Rieu can also hold his fancy conventions in summer. Asking the opinion of people who don't live next to it is not the way to go. I also like Schiphol and am not bothered by it at all. So those local residents should just not whine!

we have a lot of nuisance from the music and hear it in the house and summer in the garden

Gets higher by itself.

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 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

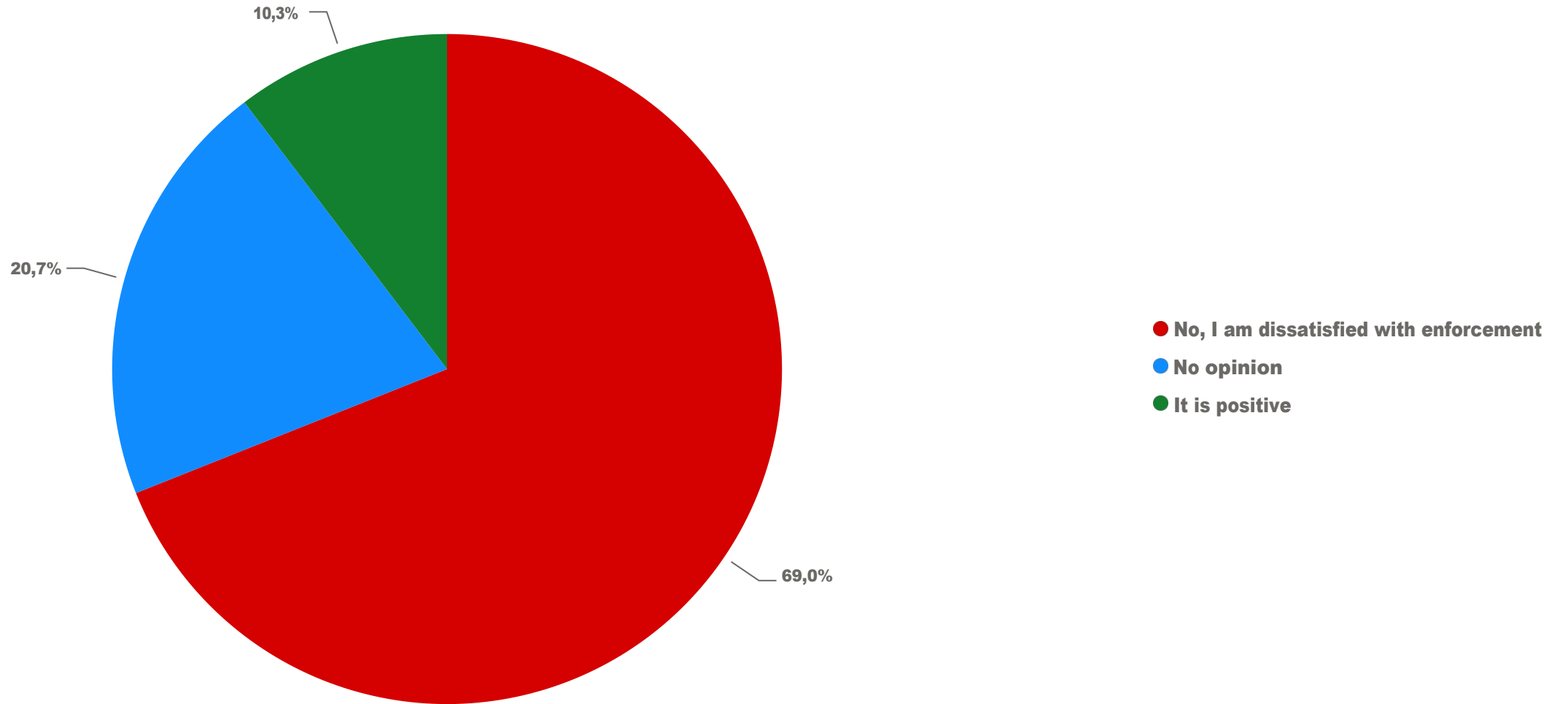
Appearance of the city centre (chic and smart) and thus also its attractiveness to visitors to the city

very much rubbish multi-person hh. City park sickens with pests, which so here in house and rubbish. Lots of maggots and flies in summer.

Everyone puts their bags outside again every week and then stays there!

I was forced to switch to Renewi because fortnightly is too little. However, that should not really be the intention as it does not reduce (freight) traffic through the streets.

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?



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 Comment Provided

Regarding especially bikes and terraces on pavements -which mostly don't deserve the name anyway- and residual bags put out too early.

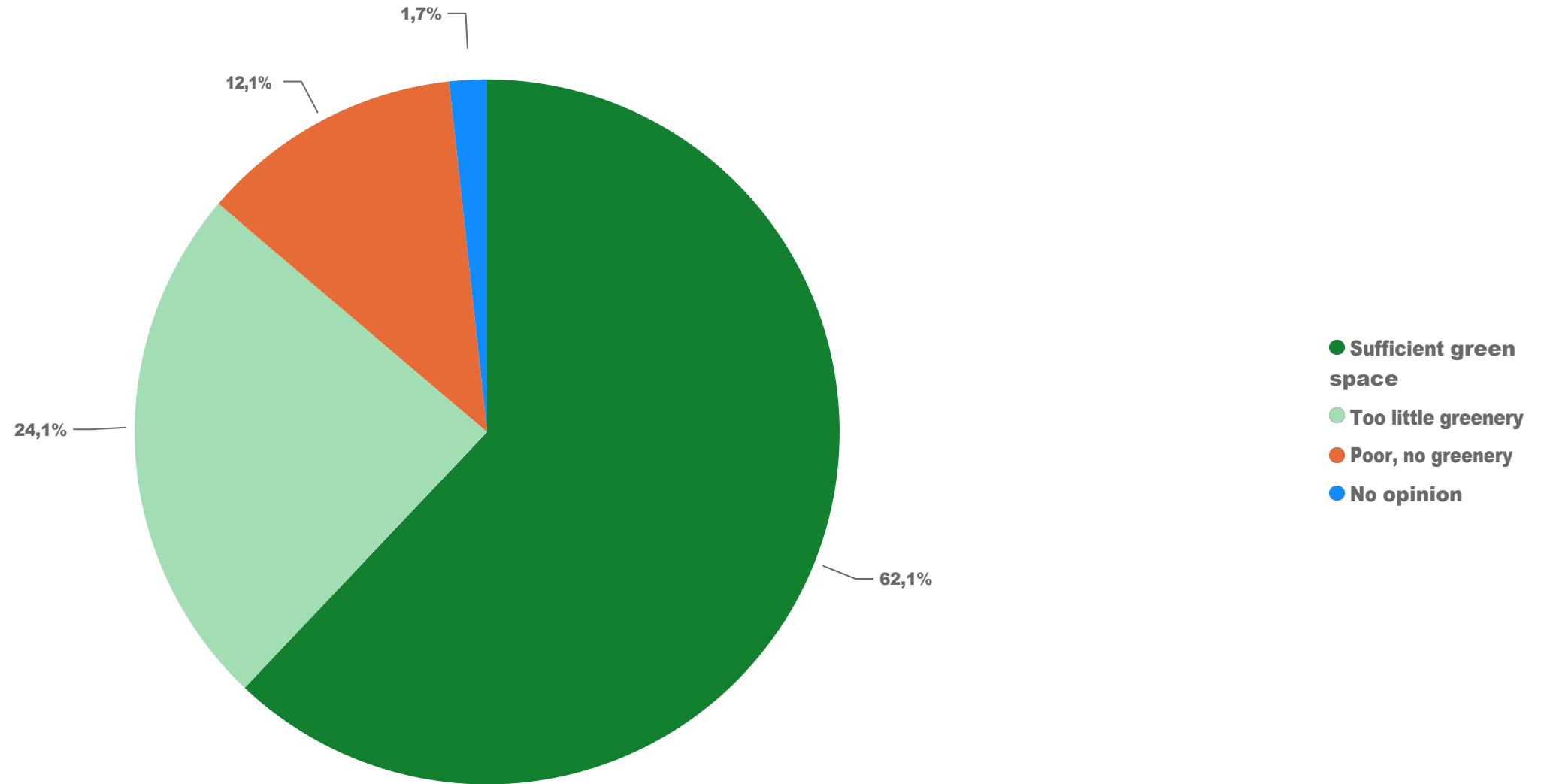
The best steersmen are on the side, but I suspect better action could be taken against nuisance from, say, bicycles blocking the pavement.

There is hardly any enforcement in my neighbourhood

There are plenty of enforcers and police, however, a policy of tolerance was started under burg Ms Penn. . And the hospitality industry is exempt from any control. The hospitality industry permits itself more terrace than allowed by the licence

Enforcement is unfortunately hard to reach. You can't call them directly and when you receive callback requests, they don't call you back for weeks.

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



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

Analysis 23 Comment Provided

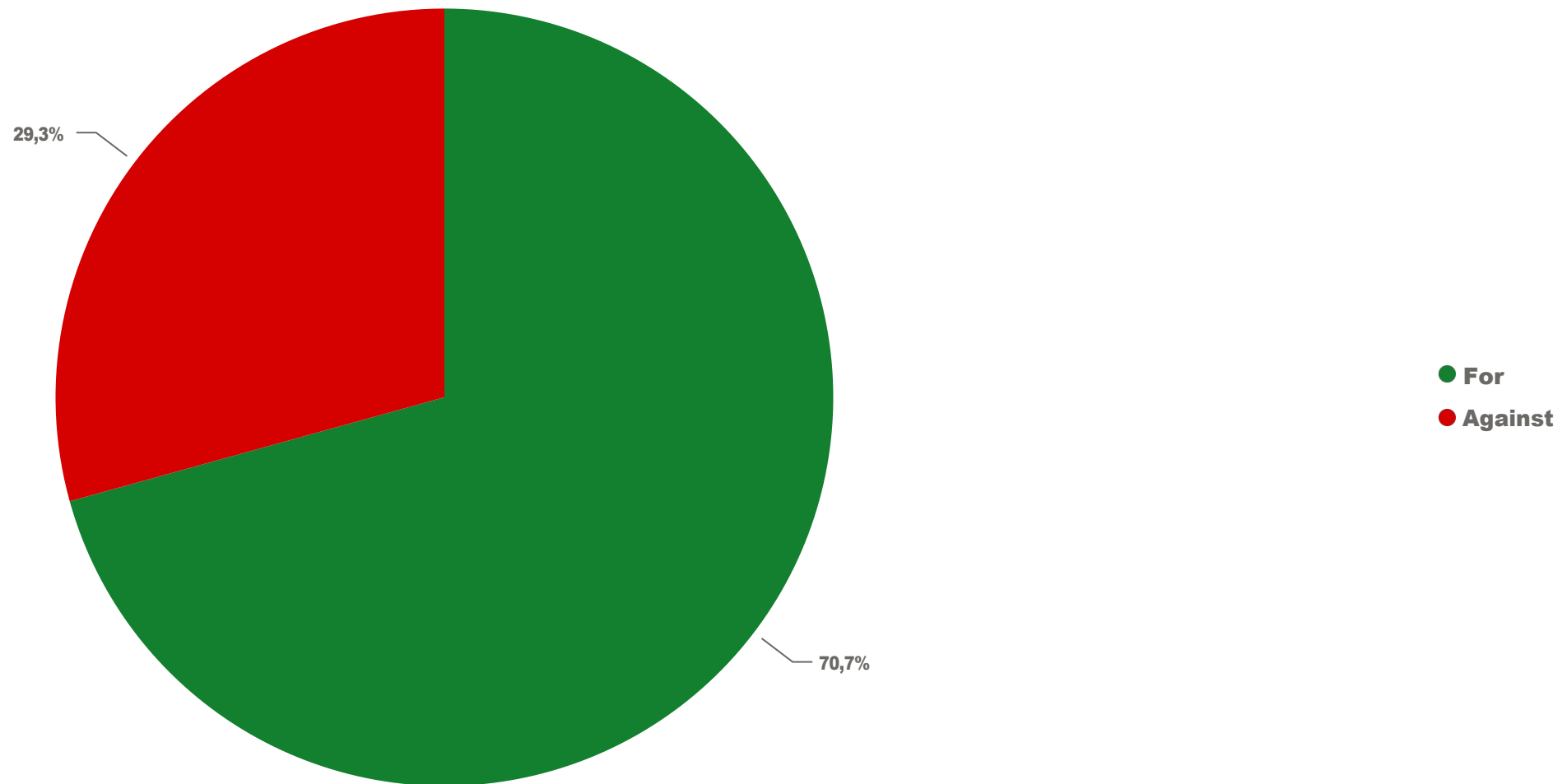


Lovely amount of greenery because of adjacent city park. Park is also well maintained. Thanks!

The city park is seen as an event area, quiet walking is no longer possible, one is constantly passed by mopeds and cyclists, very annoying for children and the disabled. The protected animals and plants just get in the way for the municipality. We now asphalt car wide paths in a park.

But there are parts where more greenery is allowed. These were addressed at a last meeting at the Centre. Think boulevard along Maas and Eifel grounds.

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

Analysis 24 Comment Provided

Just wonder if it will be enforced!!!

The company cars are also often parked with RUNNING engines for a long time i.e. cooling system they cannot turn on the engine they say. The drivers like to go for a coffee. The company cars thus remain unnecessarily long. We as residents suffer immensely from this. Dir does not promote decent air quality in the city centre. Moreover, a lot of noise!

This policy should definitely be introduced by 1-1-2025. The nuisance caused by diesel loaders and unloaders (sometimes for very long periods of time) is extremely high. Not just the noise and drone, but especially the emissions entering our homes through open windows.

but then all tools of the municipality should also run on electricity and no longer on diesel and petrol An inner city without cars, trucks and fat bikes would be optimal.

there are still too many people who (need) a car that do not meet this measure, but also no funds to buy one

No opinion

Hopefully no waivers etc will follow.

I worry about getting repair work done to my house. Small business people may not be able to comply with new rules with their vehicles. Can exemption permits be issued if you need workmen to visit your monument house? It is hard enough to get workmen to come into city centre now due to lack of parking.

I am in favour only if and insofar as these vehicles cause a disproportionate (noise) nuisance and air pollution for residents in the city centre and without imposing unnecessary or disproportionate burdens on businesses, carriers, residents and consumers

I am not in favour of imposing very costly measures, it is all unaffordable for the common man / entrepreneur.

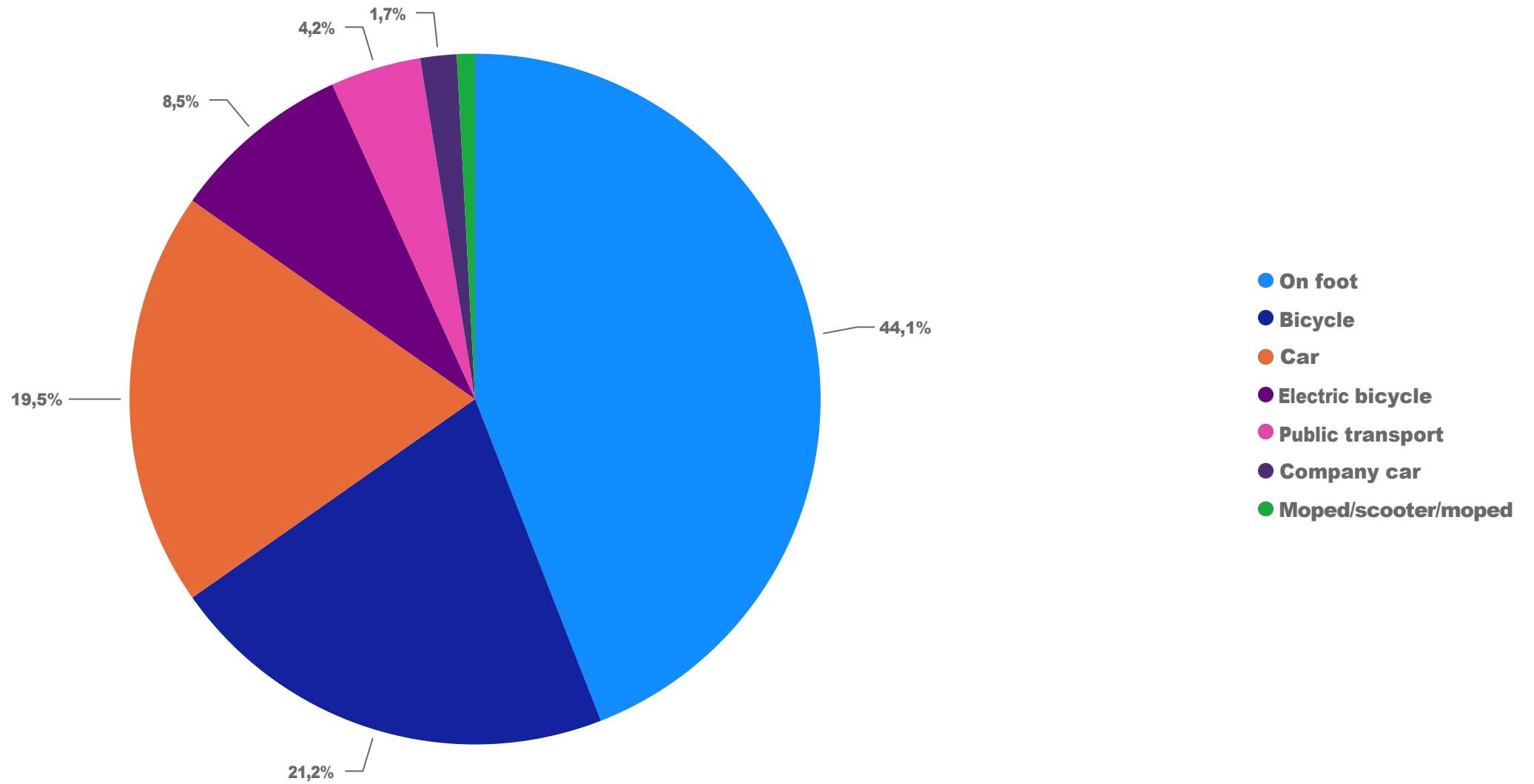
Unnecessarily forcing costs on entrepreneurs.

For provided entrepreneurs are supported to purchase new cars to comply with this

They better stop letting tourists come into the city by car and make car parks at the ring road. We ourselves have a company bus that is allowed until 2028 and then we will have to stop.

Very much in favour! Please do enforce. In Dog Street, diesel vans regularly stand hours with engine running. Even when there is no loading or unloading. (One only goes for coffee!).

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



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

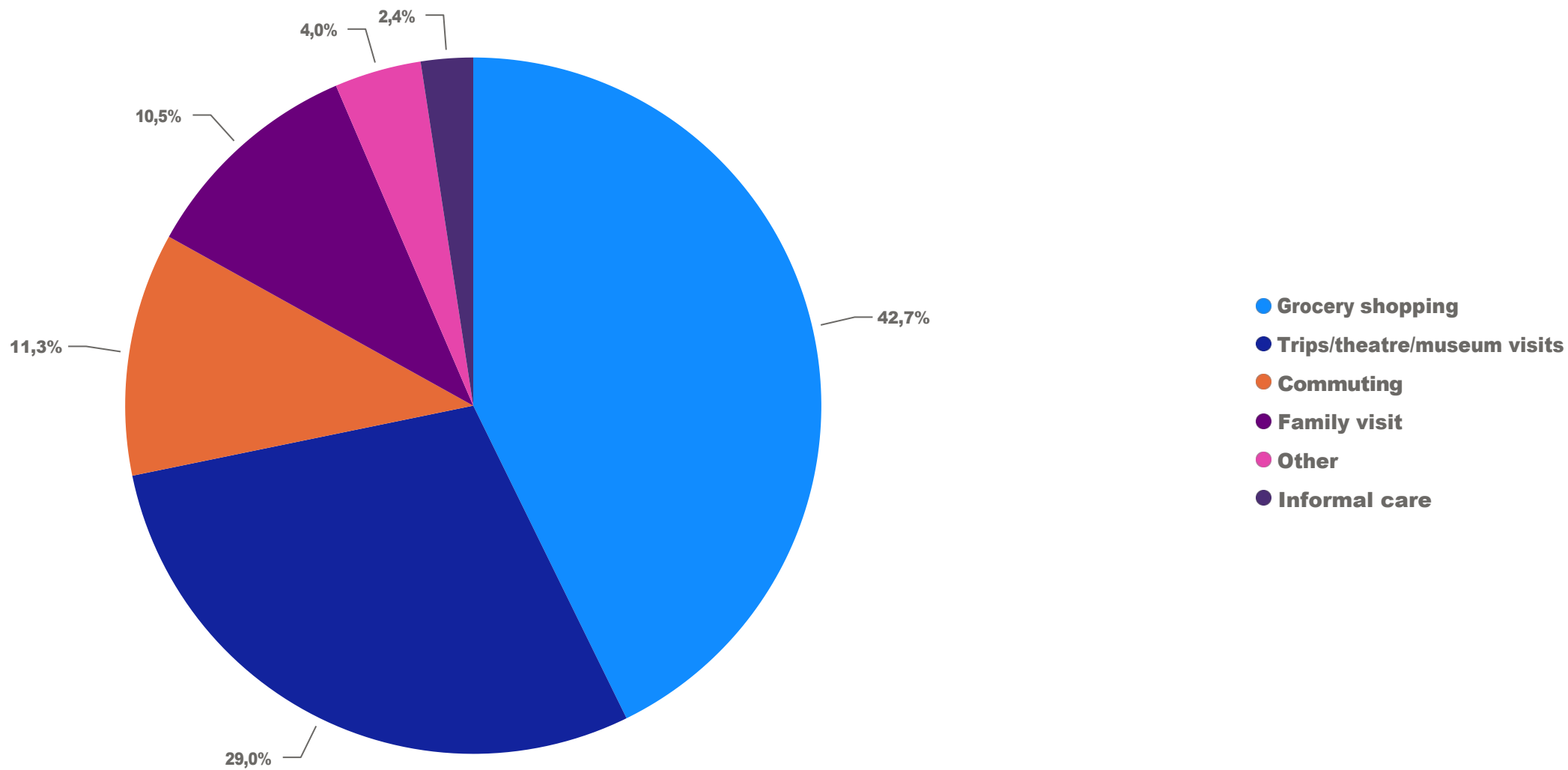
Analysis 25 Comment Provided

all three important

Unfortunately, bus service through Pieterstraat-Hondstraat to railway station has been discontinued. Nearest bus stop is too far away for someone with reduced mobility.

In town on foot, outside by car

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



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

Analysis 26 Comment Provided

as physician visits outside Maastricht with EV

Getting fresh air in the city park.

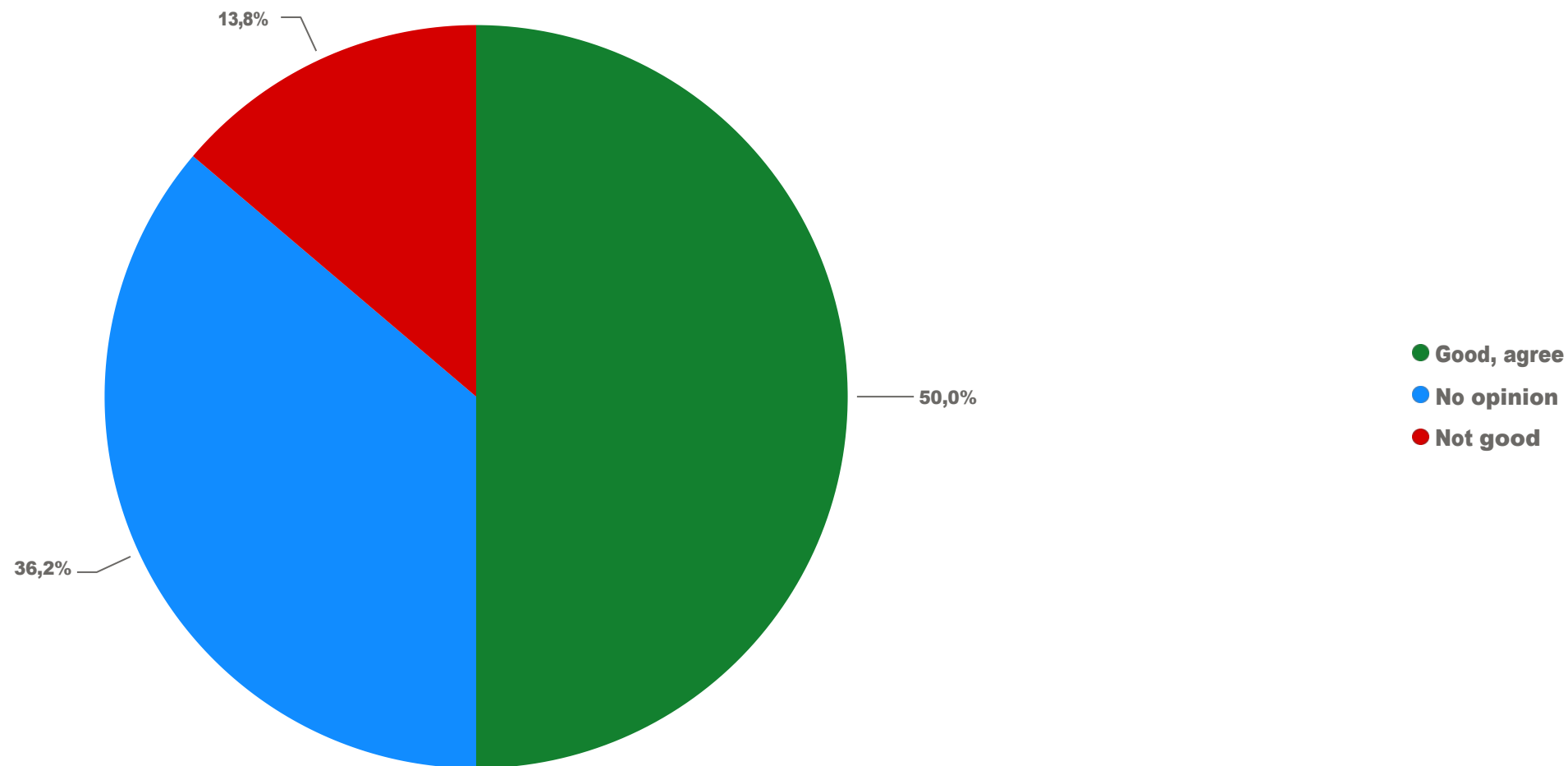
Shopping, cafe, restaurant visits.

Sport

walking

walking with the dog

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 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

Keep the bridge as a green cycling and walking route.

But for the sake of new construction, the developers will probably opt for the most expensive solution

Very good to give this beautiful part of Maastricht more peace and unity. However, I would also include the Maasboulevard as a walking area up to Bassin. Decorate it more nicely with, for example flower boxes and place food trucks or fixed wooden houses. And that doesn't have to be just catering but could also be a stall for selling stuff. Then, though, the Mississippi boat would have to be moved to ensure a safe feeling on that stretch.

I don't use a bus. But will have to at some point in the future. I keep in mind that the provision would then be undersized.

I do not know enough about the consequences of this plan but, on the face of it, it seems like a good plan. Incidentally, I am particularly concerned about road safety on busy streets like Grote Gracht and Gubbelstraat.

Too bad

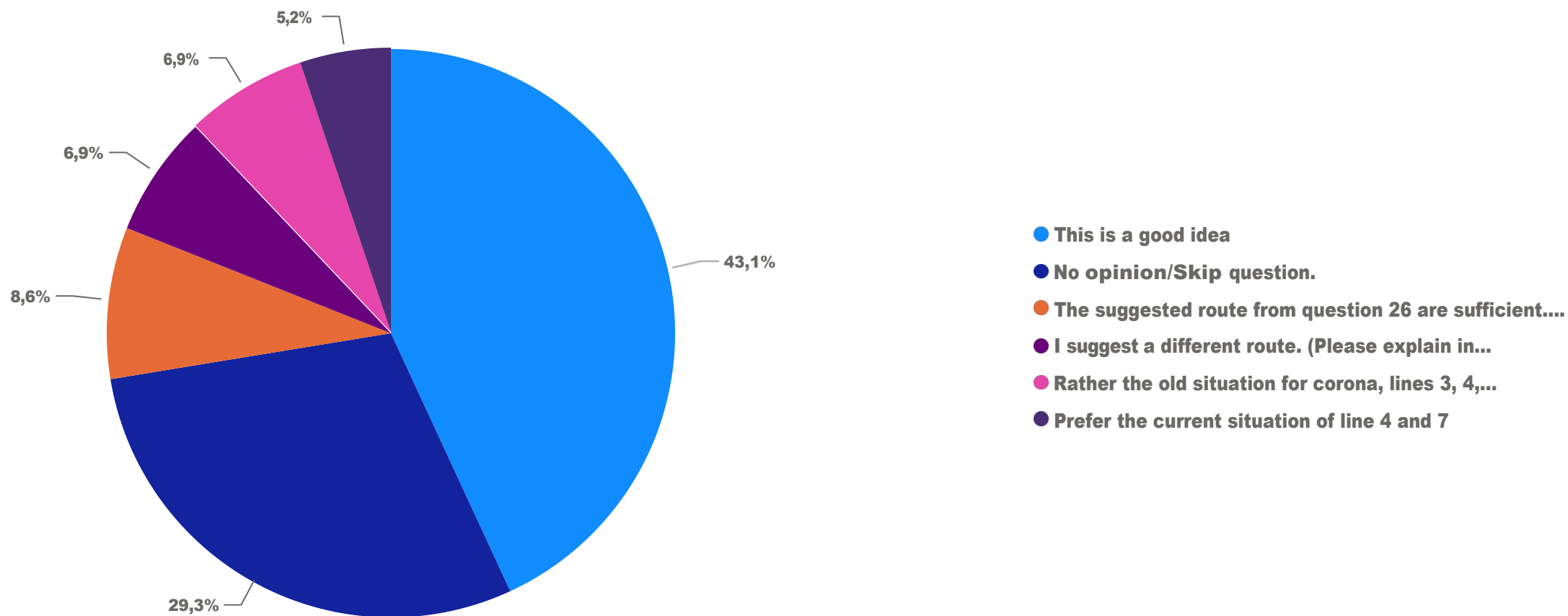
People dependent on ov have to walk further

ridiculous

So what are they preventing? What risk?

Don't see the point and benefit of it. I think the cost of this could be better spent in more important things.

Question 27 - Besides the planned modification of the transport axis due to the removal of the Bassin Bridge, the Maastricht municipality is also considering also considering 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 keep line 4 and 7 disappear anyway. The image below shows a proposed route for the centre line.

Analysis 28 Comment Provided

Bus transport needs to be much more finely tuned. Small vans that pick you up at home on request and take you to your destination could make the car in the city redundant. there is already enough traffic in our street

I like the alternative of small electric vans.

It is already ridiculous that there is hardly any public transport for St Pieter, Wolder, Biesland etc....

Public transport in the city needs a complete overhaul. Abolish and replace with small bus units of 15 stands or seats. Connect with lines from every suburb to the city centre , the Vrijthof and the Market. These can function as transfer points. Be able to board and alight every 15 minutes based on a €20 strip card. Entry and exit fare with for €50. Train volunteers who there are enough as drivers. And certainly introduce more than enough embarkation and disembarkation points on every line visa versa on every line.