Annex II: Portraits of some BYPAD-cities, towns, regions

August 2008
Introduction

In this annex we give a short overview of the reasons why cities used BYPAD and the main results of BYPAD for these cities, towns and regions.

You find a reaction of the following BYPAD-cities, towns, regions:

- BASEL, Switzerland
- GENEVA, Switzerland
- ZURICH, Switzerland
- SAN SEBASTIAN, Spain
- SOUTH BOHEMIA REGION, Czech Republic
- OLOMOUC REGION, Czech Republic
- REGION of SOUTH MORAVIA, Czech Republic
- OSTRAVA, Czech Republic
- SOUTHWARK, London borough, Great-Brittain
- GAVLE, Sweden
- KARLSTAD, Sweden
- LUND, Sweden
- EINDHOVEN, Netherlands
- SINT TRUIDEN, Belgium
CITY of BASEL, Switzerland

<table>
<thead>
<tr>
<th>Number of inhabitants</th>
<th>187,332</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area</td>
<td>37 km²</td>
</tr>
</tbody>
</table>

Bypad report

Reason for using the Bypad-tool:
- To know where we stand
- To improve the bicycle policy

Experience with the Bypad tool

"We got the qualitative evaluation of our cycling policy as well as a report of account in preparation for new blanket credit for further cycling promotion."

BIGGEST IMPROVEMENTS (OR CHALLENGES) IN CYCLING POLICY

1. Planning and organization
   we got political acceptability and arguments in favour of a second bicycle credit (global budget/blanket credit) to finance the new programme bicycle policy. It includes infrastructural and operational measures as well as "soft policies"-measures and data management.

2. Infrastructure
   Further completion of cycle routes, also improvement of older cycling measures based on the experiences of the last 30 years - especially creating more and improving existing parking spaces for bicycles.
3. Other actions (Information, education, parking policy, land use planning, ...)

For example:
- Information brochure on cycling policy
- Education campaign for children, called "Veloparcours" (cycling exercise facilities)
- Safety campaign 'dead angle' (with radio and cinema spot, training /education film)

4. Evaluation and monitoring

- Census of the inhabitants of Basel in 2005 and 2007
- Concept of data management and base data
- New permanent counting locations in planning (8 existing)
CITY GENEVA, Switzerland

<table>
<thead>
<tr>
<th>Number of inhabitants</th>
<th>185,726</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area</td>
<td>16 km²</td>
</tr>
</tbody>
</table>

Bypad report 2004

Reason for using the Bypad-tool:
- To know were we stand
- To improve the bicycle policy
- To convince others of the importance of bicycling
- To be part of the BYPAD network and learn from other cities

Experience with the Bypad tool

"According to me, the "weakness" of this audit is the fact that the concept is very difficult to communicate to the public, and politicians. It is not pragmatic enough. It also takes a lot of time for the technicians, who are already convinced, to work on it."

BIGGEST IMPROVEMENTS (OR CHALLENGES) IN CYCLING POLICY

1. Planning and organization
   In fact, we do already have committees, working groups and a cycling policy. We cannot say that the Bypad audit pushed it forwards.

2. Infrastructure
   Step by step, the cycling network is developed. Mostly together with collective transport infrastructure (trams, train connection, etc).

3. Other actions (Information, education, parking policy, land use planning, ...)
   We continue to promote the use of cycling through "samedi du vélo". To help increasing safety, we organize mechanical classes (riding with a bicycle in order, brakes, light, etc) and courses to learn how to ride, for adults (to keep one's balance, to learn traffic rules, etc).

FACTS AND FIGURES

<table>
<thead>
<tr>
<th>Modal split: % of number of daily trips per modus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
</tr>
<tr>
<td>Bicycle trips</td>
</tr>
<tr>
<td>Public transport</td>
</tr>
<tr>
<td>Car trips</td>
</tr>
</tbody>
</table>
CITY of ZURICH, Switzerland

<table>
<thead>
<tr>
<th>Number of inhabitants</th>
<th>376,453</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area</td>
<td>92 km²</td>
</tr>
</tbody>
</table>

Bypad report | 2006

Reason for using the Bypad-tool:
- To improve the bicycle policy
- To convince others of the importance of bicycling

BIGGEST IMPROVEMENTS (OR CHALLENGES) IN CYCLING POLICY

1. Planning and organization
   No specific actions. Policy and committees are in Zurich already quite good.

2. Infrastructure
   Making the bicycle infrastructure more visible. Guarded parking facilities during events.

3. Other actions (Information, education, parking policy, land use planning, ...)
   Specific communication and training for different target groups. Promoting the bicycle as a daily mean of transport.

4. Evaluation and monitoring
   Better analysis of potentials and cycle traffic in general. Impact analysis of the cycle policy.

FACTS AND FIGURES

<table>
<thead>
<tr>
<th>Modal split: % of number of daily trips per modus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
</tr>
<tr>
<td>Bicycle trips</td>
</tr>
<tr>
<td>Public transport</td>
</tr>
<tr>
<td>Car trips</td>
</tr>
</tbody>
</table>
CITY of SAN SEBASTIAN (DONASTIA), Spain

| Number of inhabitants | 184,442 |
| Area | 61 km² |

Bypad report

Reason for using the Bypad-tool:
- To know where we stand

Experience with the Bypad tool

“Knowledge of the necessary improvements in different aspects of bicycle policy.”

BIGGEST IMPROVEMENTS (OR CHALLENGES) IN CYCLING POLICY

1. Infrastructure
   - Bicycle network built in 2007: 3.5 km
   - Signaling guide of cycling lanes
   - Recommendations guide for suitable use of cycling infrastructures

2. Other actions (Information, education, parking policy, land use planning, ...)
   - First contacts to begin the activity of “In Bicycle to the School”
   - Bicycle Week 2008
   - Public Bicycle System

3. Evaluation and monitoring
   - Reports of the Bicycle Observatory
   - Bicycle users typology’s study
**SOUTH BOHEMIA REGION, Czech Republic**

<table>
<thead>
<tr>
<th>Number of inhabitants</th>
<th>162.540</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area</td>
<td>1625 km²</td>
</tr>
</tbody>
</table>

**Bypad report**

**Reason for using the Bypad-tool:**
- To improve the bicycle policy

**Experience with the Bypad tool**

"we can work better with politics"

**BIGGEST IMPROVEMENTS (OR CHALLENGES) IN CYCLING POLICY**

1. **Planning and organization**

   Beside the South-Bohemian regional government, many other partners contribute to development of cycling. The most important cooperation of the regional government is focused on cities, municipalities, private sector, and NGOs working in the field of development of tourism, sustainable transport, … The main objective of the Foundation is to develop cycling and achieve a good coordination of all the activities in benefit of cycling within the whole region. Some of their popular activities are focused on organising cycling events, publishing leaflets on cycle routes in the region, auditing the quality of south-bohemian cycle routes and monitoring of bicycle use along them.

   By the end of 2006, the conception of cycling development in the South-Bohemian region (hereinafter the Conception) was set up and fully adopted in 2007. The document has come out of the objectives of the National Cycling Strategy and defined concrete regional priorities for improvement of cycling in South Bohemia.

   The Conception reflects both integral streams of cycling:
   1. cycling as a means of environment-friendly transport
   2. cycling as an attractive way of tourism development

   The policy defines the following main priorities for the period of 2007-2013:
   - Priority 1 Development of cycling as an equal means of transport to others in the South Bohemian region
   - Priority 2 Development of cycling as an integral and important part of tourism supply in South Bohemia
   - Priority 3 Support of supra-structural and cross-cutting activities for development of cycle tourism and cycling transport in South Bohemia
2. Infrastructure

With the objective to create a detailed database containing a comprehensive and full-range information on extent, alignment and quality of the cycling network (per concrete stretches) in the South Bohemian region, the Foundation implements regular audits since 2006. The final results of audits bring a picture and information on South Bohemian cycle routes and cycle paths.
### OLOMOUC REGION, Czech Republic

<table>
<thead>
<tr>
<th>Number of inhabitants</th>
<th>639,033</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area</td>
<td>5.267 km²</td>
</tr>
</tbody>
</table>

- **Bypad report**: 2003
- **Reason for using the Bypad-tool**: To improve the bicycle policy

#### Experience with the Bypad tool

“help gain ground of our cycling policy.”

#### BIGGEST IMPROVEMENTS (OR CHALLENGES) IN CYCLING POLICY

1. **Planning and organization**

   As for communication among the regional government and officials from local governments, politicians, experts and other 'clients', a regular dialogue takes place. All the data is summarised in report on status of cycling transport in the region, elaborated in 2006. The Regional Council has decided on a regular yearly financing for construction of cycle paths. Therefore a founding stone for support of cycling in the region has been set-up.

2. **Infrastructure**

   The cycling measures are yearly financed from a fixed amount of the regional budget. Financing is earmarked mainly for construction and improvement of cycling infrastructure. Since 2005 the regional government financially supports maintenance of cycle signs (300,000 CZK/year), the promotion tour series “Discover the Olomouc region by bicycle” (100,000 CZK/year). Promotion of cycle tourism makes a part of the tourism promotion strategy. Support of cycling from the regional government is equilibrated among realisation of long-distance cycle routes and local routes for commuting of cyclists (which mostly go on roads with low car traffic or separately in some cases). The regional government has a competence to develop stretches of interurban cycle routes.
suitable for daily cycling as well.

<table>
<thead>
<tr>
<th>3. Other actions (Information, education, parkingpolicy, land useplanning, ...)</th>
</tr>
</thead>
<tbody>
<tr>
<td>The project “Discover the Olomouc region by bicycle” focuses on communication with inhabitants of the region, as well as on coming visitors and offers an interesting way of getting to know the region thorough organized bicycle tours. The year of 2006 became the pilot phase when the project idea and preparedness of micro-regions were tested. The group of project partners has found a set of itineraries and presented the region in an attractive way. From the 1st of May till the 16th of September 2006, 13 cycling events in the frame of the project were organized. Each event was coordinated by the related micro-region and its local governments. The mayors, project partners and journalists participated in bicycle touring, promoting local cycle routes. The series of bicycle rides was accompanied by a cultural and sport program.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>4. Evaluation and monitoring</th>
</tr>
</thead>
<tbody>
<tr>
<td>The regional government has an exact database of cycle infrastructure in the region.</td>
</tr>
</tbody>
</table>
**REGION of SOUTH MORAVIA, Czech Republic**

<table>
<thead>
<tr>
<th>Number of inhabitants</th>
<th>1,132,563</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area</td>
<td>7,196 km²</td>
</tr>
</tbody>
</table>

**Bypad report**

**Reason for using the Bypad-tool:**
- To improve the bicycle policy

**Experience with the Bypad tool**

“Thanks to this project we prepared a new strategic Bicycle plan.”

**BIGGEST IMPROVEMENTS (OR CHALLENGES) IN CYCLING POLICY**

**1. Planning and organization**

The Region of South Moravia elaborates a database of cycling projects (planned and implemented ones), including a full information on projects, map of the regional cycle network (cycle infrastructure incl. stages of implementation, financing, objectives, monitoring etc.), activities of municipalities and micro-regions and other organisations within the region, relation of the activities to transport and tourism areas.

The regional government has an elaborated program for development of cycle route network with a minimum contact with car traffic in South Moravia region (September 2007). The document shows an implemented cycling infrastructure and needs for new facilities, esp. for cycle tourism in South Moravia Region. It also defines a system of preparation, financing, constructing and follow-up administration of projects financed from EU funding. The resulting document serves for communication among municipalities, associations of municipalities, local action groups, other subjects and the South Moravia regional government in order to overview and coordinate all the development activities for cycling transport and cycle tourism across the region and in relation to adjacent regions (for ex. monitoring, administration system and financing of cycling in South Moravia Region).

Coordination of priorities, objectives and measures, implementation is in hands of an elected regional cycling coordinator. He works at the Regional Development Department and closely cooperates with the Department of Transport. The priority of his work is to coordinate activities along international and regional cycling corridors. Therefore factuality and feasibility of the given document is ensured.

**2. Other actions (Information, education, parking policy, land use planning, ...)**

Cycling is promoted as both - an attractive recreation activity and integral part of tourism. For promotion of cycling, classic cycling maps and a special project “Portal of cycle tourism in South Moravia Region in connection to Lower Austria Region” that brings a complete information for visitors and tourists using cycle routes and cycle paths and related services in these regions. The project includes a web application with a searching engine for cycle routes from A to B and with connection to a web portal of South Moravia Region and accessible information in the region (tourist places of interest, accommodation, bicycle rentals and repair shops, tourist info-centres, rail stations, sport centres ...).
### 3. Other actions (Information, education, parking policy, land use planning, ...)

The regional transport system “CYKLOTRANS” has been initiated in 2006 and enters its fourth season, continuing in its tradition for comfortable inter-modality, travelling across South Bohemia without depending on a car. A skeleton of the system is formed by seven bus lines which transfer both passengers and bicycles. The first week-end bus line starts the 20th May and is operated till the end of September every year. During vacation, the bus service supply is expanded also for work days. Conception of the transport system ensures a direct link to other bus lines, rail and water transport services.

### 4. Evaluation and monitoring

- Counting-up of cyclists is effectuated by the foundation.
- The regional government has at disposal an accident analysis and yearly statistic data on accident rates elaborated by the Police.
**CITY of OSTRAVA, Czech Republic**

<table>
<thead>
<tr>
<th>Number of inhabitants</th>
<th>318,726</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area</td>
<td>214 km²</td>
</tr>
</tbody>
</table>

**Bypad report**

| 2003 |

**Reason for using the Bypad-tool:**

- To improve the bicycle policy

**Experience with the Bypad tool**

"it showed us that cycling policy is not only about building cycling infrastructure but also about enhancing people and do many other actions"

**BIGGEST IMPROVEMENTS (OR CHALLENGES) IN CYCLING POLICY**

1. **Planning and organization**

   The committee made sessions during the BYPAD+ process. The city doesn’t have a special bicycle policy but there is a growth of bicycle infrastructure every year.

2. **Infrastructure**

   The city has a network of about 190 km of bicycle routes. Roughly one third of the whole network is made by bicycle paths, bicycle and pedestrian paths or roads with limited access of motor vehicles. Because of the safety there are built humps in crossing of local roads and traffic lights when crossing main roads. There is an annual inspection of quality and traffic signing of bicycle routes.

![Ostrava, Cycle lane](image)
3. Other actions (Information, education, parking policy, land use planning, ...

There was made an enquiry survey about bicycle policy in town and especially before the bicycle tram was put into operation. The results of the last enquiry were positive, so the bicycle tram operated for three summer seasons. Unfortunately because of high cost the service was abandoned last year. Included the snaps of the bicycle tram.

Ostrava, Bicycle tram

4. Evaluation and monitoring

It’s a great pity that the results of evaluation and monitoring were not implanted in many cases. The commision stopped the activity after the BYPAD+ program had finished, the green phone line was not accepted and the only practical result was the program of safety bicycle racks located all over the city in front of public buildings.

Ostrava, Bicycle racks
CITY of SOUTHWARK, London borough, Great-Brittain

| Number of inhabitants | 247,400 |
| Area                 | 29 km²  |

Bypad report

Reason for using the Bypad-tool:
- To know were we stand
- To improve the bicycle policy

Experience with the Bypad tool

"Gave us the results and ways forwards that I was hoping for."

BIGGEST IMPROVEMENTS (OR CHALLENGES) IN CYCLING POLICY

1. Planning and organization
   None but we now have a cycle policy which BYPAD helped put together

2. Other actions (Information, education, parking policy, land use planning, ...)
   I have been able to use the BYPAD tool to try to take forwards policy in the local authority
CITY of GAVLE, Sweden
Number of inhabitants 68.700
Area 42 km²

Bypad report 2006
Reason for using the Bypad-tool:
- To know where we stand
- To improve the bicycle policy

Experience with the Bypad tool
“It got us going again after several years of doing almost nothing”

BIGGEST IMPROVEMENTS (OR CHALLENGES) IN CYCLING POLICY

1. Planning and organization
   We now have goals for cycling.

2. Infrastructure
   We have spent much more money in maintaining our bicycle route network since BYPAD

3. Other actions (Information, education, parking policy, land use planning, ...)
   We invested in a cycle counting pollar and got a lot of positive reactions.

   Gävle, Cycling counting pollar

4. Evaluation and monitoring
   See above. this was both an information and a monitoring projekt.
**CITY of KARLSTAD, Sweden**

<table>
<thead>
<tr>
<th>Number of inhabitants</th>
<th>58,544</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area</td>
<td>30 km²</td>
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</tbody>
</table>

**Bypad report** 2005

**Reason for using the Bypad-tool:**
- To improve the bicycle policy
- To convince others of the importance of bicycling

**Experience with the Bypad tool**

"We have not done enough of cooperation between different departments and officers. The implementation of the result and the action plan has to be more communicated."

**BIGGEST IMPROVEMENTS (OR CHALLENGES) IN CYCLING POLICY**

1. **Planning and organization**
   - 2008 more money has been put on bicycle activities, a meeting will be held in September to discuss priorities.
   - In our transport strategy the message is that priority will be given to cycling. A lot of suggestions on improving cycle conditions are outlined by politicians.

2. **Infrastructure**
   - Will improve because of political decisions. Officers have got orders to carry out a cycle plan at the end of Autumn 2008

3. **Other actions (Information, education, parking policy, land use planning, …)**
   - Land use planning: Project with house building companies and architects and planners to increase the knowledge about sustainable planning and building focusing on sustainable traffic systems.
   - Bicycle campaigns "Bike to work"

**FACTS AND FIGURES**

**Modal split: % of number of daily trips per modus**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>11%</td>
</tr>
<tr>
<td>Bicycle trips</td>
<td>15%</td>
</tr>
<tr>
<td>Public transport</td>
<td>7%</td>
</tr>
<tr>
<td>Car trips</td>
<td>67%</td>
</tr>
</tbody>
</table>
CITY of LUND, Sweden

<table>
<thead>
<tr>
<th>Number of inhabitants</th>
<th>76.188</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area</td>
<td>25 km²</td>
</tr>
</tbody>
</table>

Bypad report | 2004

Reason for using the Bypad-tool:
- To know were we stand
- To improve the bicycle policy
- To be part of the BYPAD network and learn from other cities

Experience with the Bypad tool

“We are positive to the method. We got useful proposals to take the next step towards TQM. The discussions between bicyclists, politicans and officials were very valuable also.”

BIGGEST IMPROVEMENTS (OR CHALLENGES) IN CYCLING POLICY

1. Planning and organization
The city of Lund has a strategy for a sustainable transport system. The strategy includes six reform areas and one of them is bicycle traffic. The reform contains hard and soft measurements to increase the use of the bicycle. The cyclists needs and demands, as well as the needs and demands of other trafficant groups, are considered in every step of planning and management. The city of Lund has goals to improve the bicycle traffic decided by the city council. They have also a local policy with reccomendation how to design the bicycle network.

2. Infrastructure
The city of Lund improves the bicycle network perpetual due to the financial resources. For example building missing links in the network, parking places, bike and rides, air pumps, safe crossings and so on. The bicycle network is divided in main and secondary bicycle passages. The main passages are always possible to use, even in winter time. The snow clearances of the main passages are prioritized in front of the roads of car traffic.

3. Other actions (Information, education, parkingpolicy, land useplanning, ...)
To encourage cycle use the city of Lund arranges different kinds of campaigns. The most important targetgroup are car drivers. The city has a bicycle map and will during the coming year introduce a bicycle journey planner on the webb. Other kinds of services are gaurded bicycle parking garages, air pumps and information about cycling and products related to cycling.

4. Evaluation and monitoring
On an annual basis the development of bicycle, pedestrians and car traffic are monitored. Every year there is an evaluation of traffic safety. The travel habits of the recidientials in the municipality are reasently investigated and a local analysis will be done during the comming months.
### FACTS AND FIGURES

**number of accidents with cyclists involved**

<table>
<thead>
<tr>
<th>Year</th>
<th>With killed cyclists</th>
<th>With seriously injured cyclists</th>
<th>With slightly injured persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003</td>
<td>0</td>
<td>17</td>
<td>186</td>
</tr>
<tr>
<td>2004</td>
<td>0</td>
<td>14</td>
<td>204</td>
</tr>
<tr>
<td>2005</td>
<td>1</td>
<td>20</td>
<td>201</td>
</tr>
<tr>
<td>2006</td>
<td>2</td>
<td>21</td>
<td>224</td>
</tr>
<tr>
<td>2007</td>
<td>0</td>
<td>10</td>
<td>198</td>
</tr>
</tbody>
</table>
**CITY EINDEHOVEN, Netherlands**

<table>
<thead>
<tr>
<th>Number of inhabitants</th>
<th>210.300</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area</td>
<td>89 km²</td>
</tr>
</tbody>
</table>

**Bypad report**

**Reason for using the Bypad-tool:**
- To know where we stand
- To improve the bicycle policy

**Experience with the Bypad tool**

"The level of policy was very low. BYBAD improved the policy in a new way. This new point of view let to very effective actions and a good relationship with the local pressure groups and other planning disciplines."

**BIGGEST IMPROVEMENTS (OR CHALLENGES) IN CYCLING POLICY**

**1. Planning and organization**
- A new network for lobby groups with authority
- New policy (2006) to improve the network, safety, comfort and speed, with an action plan and money
- New policy for parking space

**2. Infrastructure**
- More asphalt and new bicycle paths (ca. 20 km)
- 25 blackspots improved to save crossings

**3. Other actions (Information, education, parking policy, land use planning, ...)**

Innovate a hi-tech bicycle stand start of 'fietsvriendinnen' permanent examination routes for traffic education in schools. Free use of supervised bicycle parks payed car parks claim parking area for bicycles in building plans. New priorities in program the traffic lights in favor of bicycles reduction of the car flow in the city center

**4. Evaluation and monitoring**

Annual counting bycicles and parked bycicles.
### CITY of SINT-TRUIDEN, Belgium

<table>
<thead>
<tr>
<th>Metric</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of inhabitants</td>
<td>37,982</td>
</tr>
<tr>
<td>Area</td>
<td>107 km²</td>
</tr>
</tbody>
</table>

**Bypad report** 2006

**Reason for using the Bypad-tool**
- To improve the bicycle policy

**Experience with the Bypad tool**

“The Bypad tool revealed the difficulties of the cycle policy and showed the possibilities for improving it. However I expected more innovative alternatives.”

### BIGGEST IMPROVEMENTS (OR CHALLENGES) IN CYCLING POLICY

1. **Planning and organization**
   Priority is set to the construction of a safe and pleasant connections to the city centre and the station surroundings

2. **Infrastructure**
   We are working on a bicycle route network (in own bed) therefore we work together with private partners such as the psychiatric centre Ziekeren. (see example below)
Principes meso-structurale ontwikkeling Ziekeren H+PC+ZC

- Vereniging van Ziekeren H+PC aan de stad en het omringende landschap via de groene vinger (9)
- Ontsluiting van de Frolleij en Hamme via een nieuwe laterale weg naar de Montenaanweg (3)
- Een verkeersvriendelijke Ziekerenweg en een diffuse interne ontsluiting (10)
- Externe ontsluiting van Ziekeren H+PC op de Montenaanweg (10) en Hamme/Wezakkerweg (Station 4)
- Verkeersontsluitend plein Ziekeren/318 Pieter/Station (4)
- Fietspad Montenaanweg versus groene vinger Bevrijders/Heemskerk/Verlo (BHv) naar St-Pieter/Centrum (2)
- Fietsontsluiting van BHv naar het station via een groenbuffer (20 m) en over N3 (3)
- Stedelijk plein (functie) bij vertrek van St-Pieter als een maatschappelijk-cultureel schaermier (7)
- Uitbreiding Ziekeren H+PC+ZC via Ziekerenweg in zuidelijke richting over de N3 (8)
- Stadsontsluiting via Montenaanweg en N3 (9)
- Voldoende brede groene vinger (open corridor) over de N3 (9)