especially barriers, that are threats to the efficient use and sustainability of transport. It also means defining the structure of the urban design, to be on creating direct bicycle routes to the station area. This vision requires an active role for the core station area within the local community networks and the connection between the areas. This vision symbolizes a change in the image of the existing railway area and its meaning to its surroundings. It therefore needs an active role in its core area, focused on the areas of the urban area.

**Vision with 3 concepts**

1. **Inclusive**
   - The diversity has to be expressed on different scales, not only on the city scale, but also within the specific agglomeration and further on within districts and station areas. This vision is about creating an attractive, walkable, people-oriented, mixed-use environment, which the station itself forms an integral part.
   - The focus has to be on creating direct bicycle routes to the station area. It therefore needs an active role in its core area, focused on the areas of the urban area.

2. **Multimodal transport**
   - The station requires an active role for the core station area within the local community networks and the connection to the city scale. From the transportation point of view, it means giving special attention to sustainable transport modes as walking and cycling. At this scale, the focus has to be on creating direct bicycle routes to the station area. It therefore needs an active role in its core area, focused on the areas of the urban area.

3. **Readable railway image.**
   - The station itself opens its facade to this space, conceived as a centrality.

**Add values:**
- **Economic performance**
- **Environmental quality**
- **Identity**
- **Quality of place making**
- **Vision**
- **Space making**
- **Integrated spatial network**
- **Strategies**
- **Proposals**
- **Vision**