

Metropolitan area of Zurich

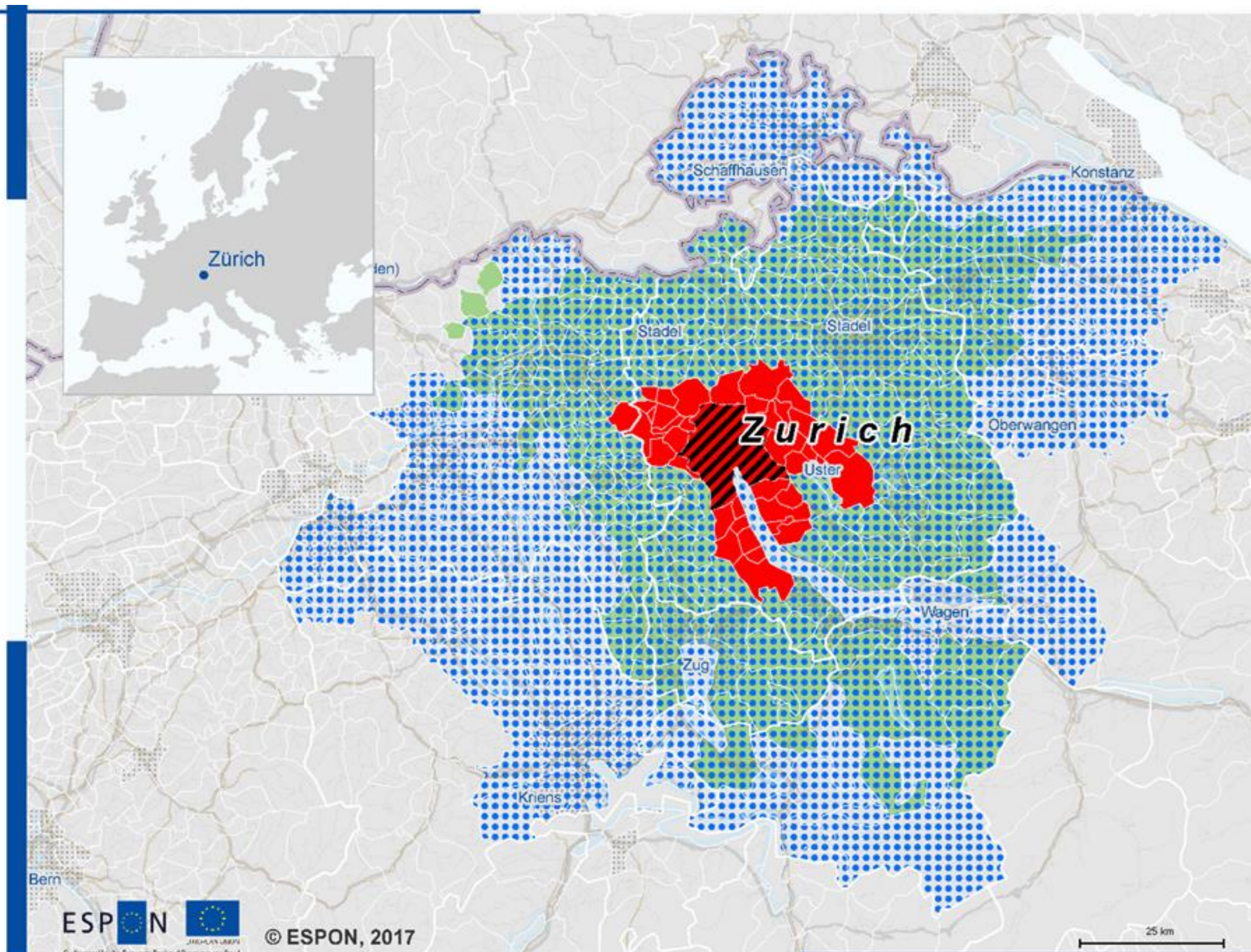
Spatial dynamics and strategic planning

The Metropolitan development of Zurich

The Zurich metropolitan area is often referred to as the 'European motor' due to its economic performance, innovation, international traffic and the strong financing sector. The canton of Zurich has a leading role, with the Switzerland's largest city of Zurich. The urban development trends show an increase in the average age while the lifestyles and communal living structures are becoming more flexible and diverse. Mobility needs are also growing due to greater distances between home and work, and the weakening links people have with their places of residence. The idea for the metropolitan area of Zurich is developed by the Swiss Spatial Concept (2011). The concept defines a statistical metropolitan area, based on the S-Bahn transport network and the ambition to improve the connection between Zurich and the surrounding agglomerations and cantons. The current metropolitan development area covers eight cantons and is extending beyond the statistical metropolitan area.

Metropolitan Development Area (MDA)

Map of the MDA of Zurich



- Core city municipality
- MUA of the core city (ESPON 2013 Database)
- Surrounding MUA's (ESPON 2013 Database)
- Metropolitan Development Area (MDA)
- FUA of the core city (ESPON 2013 Database)
- National border
- Railroad
- Motorway
- Primary road
- Other road
- rivers

Territorial level: LAU2 (version 2011)
Source: Geographical information system of the Commission (GISCO), 2017
Origin of data: EUROSTAT, 2011
© EuroGeographics for the administrative boundaries

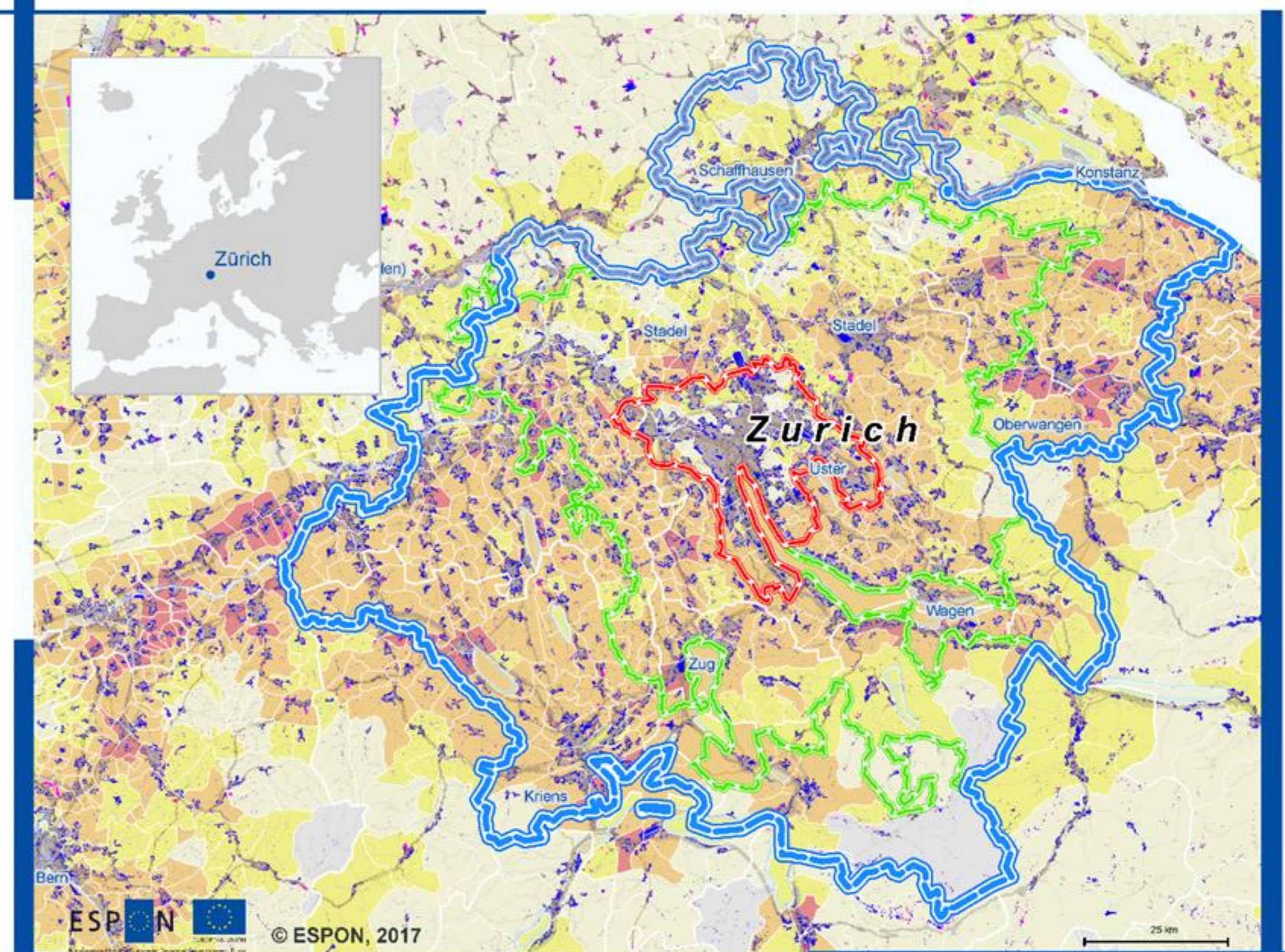
- The metropolitan development area (MDA) of Zurich, represents a territory of 6072 km². It consists of 3.03 million inhabitants and 563 municipalities spread across eight cantons (Zurich, Schaffhausen, Lucerne, Zug, Schwyz, Saint Gallen, Thurgau and Aargau).
- The MDA is a semi-formal area, based on established strategic inter-cantonal collaboration. Together with the Lucerne urban agglomeration it represents an extended territory of the formal statistical metropolitan area of Zurich, defined in the Swiss Spatial concept (2011).
- The MDA of Zurich represents a dynamic polycentric urban development that covers the FUA of Zurich. The city of Lucerne in the south eastern-part of the MDA includes as well a separate MUA and a FUA.
- Around 1.3 million people and 60% of the jobs are situated in the core agglomeration of Zurich (2013). The canton of Zurich has a leading role in urban development while its population grew by over 200,000 between 2005 and 2015. About 415,000 people live in the city of Zurich (2016), which makes it the largest city of Switzerland.

Current spatial development challenges

- The key challenges of Zurich metropolitan development relate to the sustained population growth, demographic development and social change. Maintaining the high quality of life in a long term is essential, including further optimization of the mobility and accessibility and dealing with urban densification.
- The use of multi-functional land use strategies is needed for protecting the connectivity between landscape areas. High value landscapes are needed not only in terms of nature and environment, but also in terms of the traditional rural experiences they offer.
- Ensuring quality of life by valuable landscapes and open spaces in built-up areas is a well a challenge.
- Another challenge is to change the perspectives of "more public transport is good" to "inward development", to prevent further urban sprawl.
- The emerging urban development challenges have spurred collaboration for a joint metropolitan strategic plan (METRO-ROK-ZH) which needs to be embedded in the cantonal structural spatial plans.

Map of the Urban Sprawl in MDA, FUA and MUA

Urban Sprawl 1975-2014



Increase in Night Light Intensity 1992 - 2012



Territorial level: LAU2 (version 2011)
Source: Geographical information system of the Commission (GISCO), 2017
Origin of data: EUROSTAT, 2011
© EuroGeographics for the administrative boundaries

- MUA of the core city (ESPON 2013 Database)
- Metropolitan Development Area
- FUA of the core city (ESPON 2013 Database)
- National border
- Railroad
- Motorway
- Primary road
- Other road
- rivers

Strategic priorities, opportunities and incentives

- The planning authorities of the eight collaborating cantons developed a joint metropolitan strategic plan: "Raumordnungskonzept für die Kantone im Metropolitanraum Zürich" (METRO-ROK-ZH). The plan is the key document and an incentive for guiding the MA development.
- METRO-ROK-ZH was inspired by the Metrobild-project of the Zurich Metropolitan Area Association. The plan provides basis for the eight Cantons and the municipalities to join efforts in metropolitan developments and planning activities. Individual sub-areas form the core of the spatial planning strategy.
- The strategic plan differentiates between four action spaces: the urban landscape, the transitional landscape, the cultural landscape and the natural landscape.
- As a principle, 80 percent of the future growth is to be attributed to the urban landscape as well as to the regional centres in the transitional landscape and the cultural landscape. The transitional and cultural landscape will account for the remaining 20 percent.
- The METRO-ROK-ZH aims to provide basis for the planning process in the cantonal structure plans.

SOEI matrix of the Metropolitan city of Zurich

Strategic priorities

- Densification around public transport hubs
- Improve transport infrastructure and public transport
- Economic development
- Transportation and mobility, accessibility

Emergent problems

- Population growth
- Urban densification and sprawl
- Optimizing the transport infrastructure, mobility and accessibility
- Need for a multifunctional land-use planning
- Improve urban-rural functions
- Environment, Landscape, Energy
- Funding and tax system

Opportunities

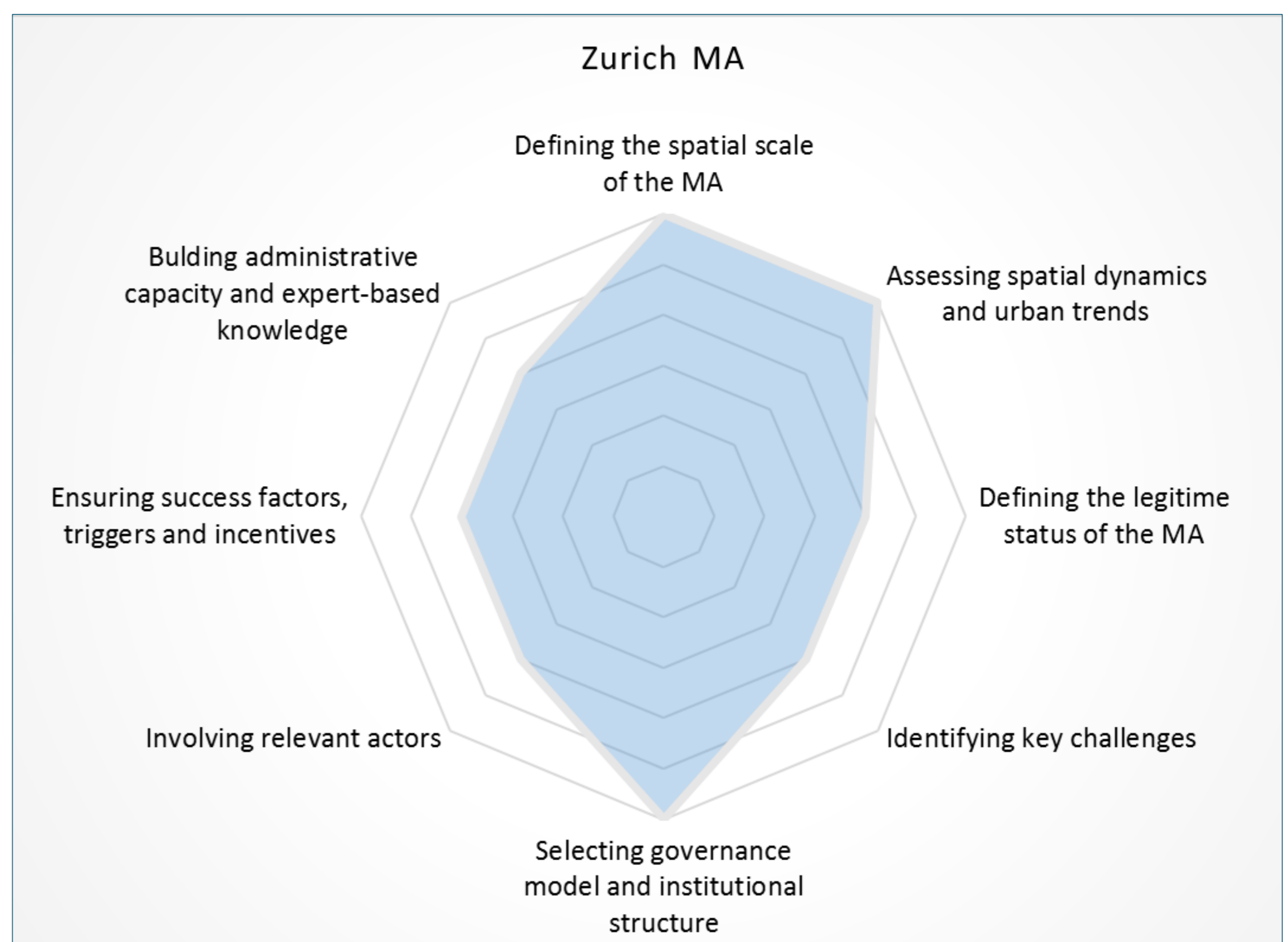
- Switzerland's economic centre with high economic potential
- Favourable conditions for tourism and culture
- Green areas and landscapes
- High level of investment in education

Incentives

- Transport investments
- Existing metropolitan alliance
- Strategic plan for the metropolitan area
- Swiss Spatial concept (Raumkonzept)
- Potential changes in the Swiss Spatial planning law for planning in "functional areas".

Key recommendations and relevant policy tools

Progress in Metropolitan Planning Approach (MPA) within eight action areas



- Further progress needed for the implementation of the MPA in Zurich would be in optimizing the involvement of relevant actors in the planning process of the metropolitan area. Key agreements need to be made regarding the most suitable solutions to meet the challenges of the population growth and to respond to the expected demographic trends.
- These key metropolitan challenges need to be further analyzed, prioritized and reflected in the spatial structure and spatial plans of all municipalities.
- It is important to ensure the presence of success factors in a long-term such as motivation triggers for maintaining the collaborative process between the cantons and mobilizing local political support.
- Furthermore sufficient administrative capacity will be needed within the municipalities of the eight cantons to implement the strategic plan METRO-ROK-ZH.
- Key most relevant policy tools to address current challenges would be on first place combination of collaborative and coordinating tools.
- Developing the further use of strategic planning and coordination policy tools can particularly be beneficial for developing multi-functional land use planning approaches and to achieve more integrated spatial planning for sustainable landscape and urban functions.



References:

SPIMA final report <https://www.espon.eu/metropolitan-areas>