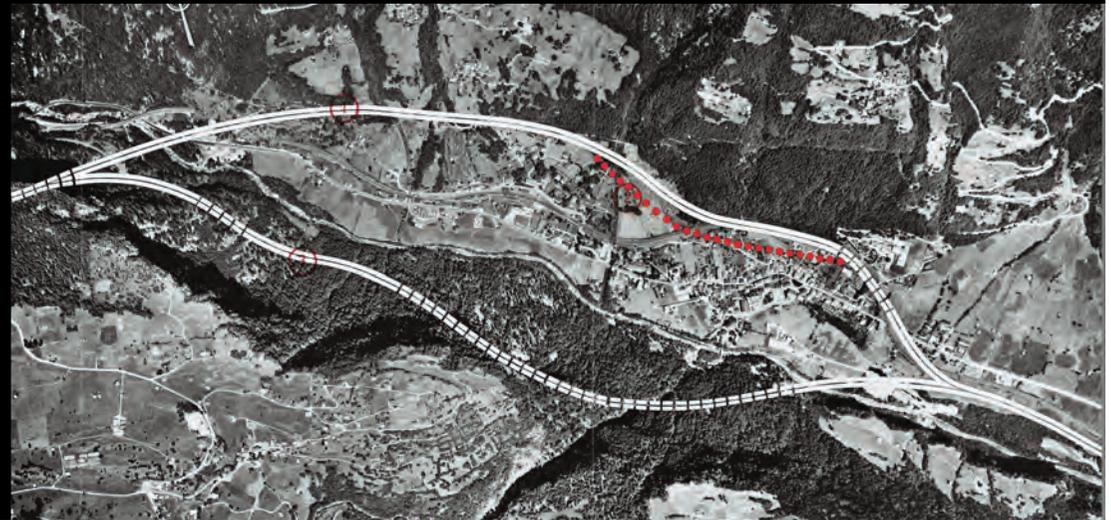
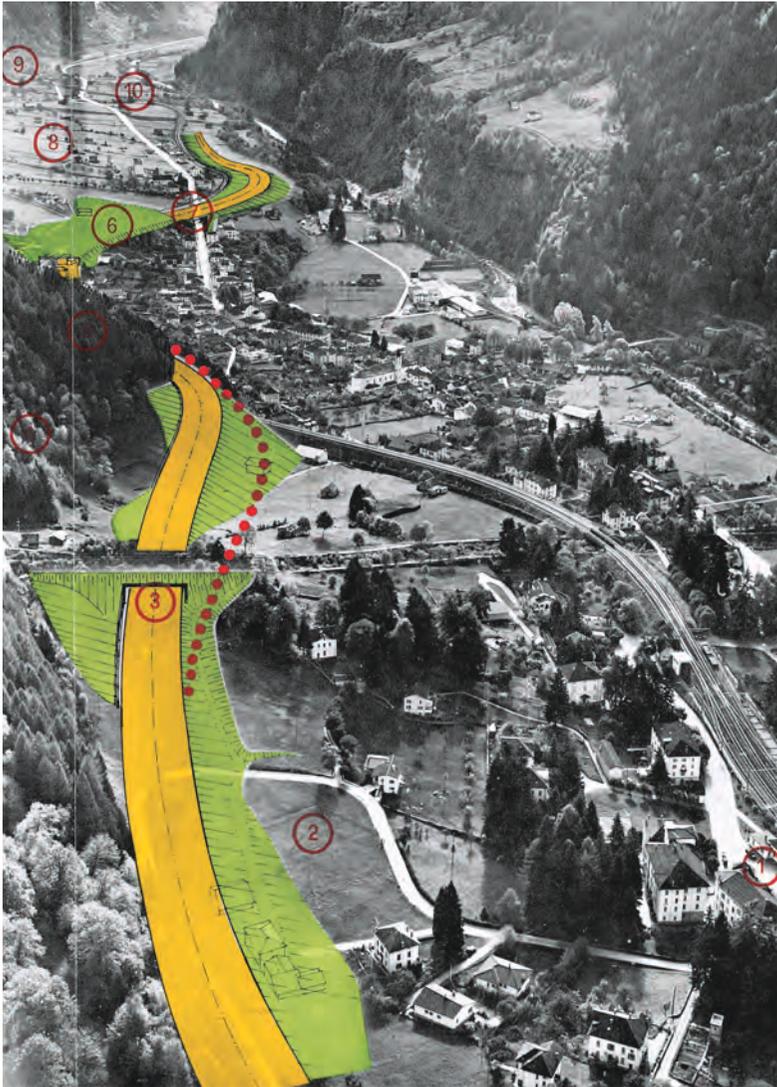


— Planning and Plans in Switzerland since 1965

Switzerland is a small country with a high development rate – in terms of inhabitants and building activities. Between 1930 and 2010 the population has doubled. Compared to other European countries spatial planning was institutionalized very late: the article of the constitution on spatial planning was accepted in 1969 and the first national planning act dates back to 1980.

Therefore the last 50 years had been a critical phase for Swiss spatial planning that was marked by pioneering spirit and the continuing struggle for the protection of life space and valuable landscape.

Battle Against Highway – Faido 1973



— Battle Against Highway – Faido

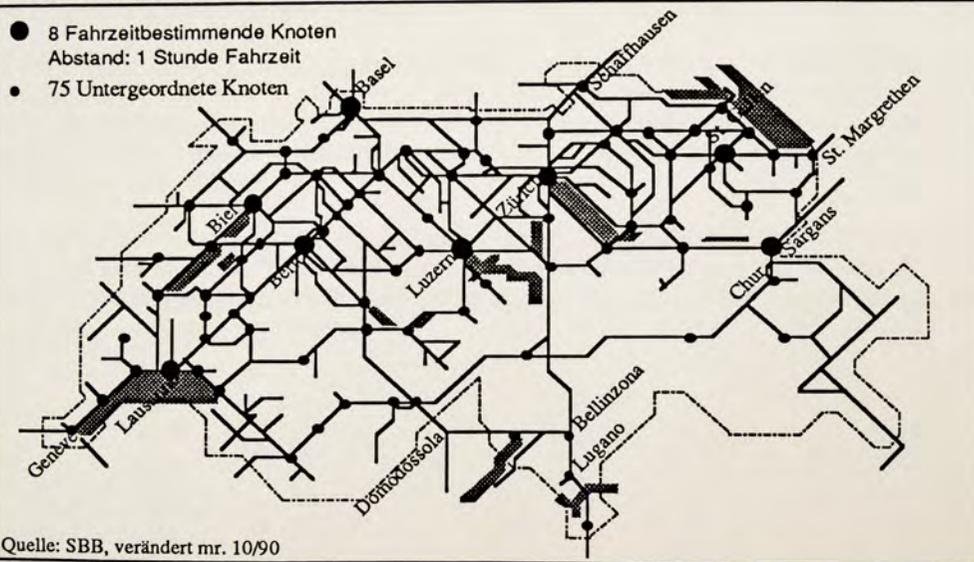
In the early 1970s the Commune of Faido in Canton Ticino started a battle against the highway layout plans of the Federal Office of Transport and claimed a tunnel. Their battle was supported by the private planning consultant Hans Marti. He visualized the layout of the highway proposed by the Federal Office of Transport in an aerial photo that demonstrated how the highway would destroy Faido's future development prospects, and even more worse, the inhabitants' life space. After ten years of controversial discussion Faido succeeded and the tunnel was built.

Every year the Commune of Faido sent a birthday telegram to Hans Marti to thank him for his support to save their life space from danger.

1990

Knotenstruktur Bahn 2000

- 8 Fahrzeitbestimmende Knoten
Abstand: 1 Stunde Fahrzeit
- 75 Untergeordnete Knoten



1996

Vernetztes Städtensystem Schweiz

14



- grossstädtische Agglomerationen von internationaler Bedeutung
- Agglomerationen von nationaler Bedeutung
- mittelstädtische Agglomerationen von regionaler Bedeutung
- kleinstädtische Agglomerationen von regionaler Bedeutung
- Regionalzentren
- ▲ grosse Tourismuszentren
- ◆ ausländische Zentren

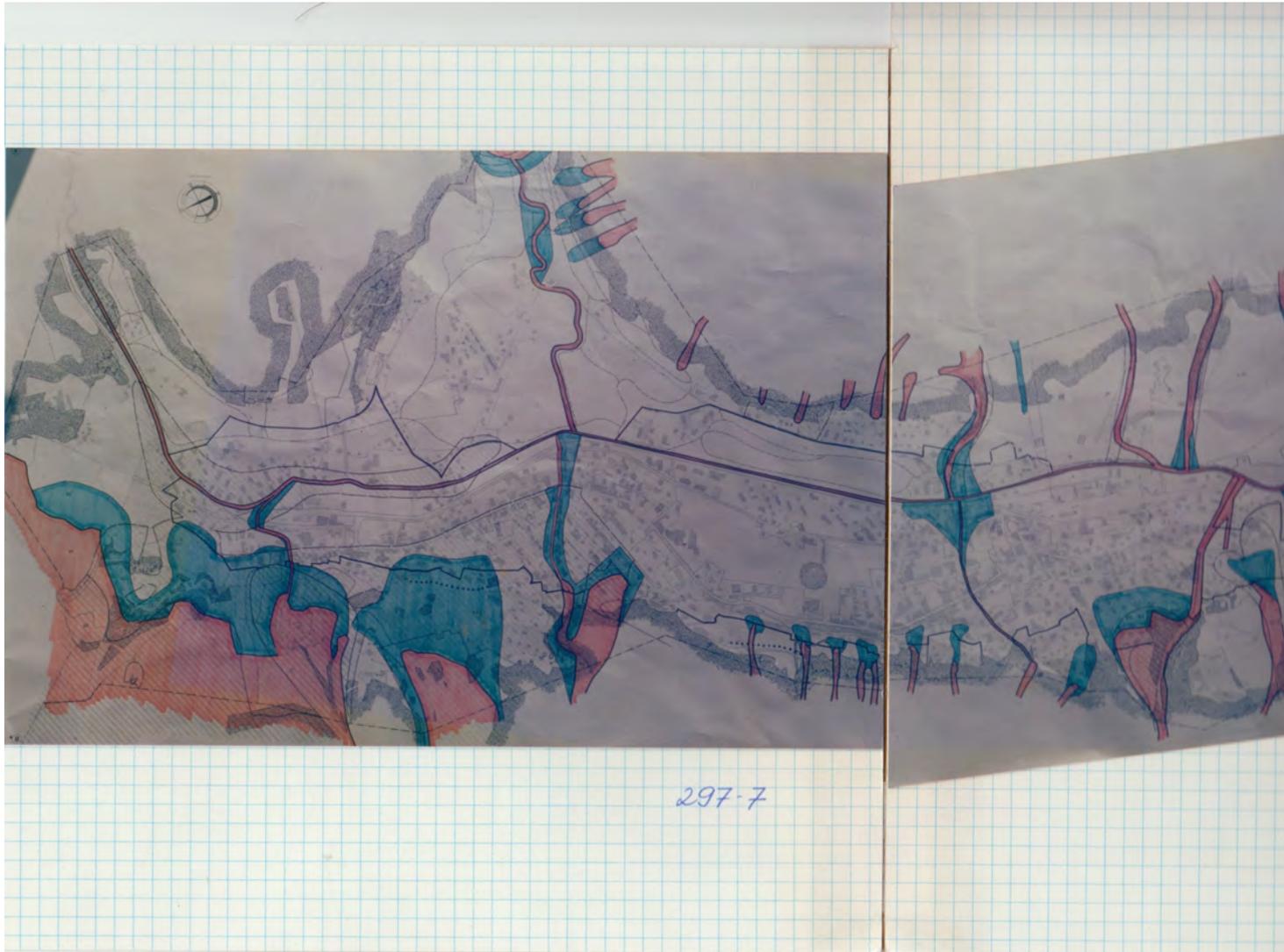
Datengrundlagen: Bundesamt für Statistik: Volkszählung 1990 sowie Hotel- und Parahotellerieestatistik, Bern

— Swiss Network of Cities

In the early 1980s Switzerland decided to improve its railway infrastructure not by building high-speed lines but by implementing synchronized timetables and well-connecting also medium- and small-sized cities. 1986 this proposal was accepted by the parliament and is known as “Bahn 2000”. The 1996 published Swiss Spatial Strategy was based on this railway concept and developed the vision of a Swiss network of cities, i.e. cities that are well-connected, cooperate like single neighbourhoods and are together big enough to compete with other European metropolitan areas – a strategy that has shaped Switzerland distinctly .

Hazard
Map

Davos
1985



297-7

Hazard Maps

Since pre-historical times, settlements in Switzerland have been endangered by avalanches, floods, mudflows and rock slides. In the 1950s and 1960s, the nation was shocked by a series of avalanche events that killed in sum about 150 people. In parallel, the mountain resorts exhibited a building boom. Therefore, in 1961 one of the first hazard maps was prepared for Davos to analyze the risk and set respective building bans. Since the 1960s these building bans have not only saved lives but also had a great impact on urban areas and landscape affected by natural hazards, and, last but not least, helped to preserve open space from sprawl and keep settlements compact.