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The Łódź Metropolitan Area covers 2,481 km² and is inhabited by a population of approx. 1,143,000, including 760,000 in Łódź itself. The population density approximates 460/km². The area comprises five counties, i.e. Łódź, Brzeziński, Łódzki-Wschodni, Pabianicki, and Żgierski.

Despite its central location, the Łódź Metropolitan Area does not fully seize the opportunities and benefits this favourable location offers for its future development. Its present spatial layout is extremely monocentric, with definite dominance of the central part which generates functional/spatial relations and technical infrastructure. The basic city-forming factor, industry, has lost its impact as a result of the socio-economic transformations following 1989, and is undergoing profound and radical changes. The functional/spatial and infrastructural relations found in the area are not homogenous, the closer to the core area of Łódź, the stronger and the more complex the relations are, in contrast to the peripheral areas which are only loosely related to the central system. In terms of the impact of Łódź on its environs, the Łódź Metropolitan Area can be divided into three basic zones: direct correlation, indirect correlation, and loose correlation. The criteria for the foregoing division are the general character of the given area, including its natural environment, settlement density, retrofit level of service and technical infrastructure, travels to work, school, or administration bodies, historical connections, and new urbanisation trends.

There are three zones:

- Zone I – encompasses Łódź and its closest environs, all coupled in direct functional/spatial correlations. The area so correlated includes: Aleksandrów Łódzki, Konstantynów Łódzki, Pabianice, Żgierz and the boroughs of Andrespol and Ksawerów. This is a fully urbanised zone.
- Zone II – with indirect functional/spatial correlations with Łódź. This includes new development zones of the Łódź Metropolitan Area and consists of the following towns: Brzeziny, G-owno, Koluszki, Ozorków, Stryków, Tuszyn, as well as the boroughs of Brzeziny, Koluszki, Nowosolna, Rzgów, Stryków, Tuszyn, Żgierz.
- Zone III – with loose correlations with Łódź. This is the agricultural and recreational base of the area and comprises the rural boroughs of Aleksandrów Łódzki, Brójce, Dłutów, Dmosin, Dobroń, Głowno, Jeżów, Lutomiersk, Ozorków, Pabianice, Parzęczew, Rogów. This area boasts a high developmental potential.

The levels of population concentration, intellectual and economic potential, the complexity of spatial development, and civilisational challenges require joint efforts to plan the settlement complex that forms the Łódź Metropolitan Area.

An important element in planning a metropolitan area should be a spatial development strategy that includes the objectives and principles of spatial development, as well as the financial means and prioritised projects. The development of a metropolitan area, understood as a continuous improvement of the living standards and harmonisation of its spatial structure, should be approached as a whole and include all the major issues concerning the local community, the economy, organisation of the city life and supplies, work, recreation, etc. A city development strategy is a programme designed to attain social objectives, economic development, and spatial management of the city.

Specific spatial characteristics may facilitate, hamper, or even thwart our activities. It is never a neutral phenomenon. Therefore, it is crucial for the way we think about development to combine discussion on the city's development strategy with the potential consequences of the assumed spatial policy. Not the entire space of the central city determines its metropolitan character, only its selected parts due to their location and spatial development programme. Łódź as a developing metropolis needs a new programme that would highlight its character. Though on a different scale, the same is true of the areas of the surrounding boroughs, where the metropolitan programme is primarily based on the environmental and cultural circumstances, and translocal programmes crafted to achieve broader public goals.

The spatial structure of the metropolitan area should be based on spatial landmarks, both existing and projected, which are highly likely to be completed. It should be noted that within the structure of this area there arises a circular configuration that forms subsequent rings around the central administration and service area of Łódź and its compositional axis formed by Piotrkowska Street and its immediate vicinity. The rings encircling the central area can be grouped as follows:

- ring one – includes the central ring of tradition and culture, formed by the existing and projected areas of urban greenery combined into a single system which has both sustainable and sightseeing value and includes basic elements of the material identity of the city;
- ring two – is a circular road around the broad central zone;
- ring three – includes the existing ring railway and railway sidings in the north and east, making it possible to use the railway infrastructure in regional and inter-city traffic;
- ring four – a ring of the highest quality roads (sections of the A1, A2, S8 and S14);
- ring five – includes the outer forest ring which determines the local climate of the Łódź Metropolitan Area and provides outdoor recreation opportunities.

A metropolitan city, in view of its size and the role it has to play, must be looked at as a single functional and spatial organism, but also as a complex of legibly isolated spaces. In the former case, all systemic elements need to be resolved, i.e. the natural, transport, and infrastructural components, both those representing own responsibilities of the municipality, and those of commercial nature that ensure adequate service of the entire city. The latter approach to a metropolitan city helps to notice the numerous local spaces where people live, work, satisfy their needs, and infrequently move to other areas of the city.

References

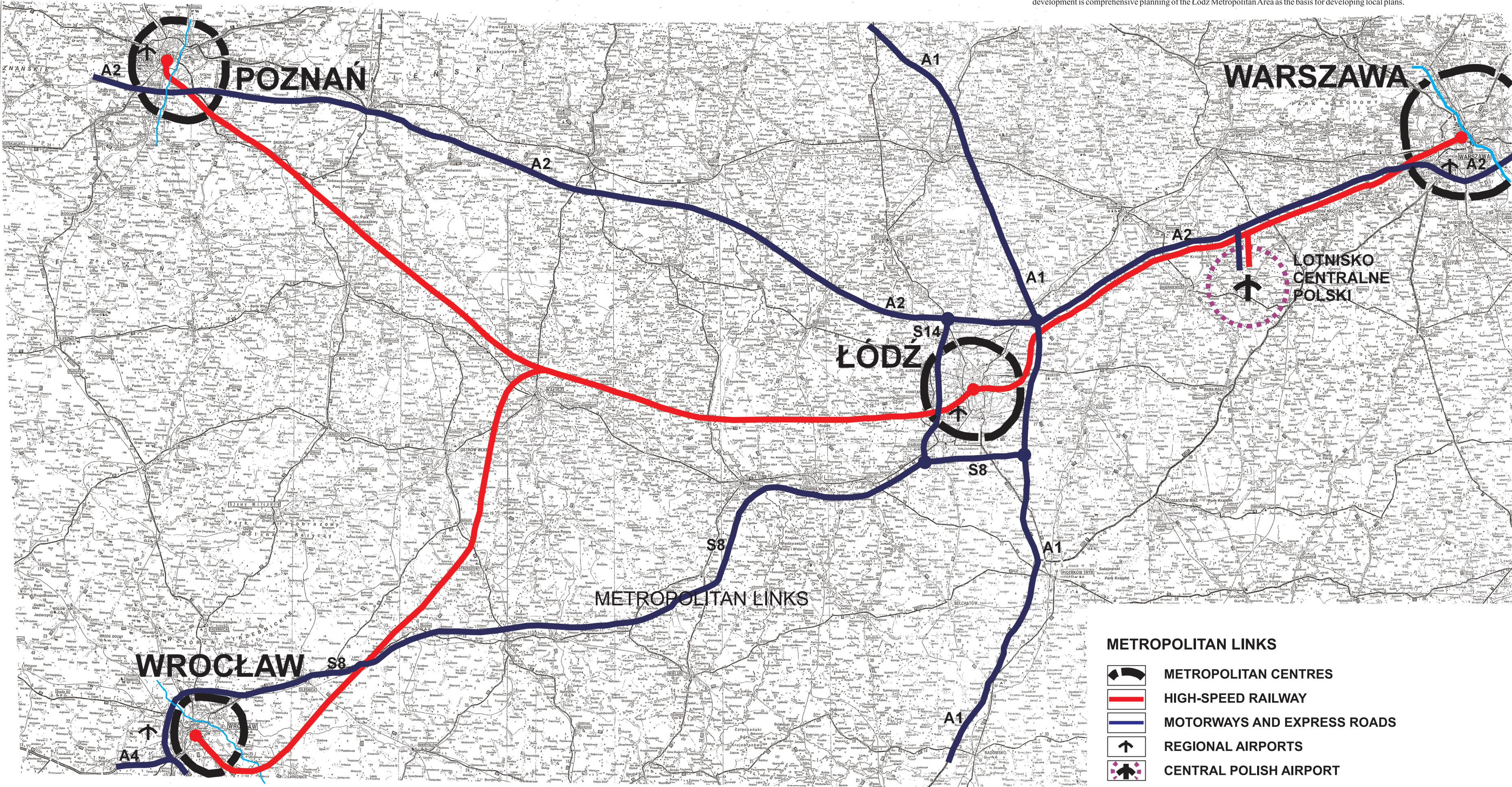
Obszar Metropolitalny Łodzi, wyzwania i problemy, (Łódź Metropolitan Area, Challenges and Issues) . A study commissioned by the Mayor of Łódź, collective work supervised by K. Bald, Łódź 2004.
No. 215 Bulletin published by PAN KPZK (National Spatial Development Committee, Polish Academy of Sciences), Łódź Metropolitan Area; collective study edited by K. Bald, Warsaw 2005.

Table 1. The area and population of Łódź Metropolitan Area

Administrative unit	Area [sq. km]	Population
Łódź	294	767 628
Żgierski county		
Town of Żgierz	42	58 351
Żgierz borough	199	11 390
Town and Borough of Aleksandrów Łódzki	116	26 259
Parzęczew borough	104	5 333
Town of Ozorków	16	20 623
Ozorków borough	95	6 512
Town and borough of Stryków	158	12 126
Town of Głowno	20	15 181
Głowno borough	104	4 953
Total żgierski county	854	160 728
Brzeziński county		
Town of Brzeziny	22	12 377
Brzeziny borough	106	5 252
Dmosin borough	101	4 678
Rogów borough	66	4 646
Jeżów borough	64	3 648
Total brzeziński county	359	30 601
Łódzki-wschodni county		
Nowosolna borough	54	3 729
Andrespol borough	24	11 635
Town and borough of Koluszki	157	22 941
Brójce borough	69	5 373
Rzgów borough	50	9 018
Town and borough of Tuszyn	129	11 688
Total łódzki-wschodni county	483	64 384
Pabianicki county		
Town of Pabianice	33	70 743
Pabianice borough	89	5 673
Ksawerów borough	14	7 139
Dłutów borough	100	4 157
Dobroń borough	94	6 848
Town of Konstantynów Łódzki	27	17 532
Lutomiersk borough	134	7 080
Total pabianicki county	491	119 172
Total Łódź Metropolitan Area	2 481	1 142 513

Source: National Office of Statistics– www.stat.gov.pl
Data for 2005

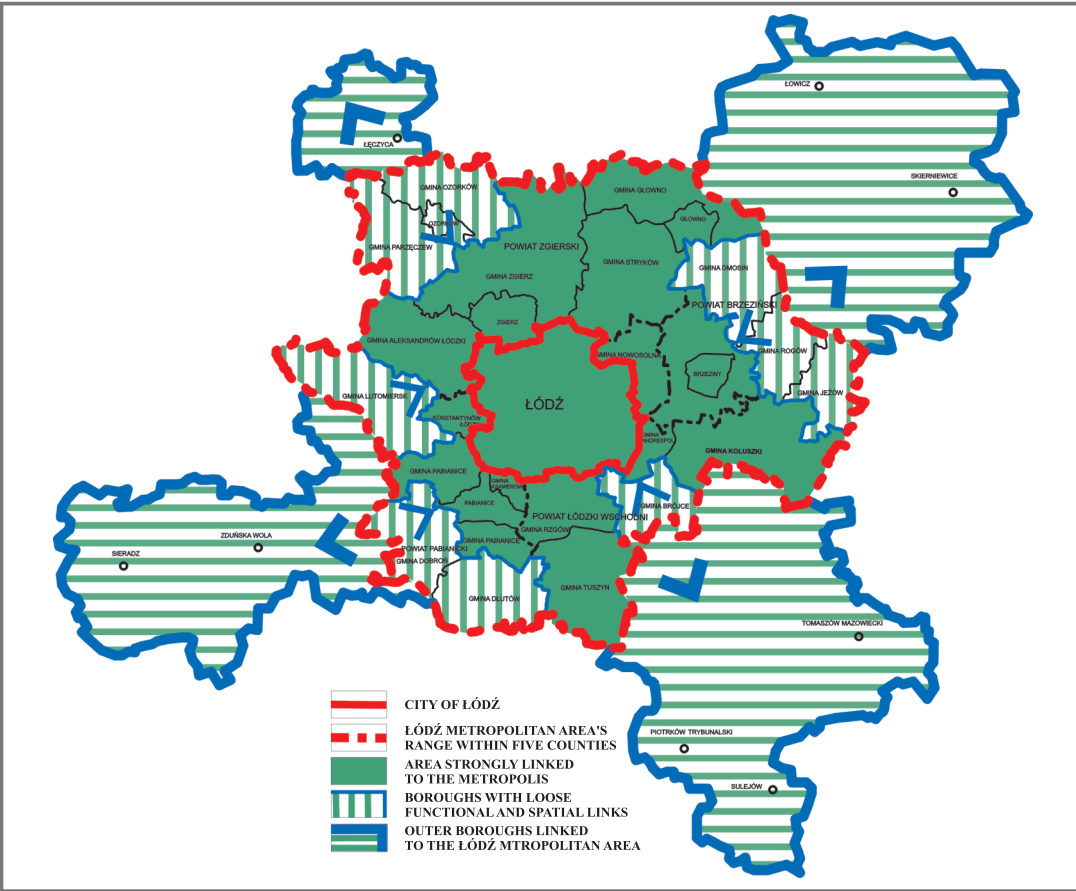
Due to its central location in the settlement structure of Poland, the Łódź Metropolitan Area has convenient links to both the capital city of Warsaw and to Poznań and Wrocław. These connections will systematically grow stronger due to major infrastructural investments, such as the A1 and A2 motorways, the S8 express road, and the high speed railway (300km/h) which will run from Warsaw, through a tunnel in the centre of Łódź, and fork near Kalisz, to Poznań (and Berlin) and Wrocław (and Prague). This impressive transport infrastructure should be complemented with the central airport to be situated between Łódź and Warsaw. This new situation of Łódź, a city that couples the spatial structure of the country on the east-west axis, should be utilised for the dynamic development of the whole metropolitan area. There is a chance that this spatial structure will be inscribed in the globalisation processes. The prerequisite condition for stimulating and coordinating development is comprehensive planning of the Łódź Metropolitan Area as the basis for developing local plans.



METROPOLITAN LINKS

- METROPOLITAN CENTRES
- HIGH-SPEED RAILWAY
- MOTORWAYS AND EXPRESS ROADS
- REGIONAL AIRPORTS
- CENTRAL POLISH AIRPORT

SPATIAL IMPACT OF
ŁÓDŹ METROPOLITAN AREA



MEMBER COUNTIES OF
ŁÓDŹ METROPOLITAN AREA



MEMBER BOROUGHES
OF ŁÓDŹ METROPOLITAN AREA

