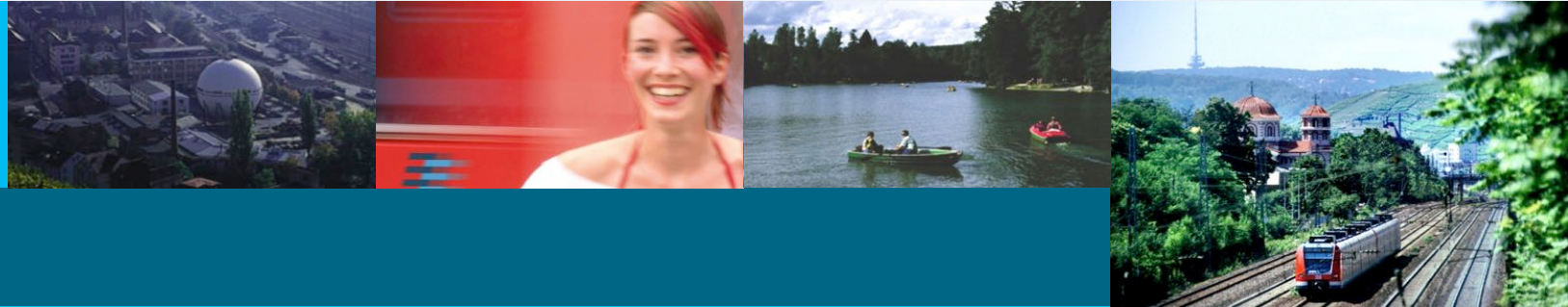


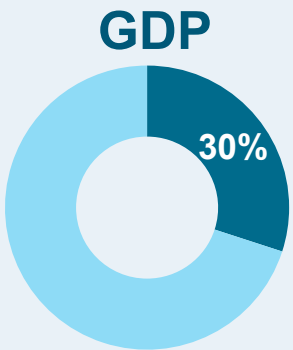
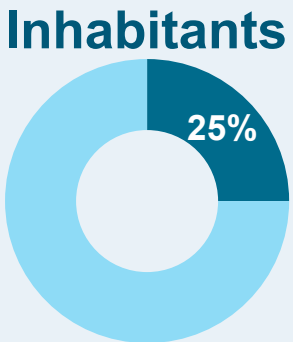
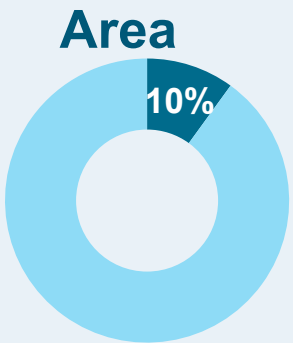
Metropolitan governance – regional development and technology

The case of Stuttgart Region



*Thomas Kiwitt
Director Planning*

Stuttgart Region: Baden-Württemberg's powerhouse



High density – limited options



© VRS/Manfred Grohe



© Firma Daimler

Industrial facilities in “downtown” locations

Further development restricted
by space, emission control, infrastructure ...

New potentials – need for space



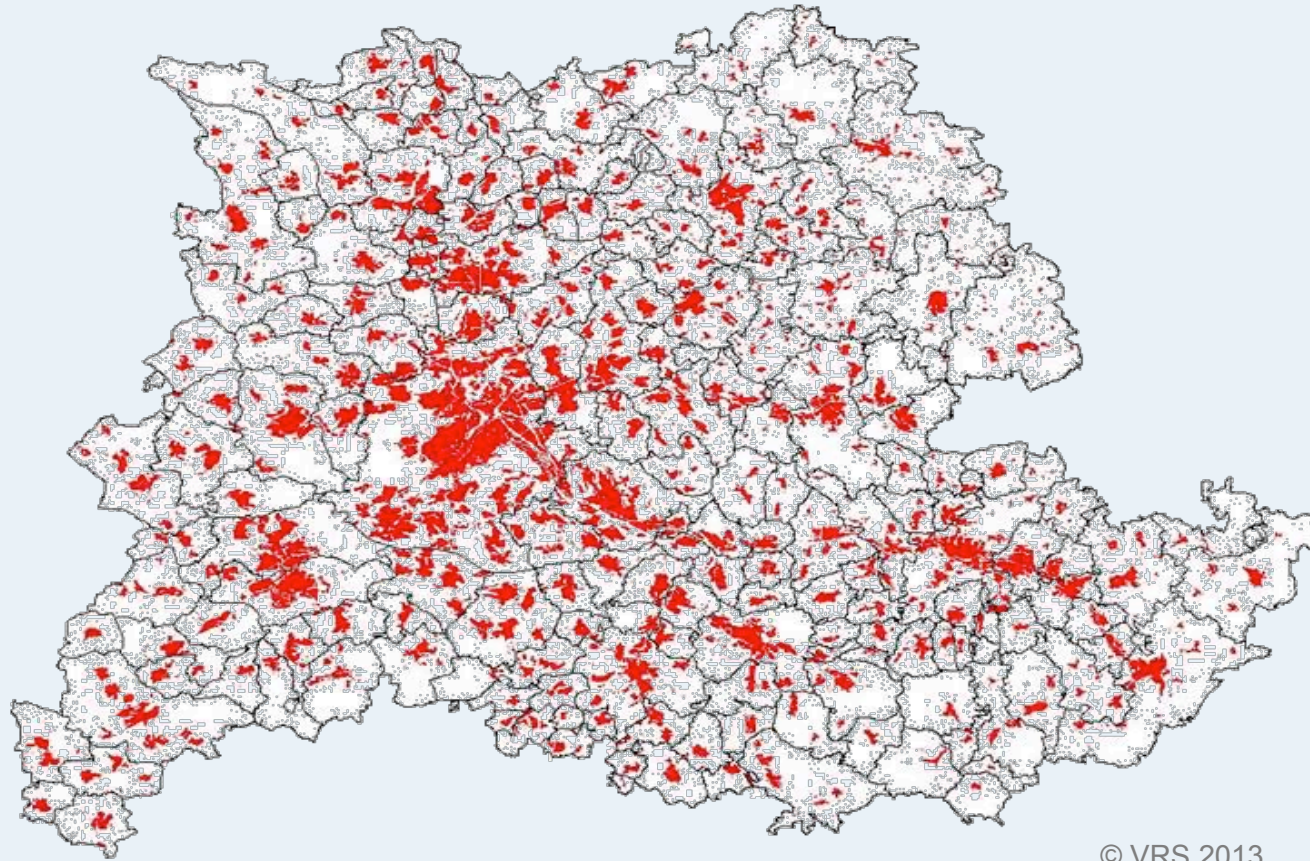
© Thomas Kiwitt



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- New products, new technologies
- New facilities for R&D and production
- High relevance for innovation
 - and up-dating of industrial-based economy

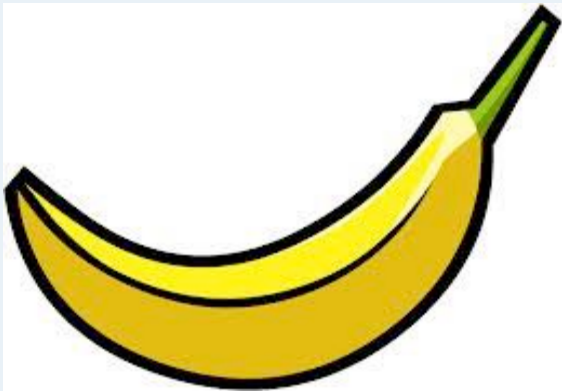
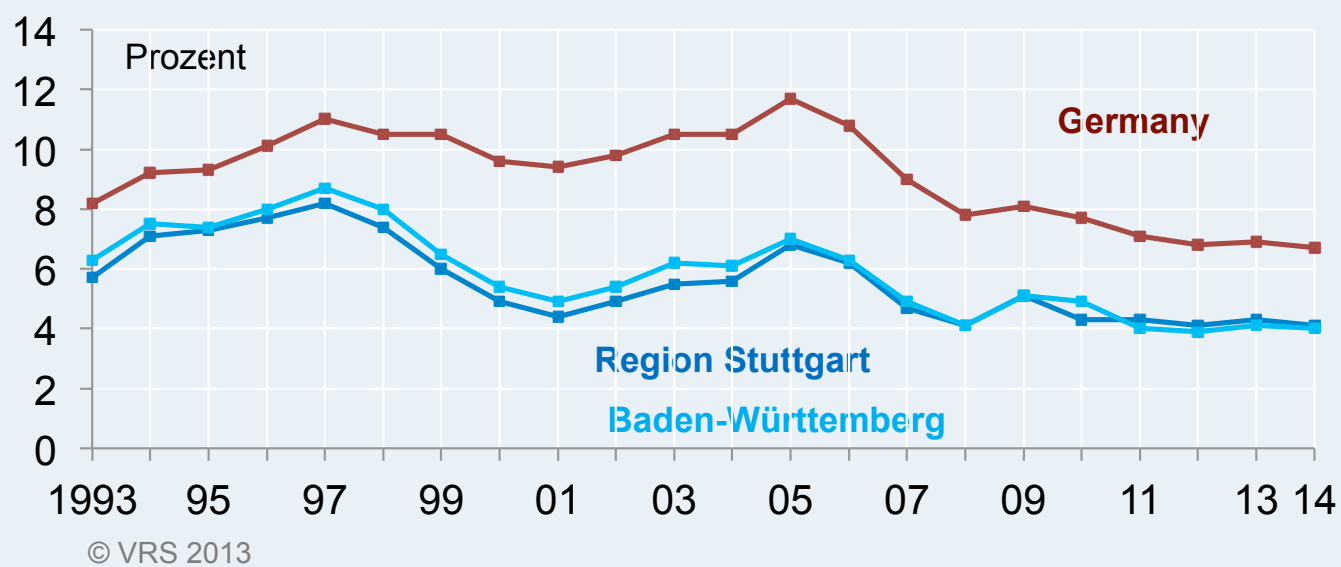
In charge for development: 179 municipalities



© VRS 2013

- Small-scale administration: 179 municipalities with strong home rule
- Land-use planning, zoning, development considered local affairs
- Global players or SME in strong cooperation with global players
- Regional lifestyle: 75% of commuters do not work in town of residence

High employment – low tolerance



B-A-N-A-N-A – Prinzip:

Built Almost Nothing Anywhere Near Anbody

Prospering economy, almost full employment

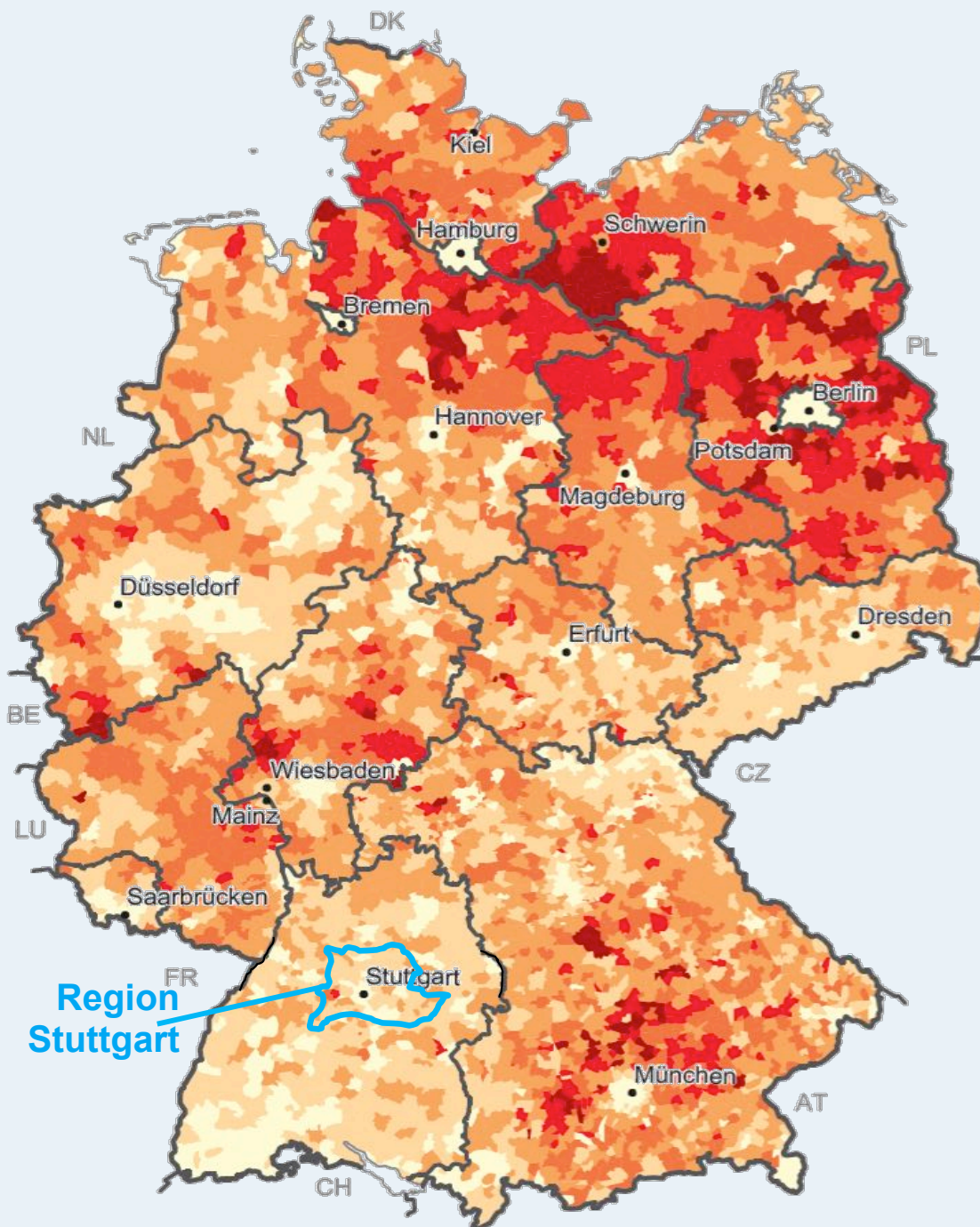
Aging population

Growing opposition for further development

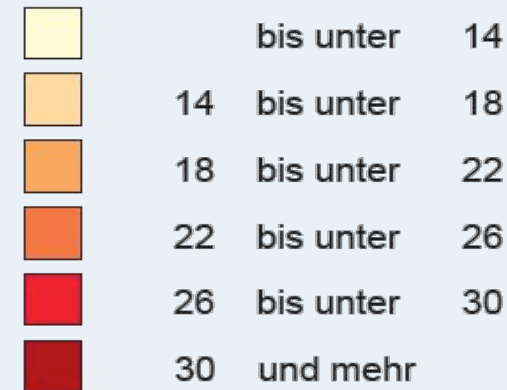
According to recent surveys:

No majority for infrastructure and industrial development

Efficient development : Not for granted

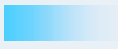
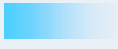



Durchschnittliche Pendeldistanz aller sozialversicherungspflichtig Beschäftigten am Wohnort 2009 in km

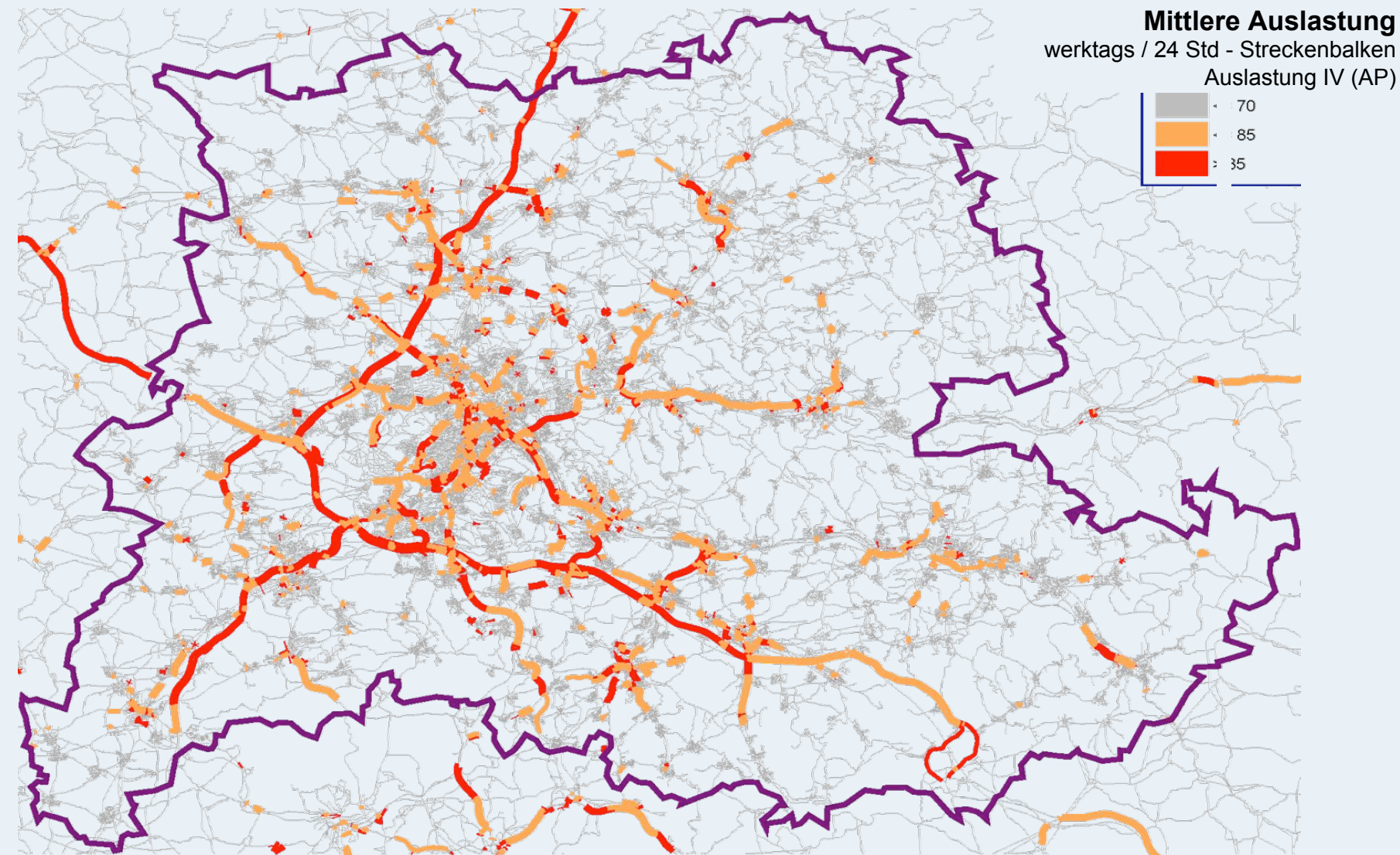


Average
commuting
distance

© BBSR Bonn 2015

-  Local, decentralized development reduces traffic
-  Uncoordinated development means longer distances
-  Longer commuter trips = more bottlenecks
+ more emissions, costs, nerves

Infrastructure: at limit of capacity

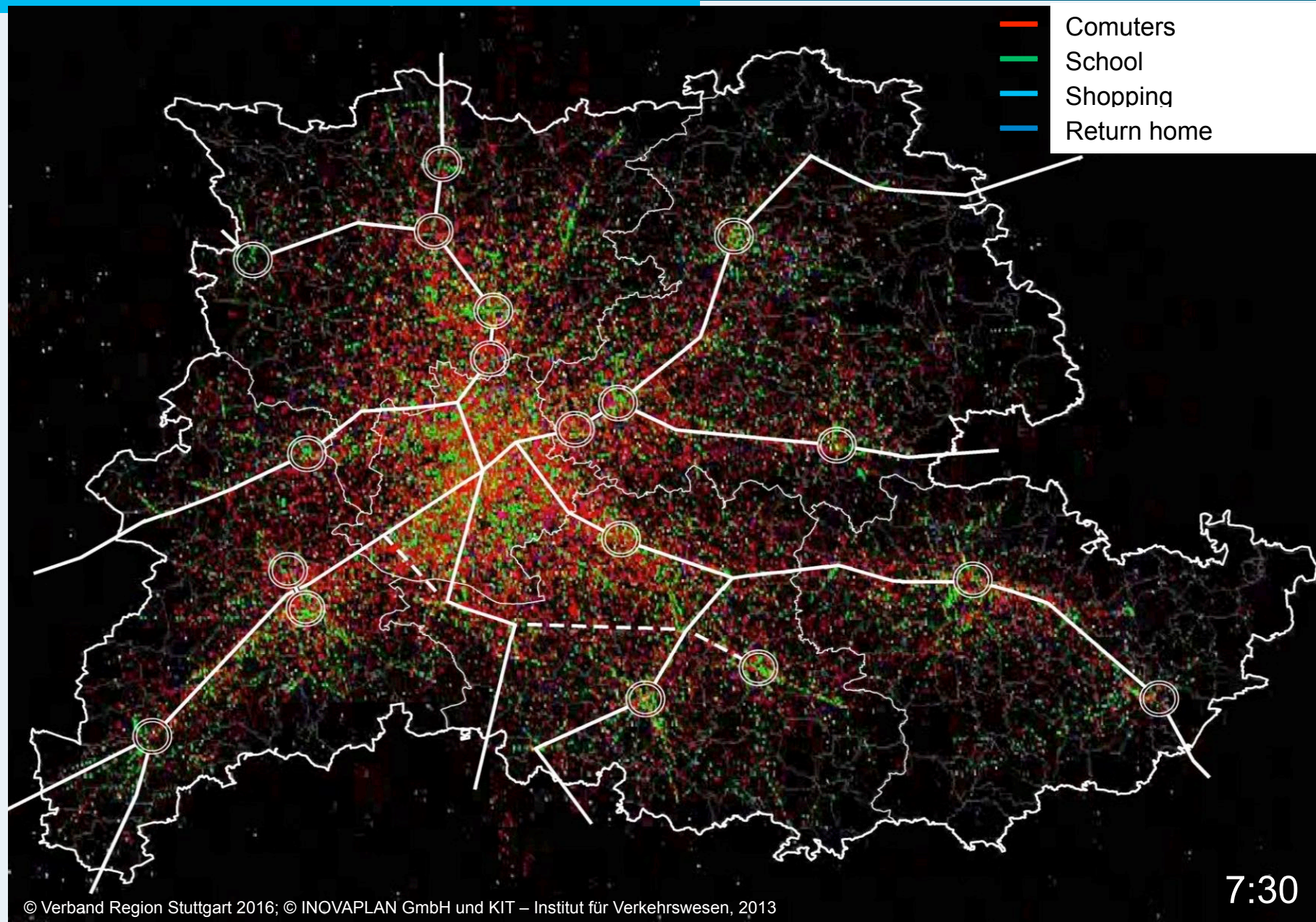


All main roads beyond 85% of capacity – in 24 hours!

Operability in question

No sufficient improvement in sight

Transit-oriented development



Modal split: 56 – 57% private cars

Co-ordination of residential, industrial areas and transport

Transit-oriented development: discussed, decided...



- Dedicated areas for industrial development / high density residential areas
- Mandatory – no other options for development
- Public outreach and information
Participation of general public, NGO's, adolescents
- Media coverage
- Intensive political debate - and final decision-making



Extension of railway-tracks to improve access to industrial / residential sites

15 m. € program to improve sustainable transport; e.g.

- Car-pools / car -Sharing
- E-Mobility / Charging infrastructure
- Joint Bike / Bus – concepts / Rental bikes / electric-supported “pedelecs”
- easier payment for public transport / “smart cards”

Political lobbying for additional funding from federal / state level

Finally: Opening of Bosch global R&D centre



Strong competition for innovative facilities

Preparation important:

Space, planning, Infrastructure

Innovation process: more development, more space, more infrastructure

More public investment!

Mobility makes the world go round!



- Right scale: The city is not enough to tackle the challenges:
Mobility, open space, climate change, energy supply...
- Right plan: Common aims are important
- but if consensus can not be achieved
final decision making is important.
- No development without sufficient infrastructure:
Funding, civil acceptance for larger projects necessary
- Competitiveness, sustainability, high standards are not guaranteed
Better be prepared!



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www.region-stuttgart.org