Metropolitan governance –
regional development and technology

The case of Stuttgart Region

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Stuttgart Region: Baden-Württemberg’s powerhouse

Area: 10%
Inhabitants: 25%
GDP: 30%
Industrial facilities in “downtown” locations

Further development restricted by space, emission control, infrastructure …
New potentials – need for space

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

- Small-scale administration: 179 municipalities with strong home rule
- Land-use planning, zoning, development considered local affaires
- 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

Local, decentralized development reduces traffic

Uncoordinated development means longer distances

Longer commuter trips = more bottlenecks + more emissions, costs, nerves

Average commuting distance

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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!
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

Competiveness, sustainability, high standards are not guaranteed Better be prepared!