

# Stuttgart

<https://www.region-stuttgart.org/andere-laender/english/tasks-projects/regional-planning/>

## Stuttgart Regional Plan

### Foresighted planning for the region

We work towards foresighted, sustainable development in the region with the aim of warranting its diversity, high quality of life and economic strength in the long term. Today, responsible planning is more important than ever before, given current developments in terms of globalisation and climate change together with a stagnating population and an increasingly ageing society. Our key instrument is the regional plan as the overall spatial planning concept for the Stuttgart Region.

Particularly in such a densely populated region, it is important to find the right balance between different land uses. A look at settlement development over the last 150 years shows that land is a finite resource so that responsible, restrained spatial development is necessary.

## What the regional plan says

People in the Stuttgart Region live their lives with a regional approach. Most of them accept the need to commute between their homes and their jobs. Children go to school in the neighbouring town and football fans travel into Stuttgart to watch matches, while those in search of recreation head out into the country. Administrative boundaries are practically irrelevant to everyday life. To establish an appropriate balance between all the demands made of the land, the respective tasks have to be coordinated right across the region. In concrete terms, this refers to settlement development, protecting the open spaces or preserving and expanding the infrastructure. It also includes coordinating sites for large-scale retail centres and parks. This is where the regional level comes in, between the general development guidelines issued by the federal state and the concrete planning activities of the towns and local authorities.

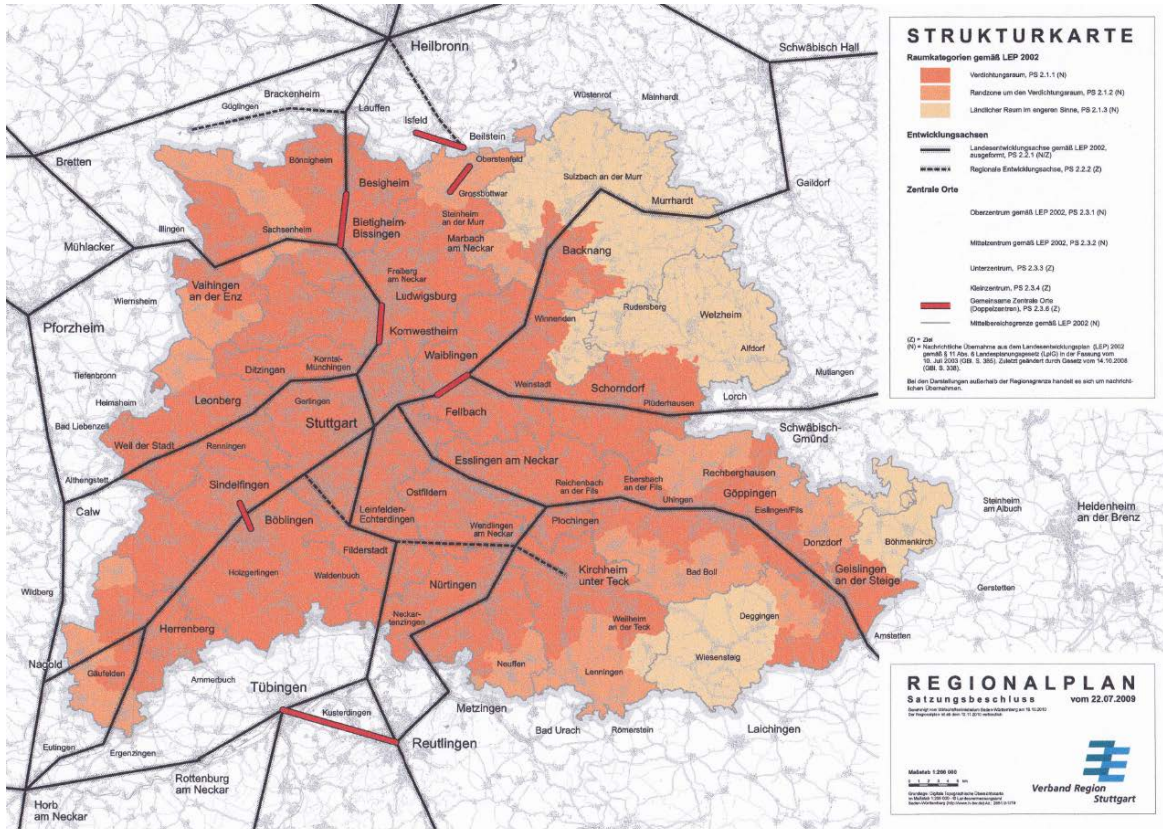
The regional plan is an overall plan set up on the regional level to cover a period of about 15 years. The regional plan is only binding for all public planning bodies such as the individual specialised authorities or local councils. It has no direct impact on private individuals and investors, although it can act as a general guideline. The regional plan stipulates the objectives and principles for the requirements in terms of spatial development for the Stuttgart Region, in written texts and graphic elements.

The regional plan for the Stuttgart Region consists of three legally binding parts (print-out only) adopted as a statute by the Regional Assembly:

- The text section of the regional plan
- The land use map on a scale of 1:50,000 (see below)
- The structural map of the region with spatial categories, central places and development axes on a scale of 1:200,000

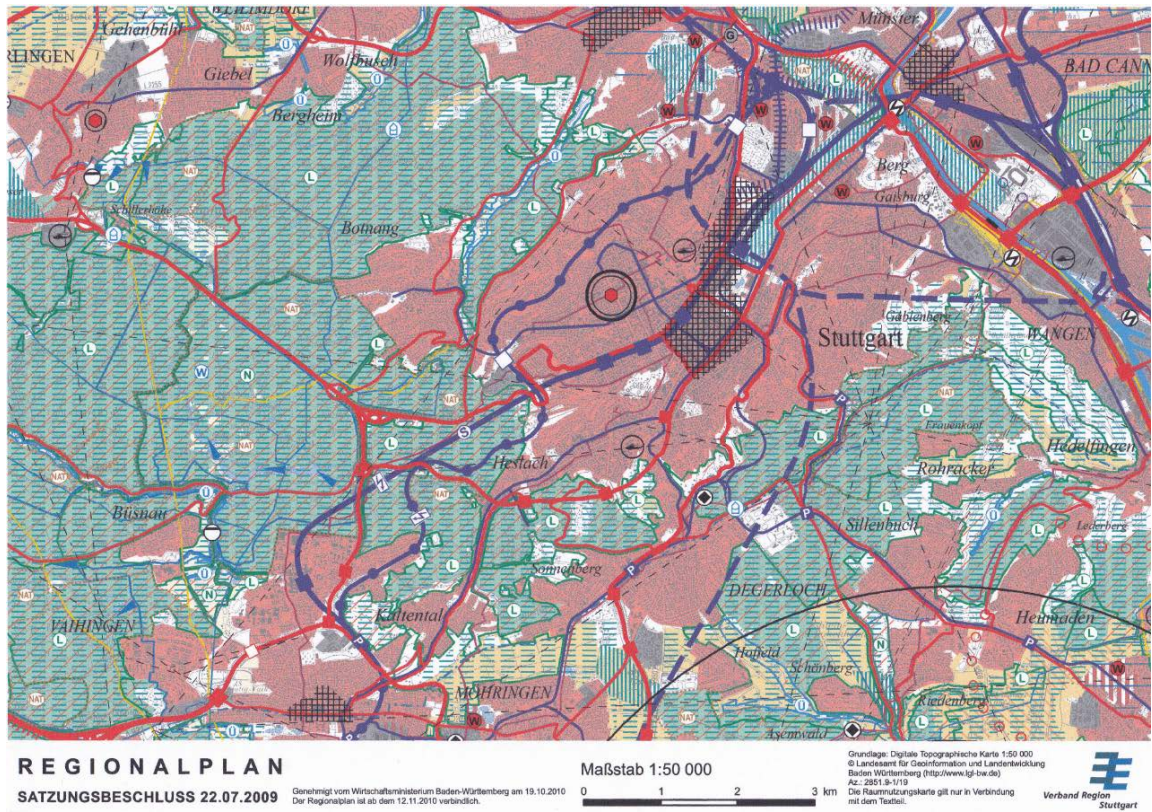
The explanatory statement and the other maps of the regional plan are of informative character. The environmental report is a special section of the explanatory statement. Basically it contains information about the current environmental status of the region, particularly for the protected resources: people, flora/fauna/biodiversity, soil, water, climate, landscape and cultural and material assets. It also indicates probable, substantial implications for the environmental status that can be expected on account of the binding stipulations made in the regional plan (objectives). The environmental report also includes an overall ecological impact assessment, proposals to avoid and reduce the implications and for monitoring the environmental status.





Regional Plan

Structural Plan



Regional Plan

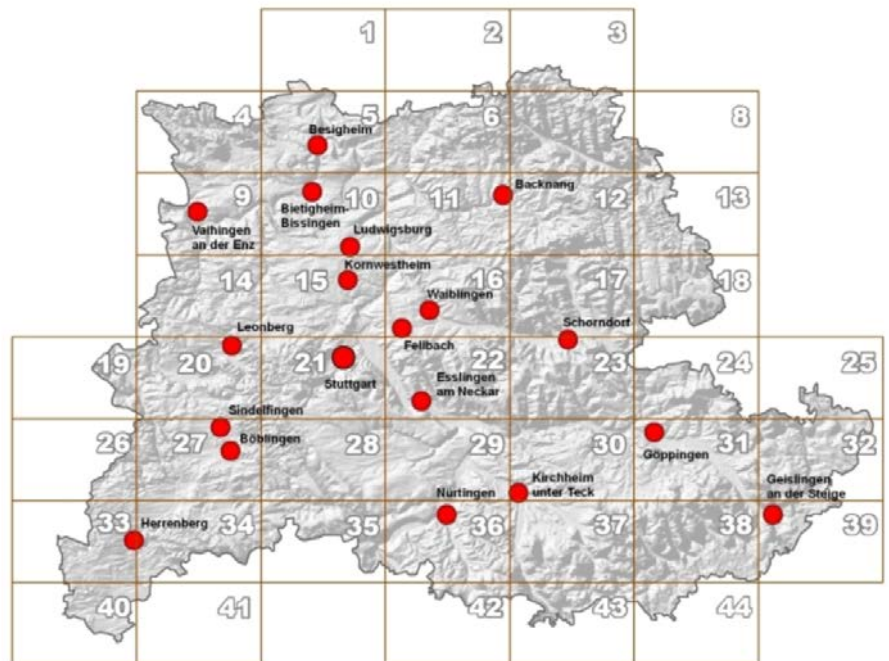
Example of the detail in the Regional Plan (Inset 21 see below)



## Conserving the countryside through planning

Fields and arable land, steep vineyards and extensive orchard meadows. There are many facets to the countryside in the Stuttgart Region. Its charms also include the extensive mixed forests of Schönbuch and Glemswald, together with the extensive Swabian Alb plateau and the Swabian-Franconian forest. Those seeking recreation will find what they are looking for.

Urban structures and the transport infrastructure have developed along the lines given by the natural features. The landscape is therefore changing constantly, with corresponding changes in landscape planning. On the one hand, we are constantly finding out more about the diverse landscape elements. On the other hand, planning solutions are required to meet the demands and implications of settlement, infrastructure and business. Regional landscape planning is therefore an important module in the development of the Stuttgart Region.



Key to the 44 Inset Maps in the Regional Plan

## Mobility

Changes in society, climate protection and economic factors together with new developments in transport technology - all this and more has an influence on transport development in the Stuttgart Region. Top priority is given to upholding necessary development options, warranting mobility and accessibility in the long term - with a sustainable approach as far as possible. Mobility is a strategic challenge for the Stuttgart Region. Modern transport is based on systems that are both efficient and environmentally friendly at the same time. They safeguard the transport of goods and the mobility of people. In other words, they help to keep our modern industrial and services location functioning properly and enhance the appeal of the Stuttgart Region as somewhere to live and work.

The Regional Transport Plan is the key element in regional traffic planning. It forms the basis on which Verband Region Stuttgart makes its statements on expanding or constructing roads or railway lines. Furthermore, expert surveys and studies on possible new railway lines provide food for thought and impetus for the further development of rail transport in the Stuttgart Region. However, what counts is that the Region does not just suggest new ideas but actually brings about improvements in the network through its role as the entity responsible for the commuter rail system.

## The Stuttgart Region in Europe

The growing significance of European issues was recognised early on by those in positions of responsibility at Verband Region Stuttgart and the Stuttgart Region business development corporation. A regional office in Brussels, increased location advertising and active networking has given Verband Region Stuttgart a presence on the European scale for more than ten years now.

The objectives of European commitment of Stuttgart Region are:

- Advertising for the Stuttgart Region as a business location
- Pooling interests with other European metropolitan areas (e.g. in the METREX network)
- Transferring European legislation to the regional/local level
- Facilitating access to European funding programmes and development projects
- Firmly anchoring European issues in both Stuttgart and Brussels.

As a cross-sectoral issue, Europe is a common thread running through the daily work performed by Verband Region Stuttgart and the Stuttgart Region business development corporation.

## Magistrale and Stuttgart 21

<http://www.bahnprojekt-stuttgart-ulm.de/>

The rail project Stuttgart-Ulm is a central investment in the future of Baden-Württemberg. The new Stuttgart-Ulm is part of the European high-speed network "Magistrale for Europe", which connects cities and regions with a total of 34 million inhabitants and 16 million employees in five states. Karlsruhe, Stuttgart and Ulm are thus central to of the 1,500-kilometer-long railway line, which connects the European cities Paris, Strasbourg, Munich, and Vienna with Bratislava and Budapest. The highway forms a central east-west axis, a backbone of the pan-European rail network. The expansion of the highway is essential for the rapid economic, political and cultural integration of Western and Eastern Europe.

## Benefits

These are some of the benefits:

- Faster connection to the international long-distance traffic
- Convenient alternative to the growing automobile and air traffic
- Faster connection in the entire region

The "initiative Magistrale for Europe" is supported by a broad alliance of cities, regions and chambers of commerce from France, Germany, Austria, Slovakia and Hungary. Also Stuttgart, Ulm and Karlsruhe are members of this initiative.

More information about the initiative "Magistrale for Europe" can be found here: [www.magistrale.org](http://www.magistrale.org)



## Magistrale

## Stuttgart 21

### Competitiveness of the metropolitan region

Being a metropolitan region has obligations. Central points such as Messe Stuttgart (exhibition centre) and the state airport must be quickly and easily accessible. The new "Filderbahnhof" station at the exhibition centre, the airport and the motorway give these "gateways" new, direct access to regional and long-distance services. Thanks to the Filder tunnel, Stuttgart city is now only 8 minutes away. This gives the region an outstanding advantage in competition with other German and European regions. Direct connections with no need to change give the Stuttgart Metropolitan Region a better network.

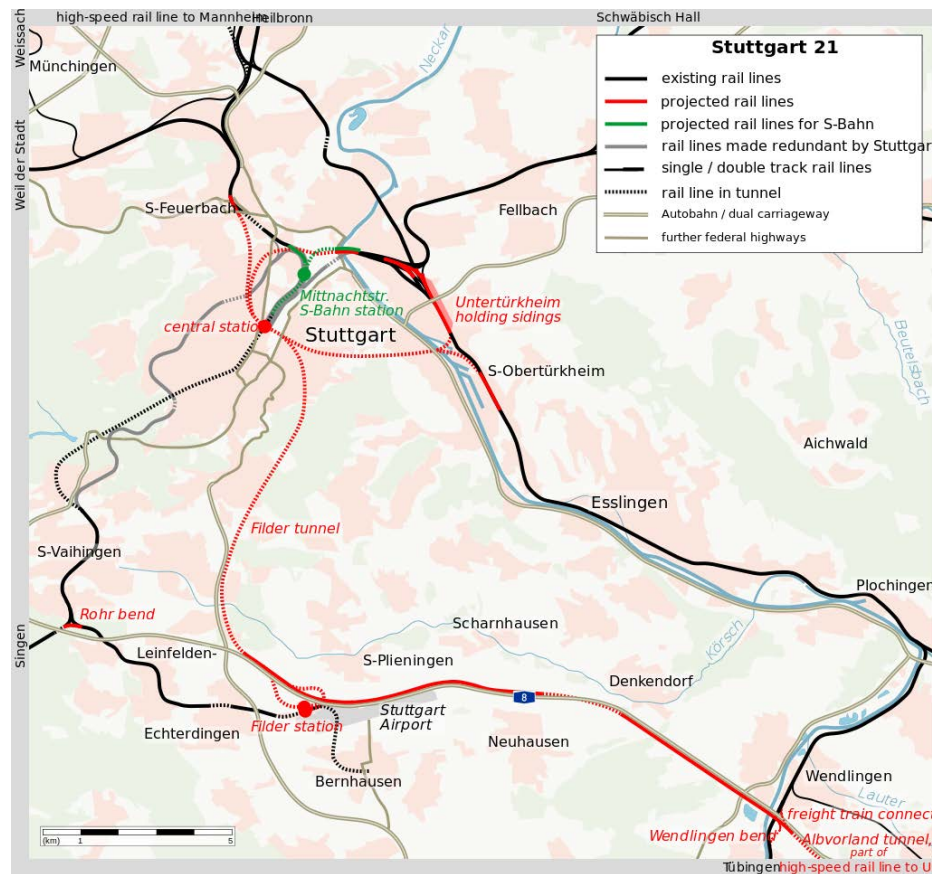
### How much money does Verband Region Stuttgart spend on Stuttgart 21?

€100 million. The regional contribution is capped and earmarked for the local public transport part of Stuttgart 21. Verband Region Stuttgart is not involved in the risk fund, which was set at more than €1.45 billion.

### Mobility as location factor

This investment pays off. After all, mobility is a crucial location factor in our export-oriented region with its strong, efficient economy. To keep traffic rolling on the roads and rails, the infrastructure has to be modernised and expanded to keep improving public transport and freight traffic. This is also associated with reductions in pollution and carbon emissions.

More details about the Stuttgart 21 project and the new railway line being built between Wendlingen and Ulm can be found on the project website at [www.stuttgart21.de](http://www.stuttgart21.de).



Stuttgart 21 © Public domain