

Metropolises as drivers for economic growth

Views from Stuttgart Region, Germany



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Perimeter: NUTS 2 and “No NUTS” – a rough comparison



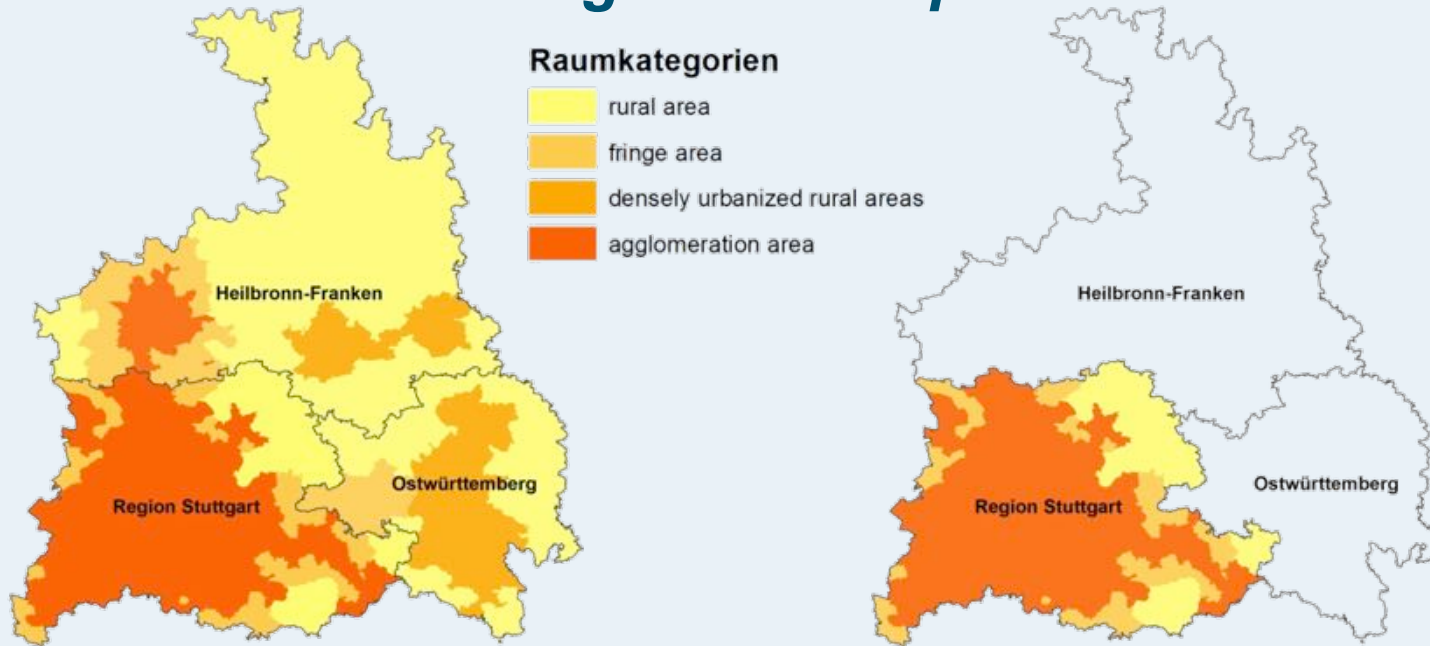
Regierungsbezirk Stuttgart
(District)

Stuttgart Region

Pop. 3.97 m (+ 50%)
 10.558 km² (+ 200%)
 376 inhabit./km²
 = 2/3 Rural area

Pop. 2.67 m
 3.654 km²
 730 inhabit./km²
 = Densely populated

Urban-rural camouflage: Hidden powerhouses



Regierungsbezirk Stuttgart (NUTS 2)

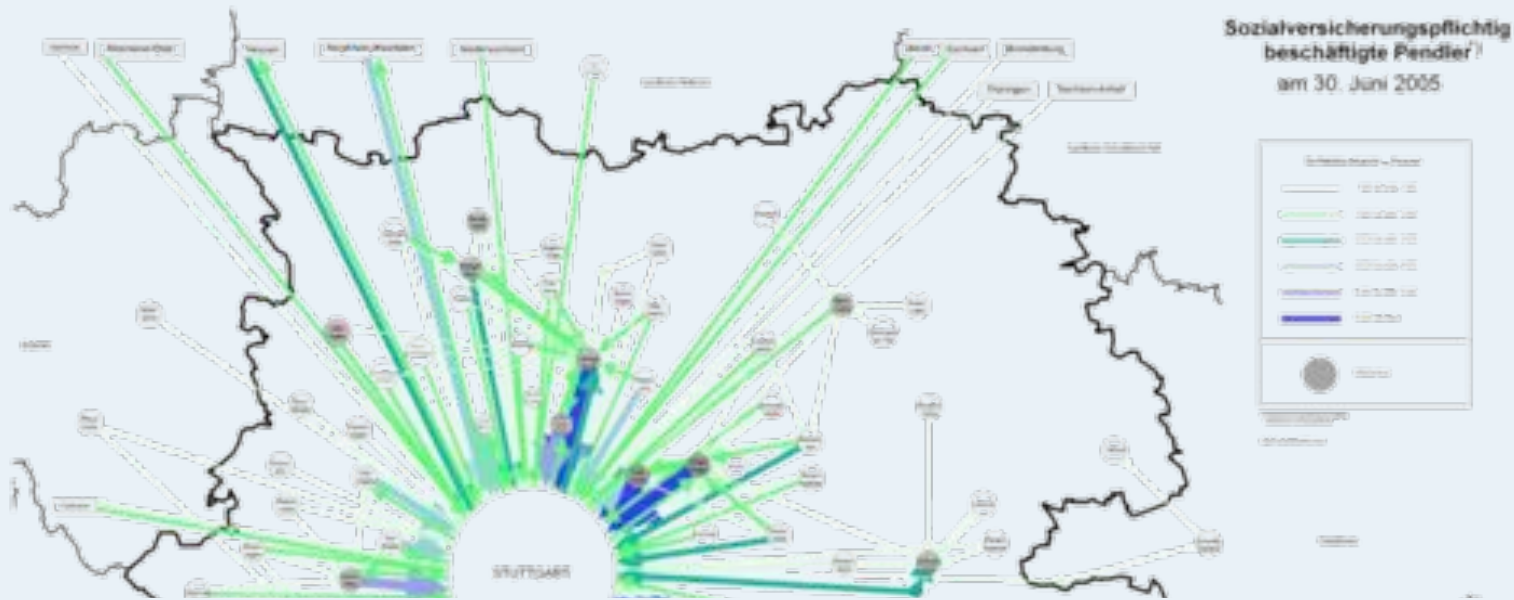
- 30% of the area
- 37% of the population
- 41% of the GDP (395.6 Bill. €)
- 39% of the employees
- 39% of the net migration gain

Stuttgart Region

- 10% of the area
- 25% of the population
- 28% of the GDP (112.5 Bill. €)
- 27% of the employees
- 30% of the net migration gain

Concentration of inhabitants, jobs, metropolitan function does not appear - and specific needs, e.g. infrastructure, residential areas, open space

Why the „region“?: Functional Area



“Operating range” for commuters, culture, education, recreation...
e.g. 75% do not work in town of residence

Trading area for high-level services

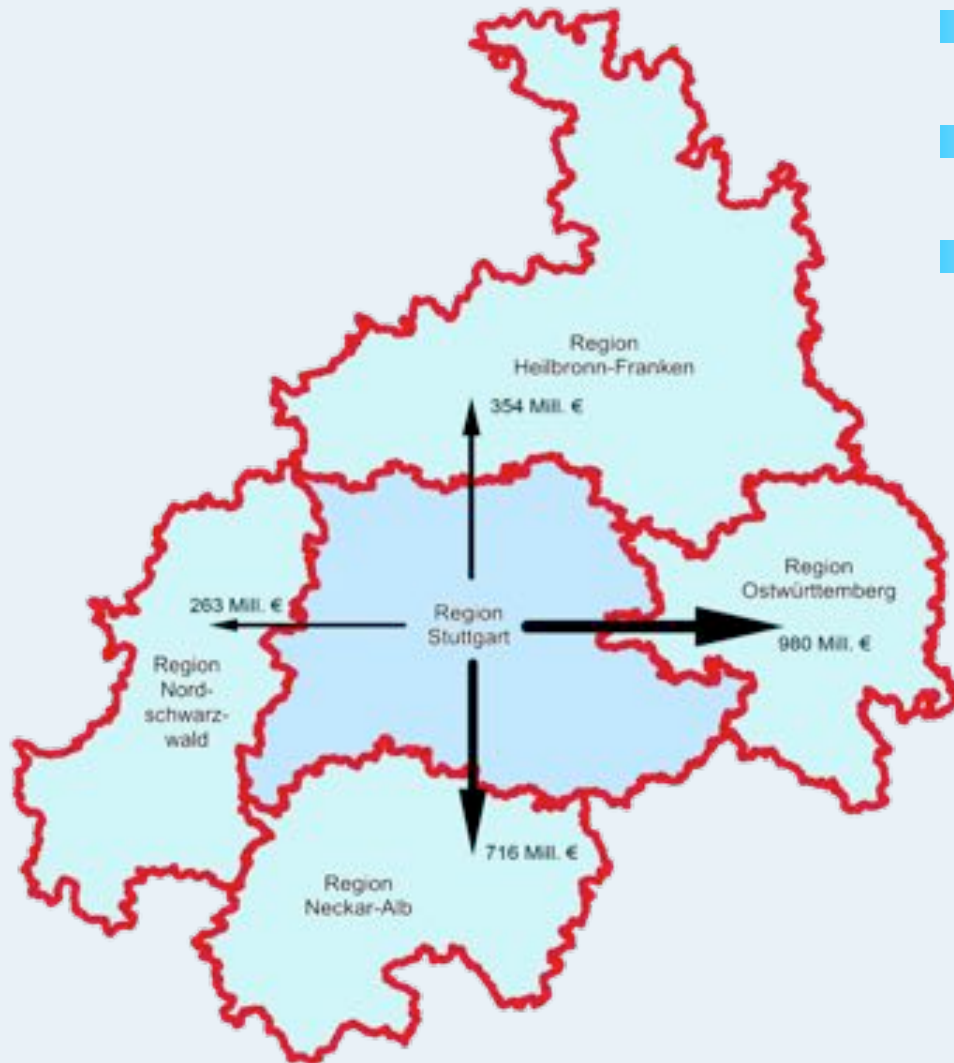
97% of public transport rides start + end within the region

Reflects many aspects of daily live

Essential tier for provision of Infrastructure,
economic and spatial development

Region: Where analysis meets action

Supporting the hinterland: Cohesion on regional level

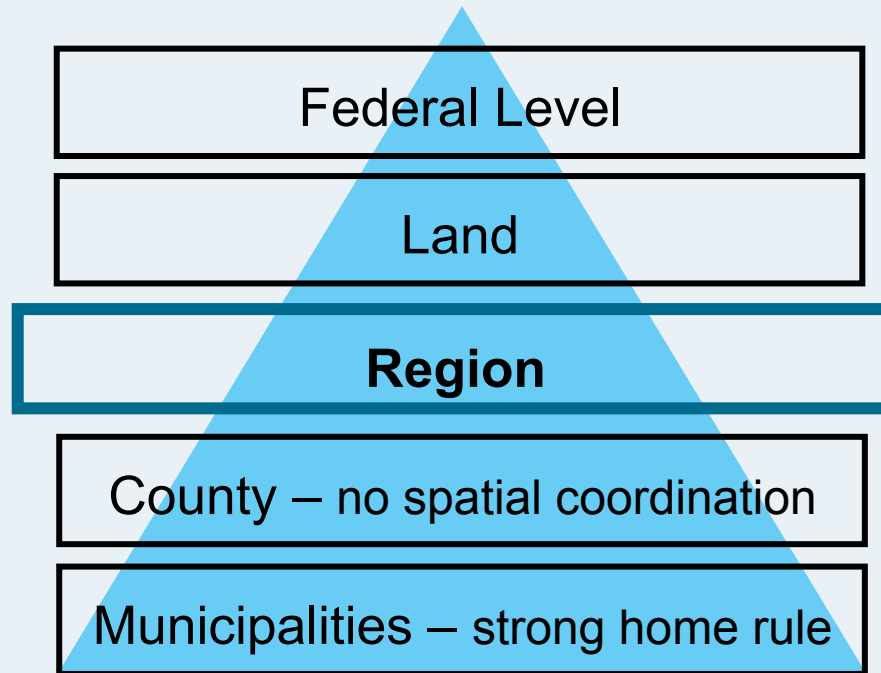


- Growing dimension of functional relations
 - Commuters, Renewable energy, adaptation / climate change ...
 - Income tax
 - on place of residence
- Annual Transfer: 2,5 Bill. €

Transfer of Income taxes

- Regional border
- Region Stuttgart
- Larger cooperation Area („Metropolitan area“)

Stuttgart Region Governance: Competences



- Spatial planning, mandatory comprehensive planning
incl. participation and cooperation with local level / municipalities
- Open space development
- Public transport
- Economic development
- Marketing and tourism
- Political entity with elected regional assembly

Challenges - ... and pre-conditions to tackle them



- Provision of infrastructure (roads, railways...) and mobility services
- Development of residential and commercial areas
- Competitiveness



- Demographic change
- Migration
- Labour force



- Generation, transport and storage of energy
- Protection and development of open spaces agriculture, climate adaptation, recreation



- Public outreach, participation, acceptance
- decision making

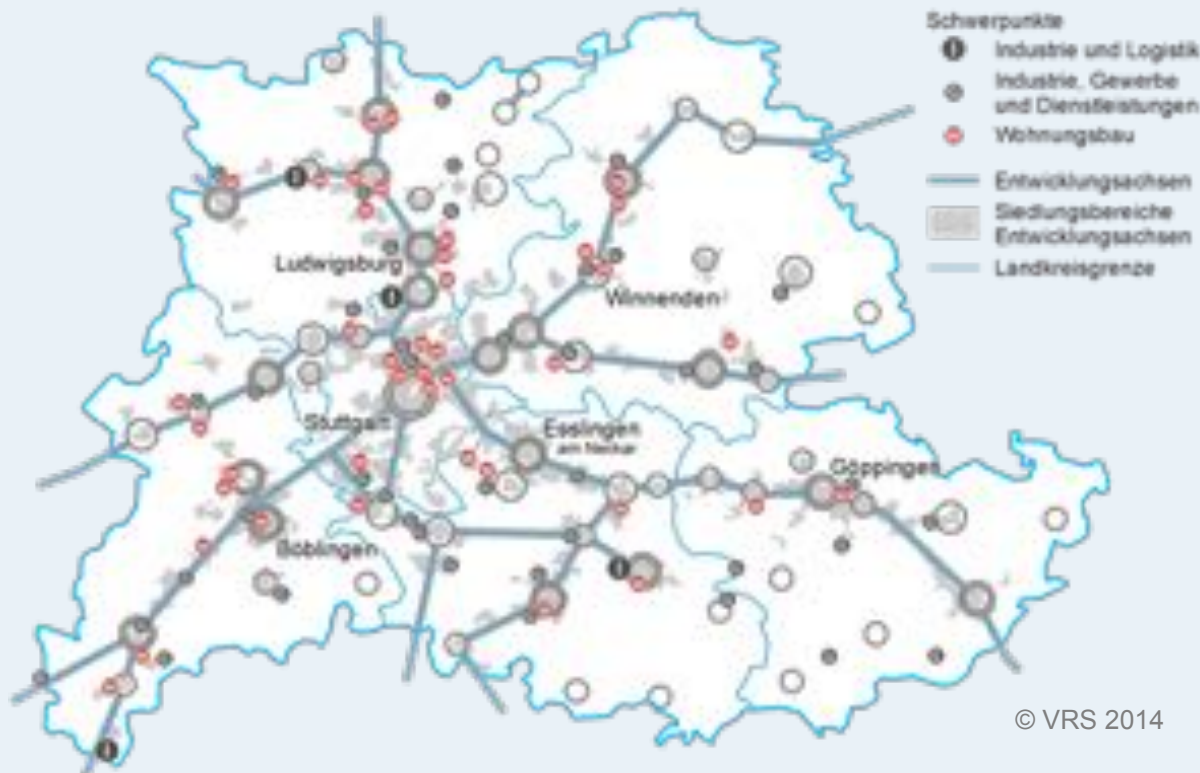
1. Provision of adequate infrastructure

S - Bahn-Stuttgart VVS Netzentwicklung und Baumaßnahmen



- Sufficient **infrastructure and services** are crucial for sustainable development
- Services for current “places of interest” (e.g. large residential areas, urban centers, commercial facilities)
- Grid as backbone for upcoming **development**
- “Lobbying capacity” for sufficient funding from state / federal level

2. Transit oriented development – where to build?



Sustainable growth poles for people and jobs

Coordination between transport capacity and development

Lower intensity between corridors

Enhanced development + higher density along corridors

Advantage in **economic** (public and private) and **ecologic** terms

Integrated development has to be **planned and implemented**

Provision of infrastructure as incentive for development
most often not sufficient – restrictions necessary

3. Participation and acceptance



Involvement of civil society as key issue

- as even sustainable development has to meet the need of (potential) users

Population / civil society

- representative by demographic, social and geographical aspects

NGO (e.g. environmental, social issues), Churches

Chambers of Commerce and, Enterprises, Companies

However: **Participation** on metropolitan level is more complex and time consuming (Larger scale, more stakeholders ...)

Active networking and continuous dialogue as confidence-building measures

4. Final decision making entity



Total consensus is unlikely to be found during participation

Final decision making by elected officials

Functional urban areas with statutory organization and decision-making assembly tend to be more efficient if decisions / priorities can be made by majorities

Consensus based approaches require more negotiation / compromising
– and could cause insufficient co-ordination

5. Capacity building for innovation



Competitiveness needs progress

Innovative measures have to be developed, implemented and evaluated

Capacity-building for innovation could focus on e.g.

- transport / mobility
- (Urban) development
- Cooperation / Research
- Recruiting ...

Keep on moving!



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- Many aspects are “growing” in metropolitan / regional scale
- But: Metropolitan level often not “visible” / established
- Competences have to be checked and adapted on regular base
- Political programs have to focus on challenges and strategies
 - especially on metropolitan / regional level
- Sufficient funding crucial – sources?
- Public awareness important