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

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

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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

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

Supporting the hinterland: Cohesion on regional level

Transfer of Income taxes

Regional border
Region Stuttgart
Larger cooperation Area („Metropolitan area“)
Stuttgart Region Governance: Competences

Federal Level

Land

Region

County – no spatial coordination

Municipalities – strong home rule

- 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

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 an implemented**
- Provision of infrastructure as incentive for development most often not sufficient - restrictions necessary

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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 coordination.
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 …
Many aspects are “growing” in metropolitan / regional scale

But: Metropolitan level often not “visible” / established

Competences have to me 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