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Inspire Policy Making with Territorial Evidence

# // ESPON IMAGINE

**The importance of ...** developing a regional imaginary in  
**Milano-Bologna urban region**

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# IMAGINE\_ Exploring Milan- Bologna urban region, Focusing on the impact of **HSR** on regionalization processes

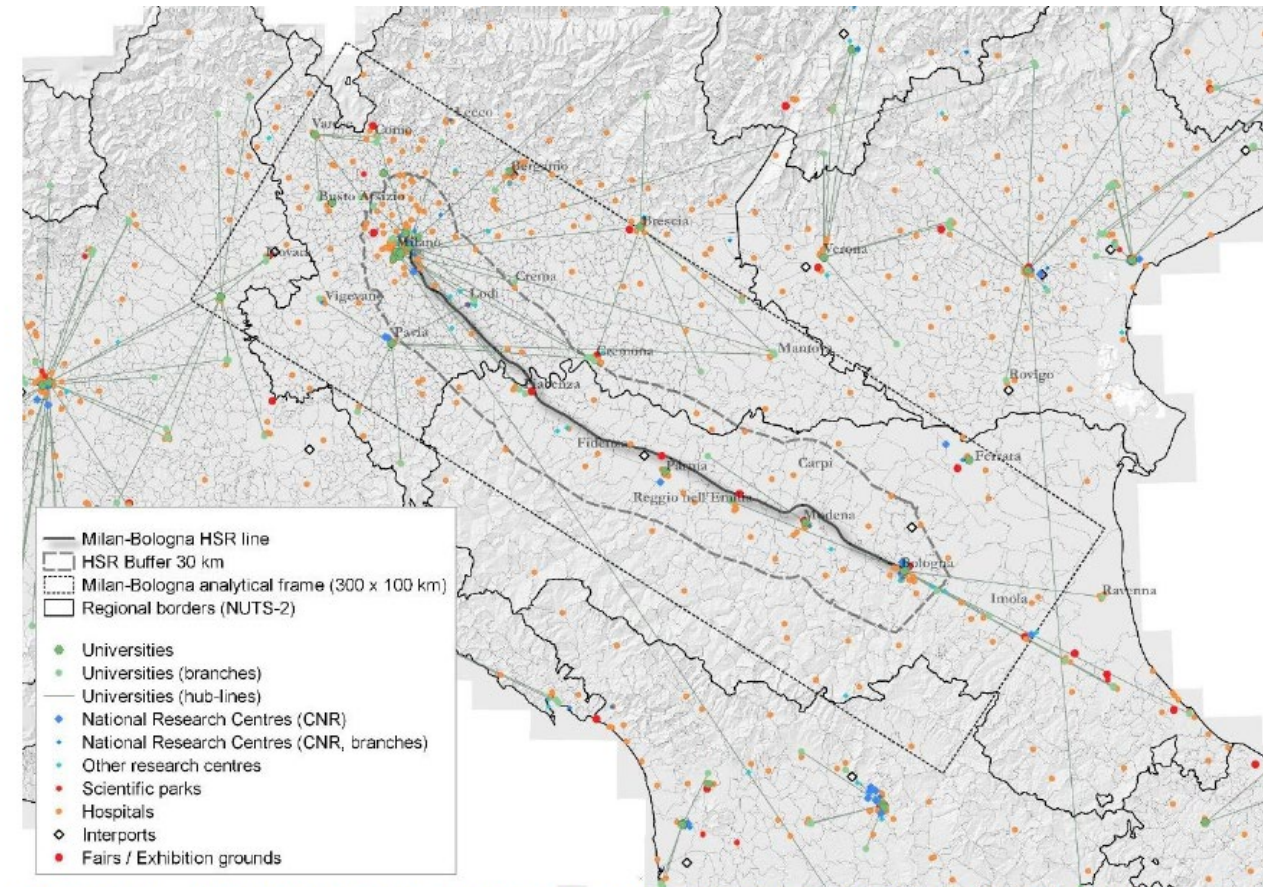
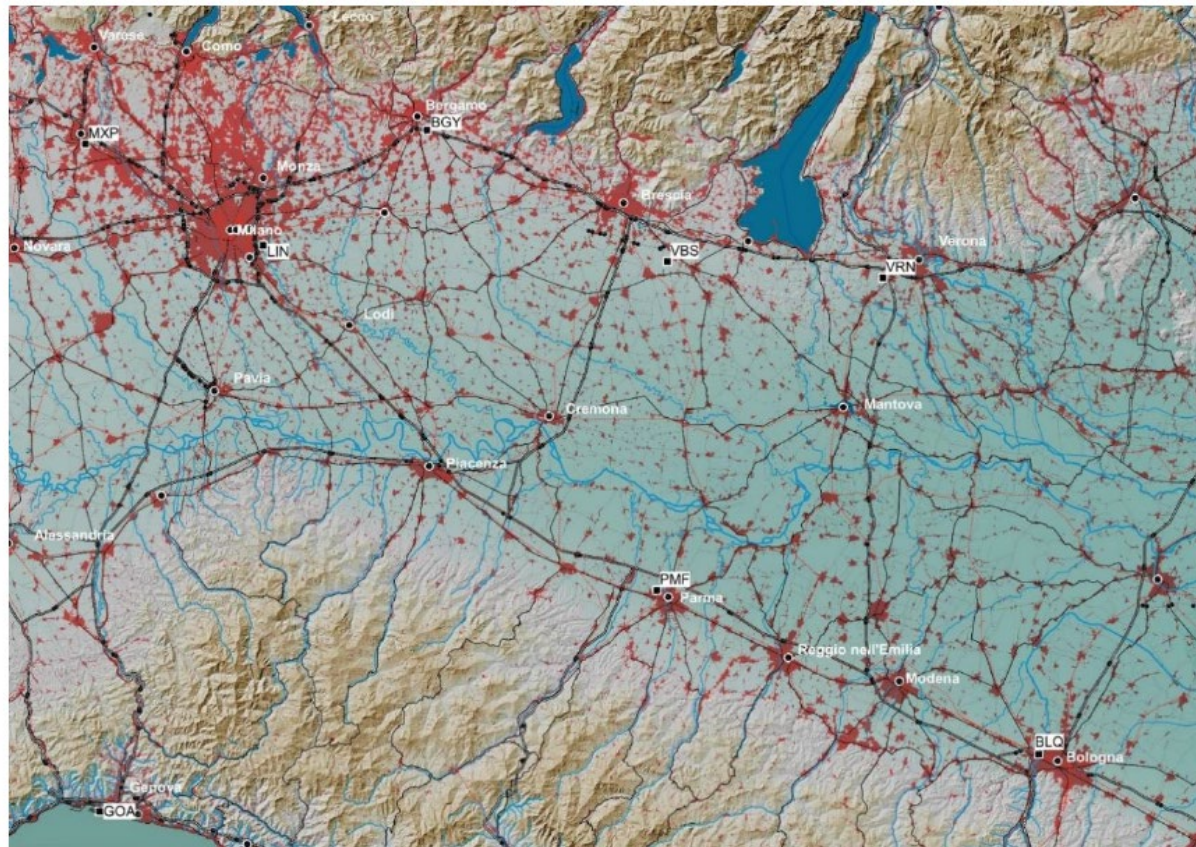


Figure 3 – Morphological, infrastructural, and urban structure of the area between Milano and Bologna'

Figure 4 – Great functions and main infrastructures of the Milano-Bologna urban region

# The importance of..

## Seeing/Acting like an urban Region

1. The importance of creating a base of **spatial knowledge and identifying current territorial narratives** regarding the processes of regional urbanization (**REGIONAL PORTRAIT-** material and immaterial forces generating a new scale of the urban)
2. **The need of developing new spatial (regional) imaginaries and governance frameworks**, through the active engagement of institutional stakeholders and territorial actors, able to generate **new territorial alliances and regional strategies** (**REGIONAL FORUM** - as a key resource to develop awareness of the transcalar nature of socio-economic-spatial processes)
3. **The potential of ITI (Integrated Territorial Initiative)** as visionary exercises able to support a regional agenda on strategic policy issues (**REGIONAL DESIGN**: ITI as a space to consolidate a capacity of vision at the regional scale)

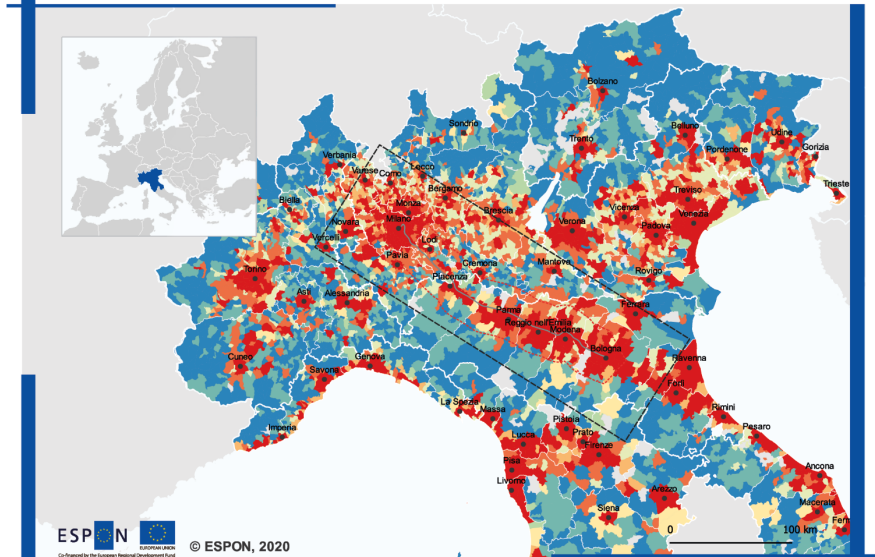
# Map RP 1.1 Regionalization of the urban

•**RP 1.1.1 – Population density**, as a traditional indicator of spatial concentration of people and activities that can also work as a proxy for other urban features

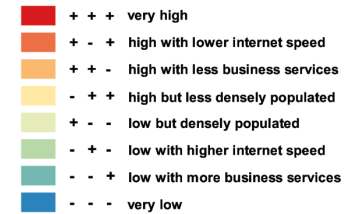
•**RP 1.1.2 – Number of households served by high-speed Internet connection**, as an infrastructural indicator related to innovation capacity and connectivity requested to competitive urban spaces. This indicator maps theoretically expected max speeds connection faster than 500 Mbps, which is enough to support buffer-free video streaming and multiple device connection at once

•**RP 1.1.3 – Business services location quotient**, as an economic indicator correlated to economic heterogeneity, dynamism, and productivity. Location quotient (LQ) has been calculated comparing the concentration level of business services in every municipality to that registered at the national level

RP 1.1 – Regionalisation of the urban



### Urban potential



- Provincial/Metropolitan Capital
- ▭ Milan-Bologna frame (300x100 km)
- ▭ HSR Milan-Bologna (30 km buffer)
- Sea / Lakes
- ▭ no data / area not included in the analysis

RP 1.1.1 – Population density 2019 (> median)  
 RP 1.1.2 – Households served by fast Internet 2018 (> median)  
 RP 1.1.3 – Business service location quotient 2015 (> median)

Territorial level: LAU2 (version 2011)  
 Source: ESPON IMAGINE, 2020  
 Origin of data: ISTAT, 2019, ACCOMI, 2018, ISTAT-ASIA, 2015  
 © ISTAT for administrative boundaries

# Scenarios for MI-BO

## SCENARIO 1: The corridor as a magnetic pipe

The scenario envisions the permanence of the HSR Milano-Bologna as a pipe that connects the historical territorial systems: the Lombard radiocentric polycentrism (with the inclusion of Novara, in Piedmont region) having Milano at its centre, and the Via Emilia's linear polycentric urban system from Rimini to Piacenza.

## SCENARIO 2: The corridor as a backbone

The scenario envisions the development of the corridor into a more integrated and balanced polycentric territorial system avoiding the polarisation between regional capital cities, medium-sized cities, small towns, and inner areas.

## SCENARIO 3: From a corridor to a territorial platform

The scenario envisions a radical change in the structure of the corridor, occurring by virtue of the greater attractiveness of the Apennines foothills and plain 'middle' areas for families and businesses, reversing the current urban and economic hierarchies.

# ITI Scenarios for MI-BO

## A NATIONAL PRIORITY: A UNIQUE INTERREGIONAL ITI

A unique ITI can be facilitated by the delegation of operative functions to a single ad hoc agency/structure with legal personality, relieving the pressure on involved administrations and enhancing the efficiency of the process.

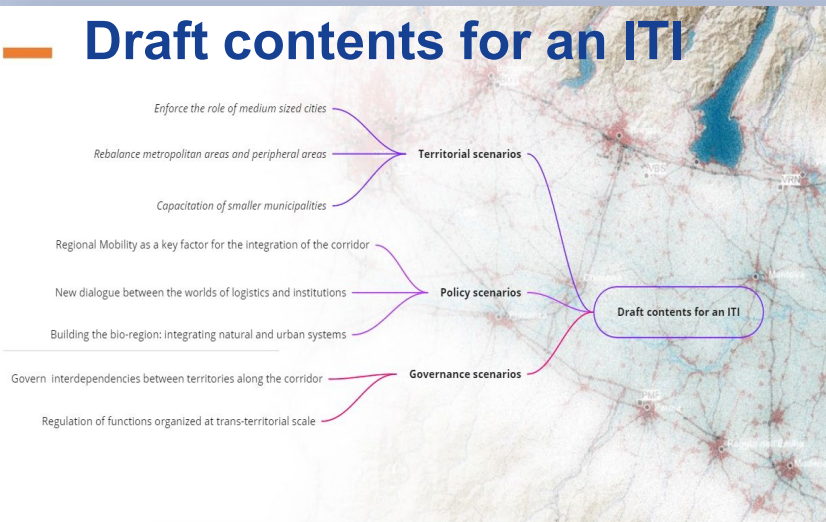
## A MATCHING ENGAGEMENT: TWO SEPARATED REGIONAL ITIS

The advantage of two separated ITIs is in the possibility to select indicators and organize project competitions more tailored to each local context. A portfolio of common projects, financed in separated tranches by the two ITIs, could give continuity to the funding flux, to guarantee a seamless projects implementation.

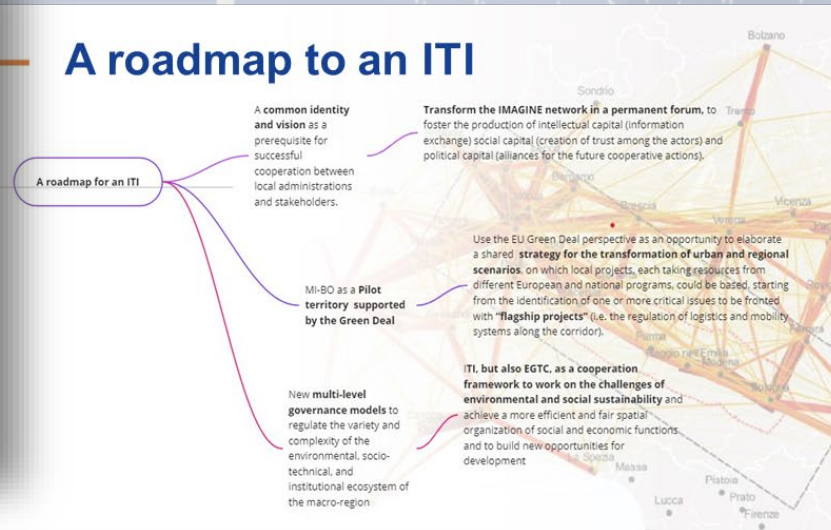
## ENHANCING LOCAL COOPERATION: Multiple ITIs at the local scale

The ITI would assume a collaborative aim, fundamental to stimulate bottom-up proposals, and an operative dimension, fostering the autonomy of second tier administrations to realize their own projects.

## Draft contents for an ITI



## A roadmap to an ITI



# From Mi-Bo to EU:

## the importance of supporting urban regions

- **EU cohesion policy offers urban regions and macro-regions interesting opportunities to act; ITI and Interreg can support the construction of new regional imaginaries.** Simplified procedures and regulation can support urban regions.
  - **Decoupling cities from urban regions is crucial**, a stronger attention is required to grasp the interplay between the urban and regionalised urban scale.
  - **Functional interdependencies and regional commons** are the battleground for new policy agendas and **new governance frameworks**. **An integrated, participative and co-designed and multilevel governance approach**, shall be supported.
- **The EU Green Deal paves the way for policy challenges that are crucial to be dealt with at the scale of urban regions and macro-regions: Member States should take more and more into consideration the role/scale of urban regions.**
- **Urban regions and macro-regions shall take the lead** and start processes aimed at developing a new awareness of the glocal and transcalar nature of the dynamics and processes which are restructuring the society-economy-space nexus.
  - **They shall count on the opportunities provided at EU and national and promote flagship projects to promote a “regional” turn in policy-making**

# EU Corridors, from transportation policies to crucial diverse for change

- **2021 is the railway year.** But **little space seems to be assigned even in the Green Deal to Ten-T**, the network of rail corridors that EU has decided to invest upon since 1996.
- Indeed, despite many countries have developed **high-speed railways offer, these remain mainly nationally oriented and there is little evidence of an Eu network.** This is particularly problematic, because the **absence of such a network affects the efficiency and functioning of the macro-regions that compose EU** and that would much benefit from an integrated system of mobility able to connect people and places at the appropriate scale.
- The TEN-T policy **shall be a policy for “spaces and projects of European importance”** (B. Scholl), indicating **how the infrastructural corridors cannot simply be thought as transport corridors, but the tools for “territorial integration in Europe”**, thus requiring the capacity of coordination and interdisciplinary cooperation.

# // Thank you

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