

## Targeted Analysis ESPON IMAGINE | Developing a metropolitan-regional imaginary in Milan-Bologna urban region

Kick-off 26 May 2020

### Stakeholders inputs

#### Milan metropolitan City

In Italy the metropolitan cities are young institutions and most various territorial entities. In their six years of life, the metropolitan cities are called to face challenges of administrative innovation with traditional tools and inappropriate boundaries.

For this reason, some of these have sought their identity through innovative and no ordinary tools and a view towards functional territory, wider and not coincident with administrative boundaries.

Milan and Bologna Metropolitan cities, among the first, experienced the strategic planning, the metropolitan territorial planning and an important national programme on the regeneration of urban periphery.

The **metropolitan regeneration strategy has a large integrated and non- sectorial dimension**. It goes beyond the building activity and it interests the environmental requalification, social and civic promotion, acting on public and private spaces, the improvement of infrastructures, the green system and ecological networks, welfare and local economic systems.

In this perspective, the **regeneration strategy can become an experimental field of I.T.I. (Integrated Territorial Investment)** in order to define place based and intersectoral projects , that can involve several private and public actors.

The expected future **scenario post health emergency**, with the worrying crisis evaluations of economic development, seems to **confirm the good strategy of territorial regeneration**.

In such a radical change, in which the development model is discussed, the sectorial contributes seem insufficient and inadequate.

In front of such a critical scenario without precedent, it is necessary to find innovative and integrated solutions, for a restart that will take care of territorial projects and more effective public - private relations.

Among the useful tools, already present and to develop into an I.T.I. project, we consider interesting to focus on the **equalization funds**. These funds have been present in the Emilia legislation for several years and more recently became part of the Lombardia legislation too.

With this tool we have the possibility to promote and empower urban and territorial regeneration in peripheral areas, where the real estate market is weaker and its trends are insufficient to regenerate degraded areas.

We expect that the research will allow us:

- to identify the marginality areas and the new territorial functions generating bad environmental impacts and negative spill over;
- to locate the areas where it is a priority to foster regeneration;
- to find, into the strategic and territorial metropolitan plans, common points finalized to develop policies in support to territorial functions generating positive spill over;
- to develop an equalisation fund in order to pay a public services system on metropolitan scale, with particular attention to ecosystemic services (ecological networks, drainage practice, land reclamation, afforestation), landscape setting, sustainable mobility networks, welfare services, student housing, sportive services, senior housing;
- to give indications to public transport system to implement innovative mobility, to extend accessibility of territories and support their development;
- to draw a project of I.T.I. finalized to make a territorial services system beyond the financial resources deriving by equalization funds in order to experiment an innovative relation between public and private subjects.

## Metropolitan City of Bologna

The Metropolitan city of Bologna, with a population of over 1 million inhabitants, is a strategic axis for the regional economy. In the last 5 years Metropolitan cities have seen the opening of an important era for territorial planning, starting from the significant institutional changes that re-defined the competencies of public authorities such as Metropolitan cities, for what concerns strategic and territorial planning; a new regional law on urban planning also defined new competencies for the Metropolitan City of Bologna. The institution already approved a Strategical Plan (PSM) and a Sustainable Urban Mobility Plan (PUMS), on a metropolitan scale. We are now in the process of adopting the new territorial plan (PTM), which “converts” in territorial policies the principles of the strategic plan. These can be summarized in “sustainability, inclusivity, and attractiveness”.

One of the key aspects to extend within the Metropolitan territorial plan is the institution of an equalization fund, involving all the 55 municipalities of the Metropolitan area, in order to support a public

service system on a metropolitan scale, with particular attention to ecosystemic services, landscape, mobility, health and affordable housing. Such an innovative aspect could be deepened within the framework of this targeted analysis, taking into consideration similar needs from the Metropolitan city of Milan.

The Metropolitan area of Bologna intends to consolidate its central position using its connections with other cities in the region (such as Modena, Piacenza and Ferrara), and with extra-regional territories, as Lombardy and Milan. Our goal is to achieve sustainability and accessibility for our territory, especially in relation to other urban territories within the Milan-Bologna region.

From this analysis, we expect to receive inputs for our territorial policies, which are in the process of being defined, and examples of innovative solutions to implement, which foster new collaborative approaches to planning, especially among the territories of Milan-Bologna region, and promote effective and inclusive developments.

## Province of Piacenza

Piacenza is a province of about 280,000 inhabitants which belongs from an administrative point of view to the Emilia Romagna Region, and which therefore refers in this respect to Bologna. But from an economic and functional point of view Piacenza is very influenced by its proximity to Milan and, from a functional, structural point of view, Piacenza could be considered part of the metropolitan area of Milan.

For example from the point of view of relationships. Commuting movements for study and work with Milan and its area are much more intense than those with Bologna and more generally with the other territories of the Emilia Romagna region. Or, from another point of view, thinking about tourism. Milan and its area represent a market of primary importance for Piacenza, which attracts residents of Milan to visit its valleys and to buy its food and wine products.

On the other hand, the location of Piacenza within the Milanese functional area is of particular interest for our territory because Piacenza can play a role of primary importance in the transport and logistics system. In fact, the Piacenza area is equipped with a road network of primary development at a national level, a railway network at the crossroads of important lines such as Milan-Bologna and Bologna-Turin, with high airport accessibility (Linate, Parma, Brescia, Bergamo)

We therefore expect that the work will allow us to know better, to better frame, the set of functional and economic relationships that link Piacenza to Milan and at the same time to develop scenarios that can guide us in the development of our territorial planning and in our dialogue with the institutional bodies of the Emilia Romagna Region.

## Warsaw metropolis

Taking into account the development of the Warsaw metropolis, we are interested in acquiring good practices in the functioning of the metropolitan areas of Milan and Bologna, in particular what forms of

cooperation have been developed between these metropolises that can be used in the Warsaw metropolitan area and also the possibilities of cooperation with our neighboring metropolis (Łódź).

We are pleased to share our experience related to the management and implementation of ITI in Warsaw Functional Area.

## METREX

The city is arguably one of mankind's greatest innovations. A focus for creativity and change, its identity is defined by its places of connection, of arrival and departure, places of collection, exchange and distribution.

Over the years METREX member organisations have shown that apart from the tangible hardware, such as infrastructure and environmental issues, the intangible aspects such as the socio-economic character of areas are conditional for a prosperous living environment too.

Developing a common narrative for areas will acknowledge the importance of specific regional approaches to be successful in both improving our living environment and enabling the inclusion of all inhabitants. It is important to tie back the process and results to the new EU term focussing on the Green Deal and Social Cohesion policies on which METREX upcoming conferences will concentrate on.

METREX will take its role in accommodating the exchange of experiences and disseminating the interim and final outcomes of this research.

## POPSU

The POPSU platform (Observatory platform for urban projects and strategies) is a research to practice institution which brings together researchers from various fields (urban planning, architecture, sociology...), practitioners and elected representatives based in metropolitan regions (Aix-Marseille, Brest, Bordeaux, Toulouse, Lyon, Dijon, Grenoble, Montpellier, Rouen, Clermont-Ferrand, Nice, Lille, Orléans, Strasbourg, Nantes) as well as smaller cities (as Briançon, Roscoff, Digne-les-Bains, Ambert,...).

What we can offer : We would be pleased to share our experience in co-designing applied research to address demographic, economic, environmental, societal transitions as well as linkages between metropolitan urban regions and on the one hand, their neighboring areas, and on the other hand, other governance levels.

What we expect : We are interested in gathering good practices related to the governance system of the Milano-Bologna area. This example could a good counterpoint to further assess the robustness of French territorial systems.