

**PUBLIC MOBILITY AND TRANSPORT IN
EUROPEAN METROPOLITAN CITIES**

3 DECEMBER 2024

Navigating the Metropolitan Territorial Plan (PTM): Key Areas and Urban Mobility Places (LUM)

**by S. NASIRI, *METROPOLITAN CITY OF MILAN*
General Territorial Planning and Urban Regeneration
*sector***



**Città
metropolitana
di Milano**



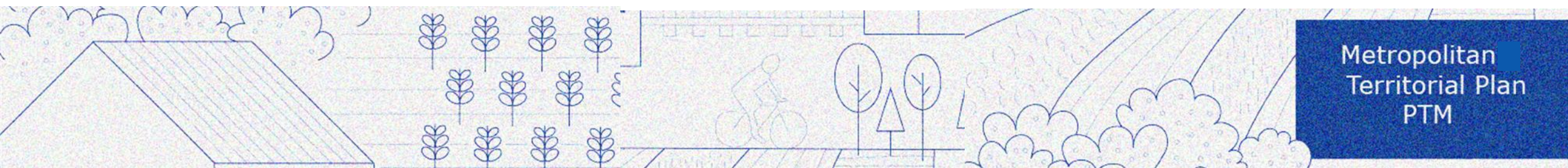
- **Purpose:**

The PTM is the overall territorial plan for the Metropolitan City of Milan, addressing various aspects like:

- **Environment & Landscape**
- **Infrastructure**
- **Services**
- **Urban Development & Territorial Redevelopment**
- Adapting to **structural changes** caused by the **pandemic**.
- Addressing new **land use challenges**.

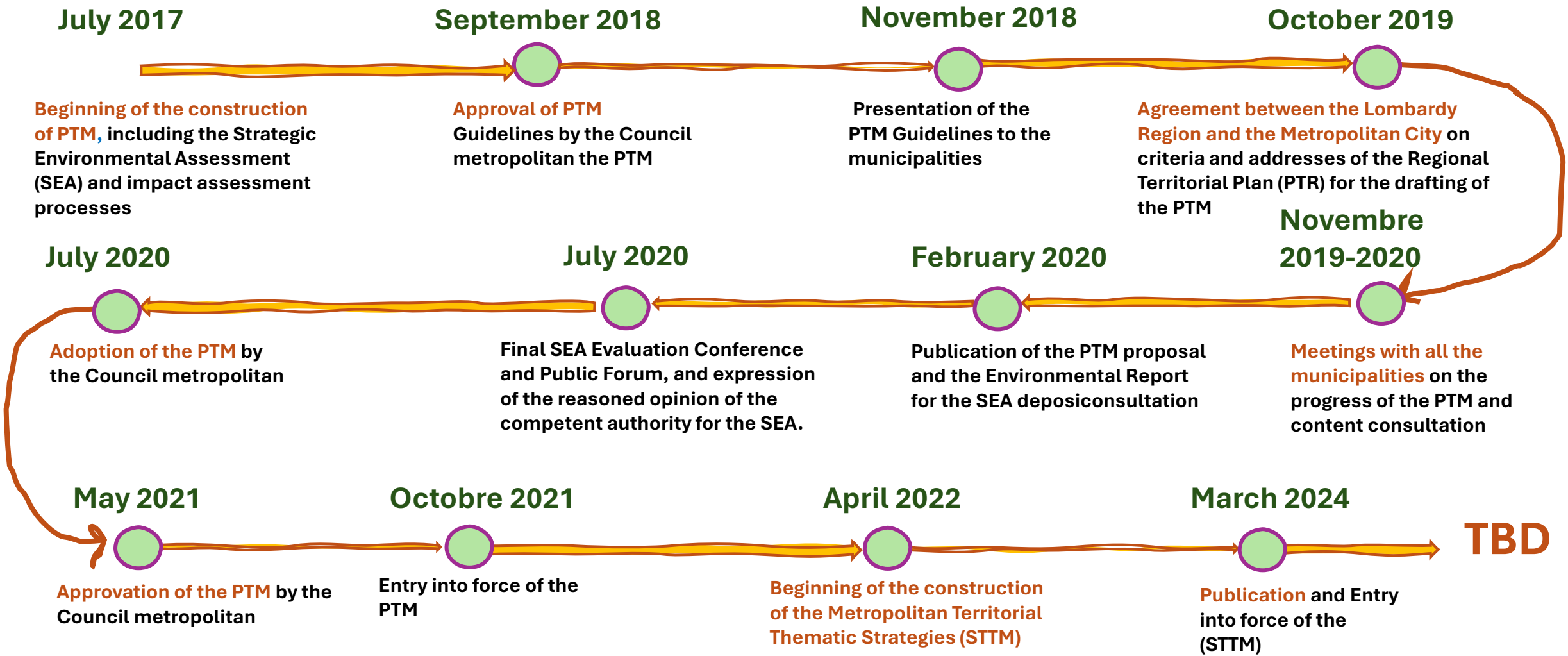
- **Scope:**

- Defines objectives and guidelines for **territorial governance** in the **medium-to-long term** (10 years).
- Focus on **metropolitan and supra-municipal** aspects.



Metropolitan
Territorial Plan
PTM

Metropolitan Territorial Plan - Timeline



Principles



Protection of non-renewable resources (soil, water, air, fossil fuels) :

- Intergenerational Equity
- Resource Invariance
- Use of Renewable Resources
- Mitigation and Compensation
- Resilience Against Climate Change
- Recovery of Degraded Areas



Territorial equity and overcoming marginalization:

- Protection of Landscape Assets
- Strengthening the Ecological Network
- Safeguarding Agricultural Land



Protect and enhancement of heritage, landscape and environment assets:

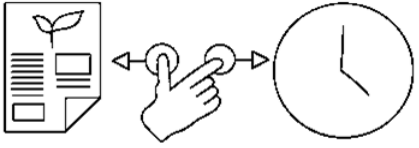
- Equal Access to Opportunities
- Fair Distribution of Land Transformation Benefits
- Balanced Service Distribution



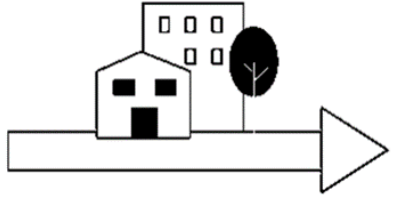
Simplification of procedures simplify, digitize documents:

- Technical Support for Intermunicipal Actions
- Clear and Accessible PTM Documents
- Involvement of Public & Private Resources

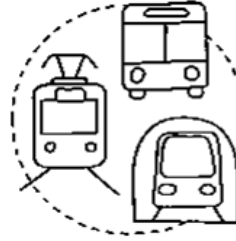
Goals....



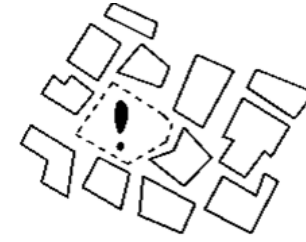
1, Align the actions of the plan with the contents and timelines of international environmental agreements



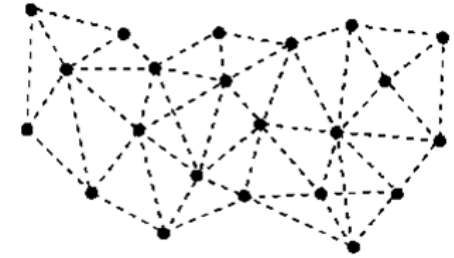
2, Improve the landscape-environmental compatibility of transformations



3, Improve public mobility services and their coherence with the settlement system



4, Prioritize the location of settlement interventions in redeveloped areas and consolidated urban



5, Promote the polycentric organization of the metropolitan territory



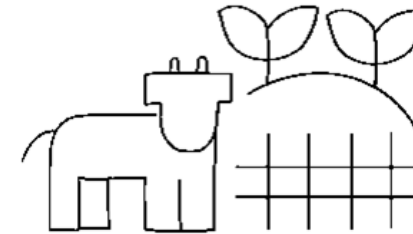
6, Strengthen the ecological network



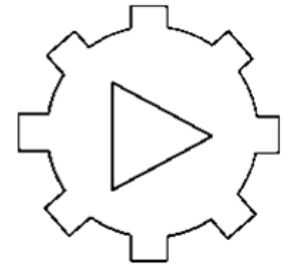
7, Develop the metropolitan green network



8, Strengthen the tools for managing the water cycle



9, Protect and diversify agricultural production



10, Enhance the tools for the implementation and management of the plan



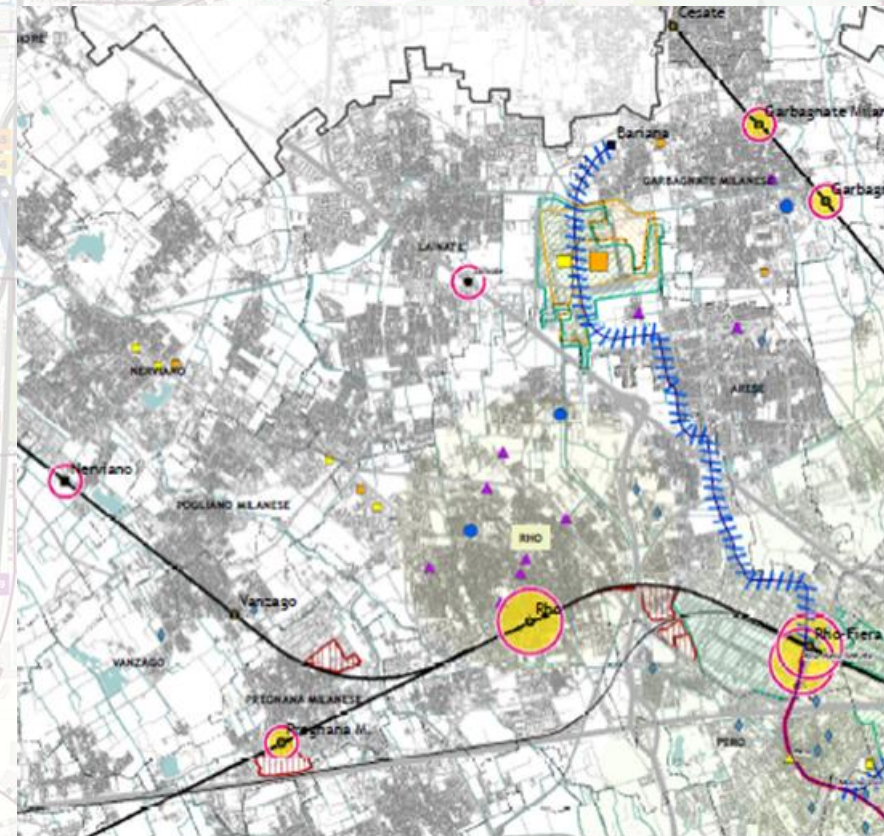
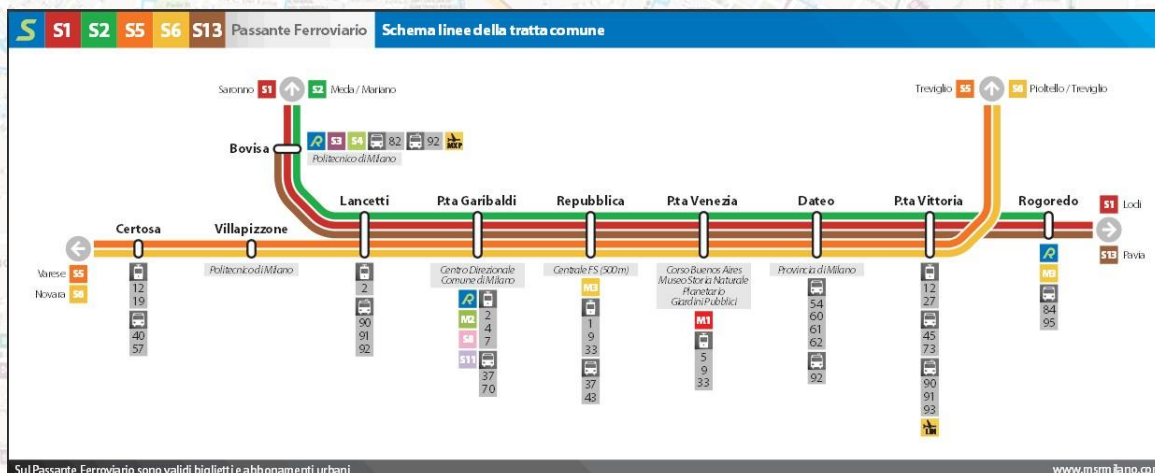
GOAL 3: Improve public mobility services and their coherence with the settlement system

- **Objective:** Align with European policies and best international practices to optimize public transport services and infrastructure use.
- **Key Goal:** Enhance integration between public and private mobility, within available financial resources.

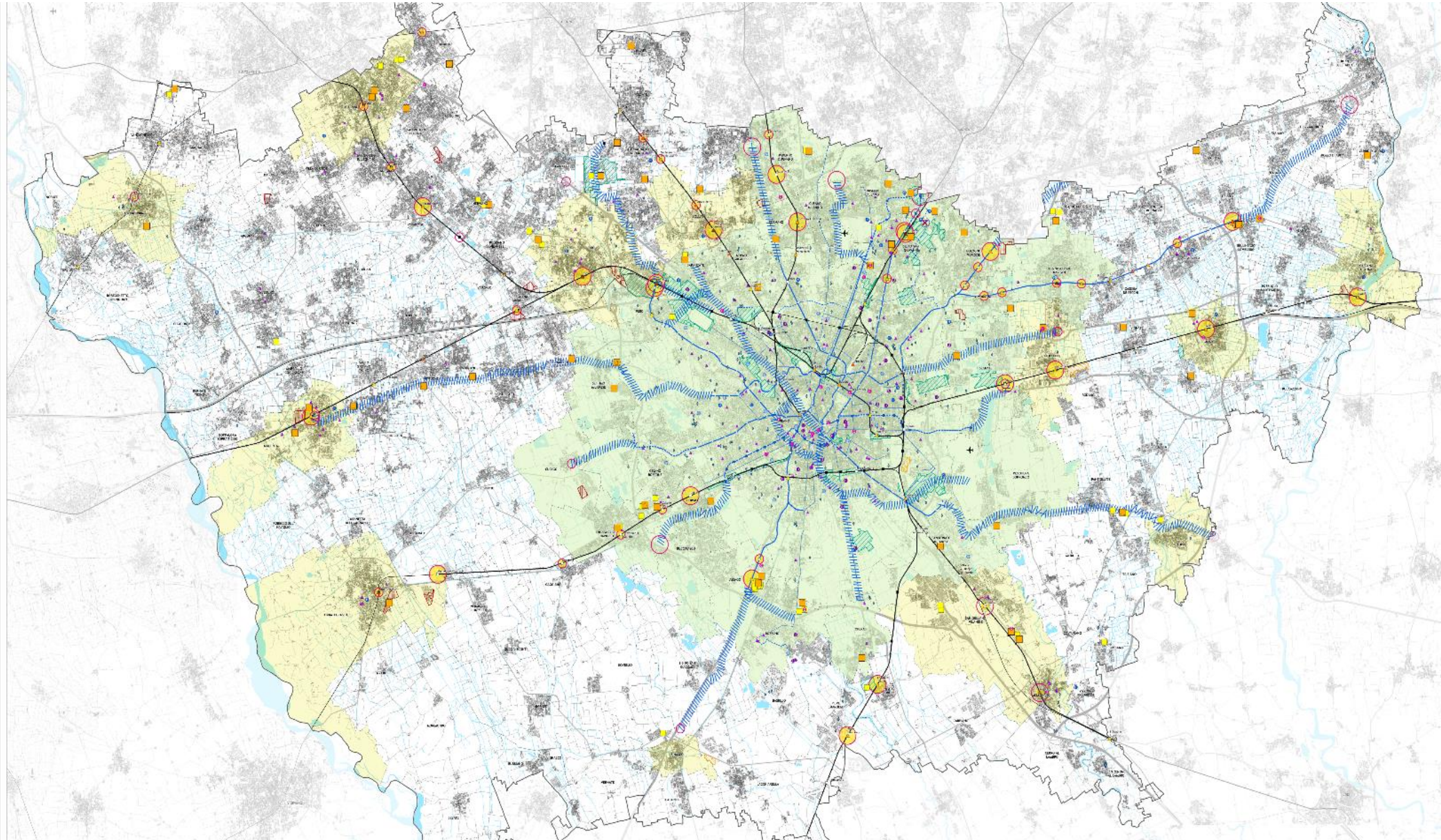
Prioritizing the Suburban Railway Network in Metropolitan Mobility Plans:

Plans:

- Enhance Services
- Integration with other transport modes
- Equal Access for All Areas



**TRANSPORT HUBS
AS MULTI MODAL
INTERCHANGE
FUNCTION4
WITH SPECIFIC
STRATEGIC ROLES**





Strategic role of local public transport interchanges

Metropolitan Role:

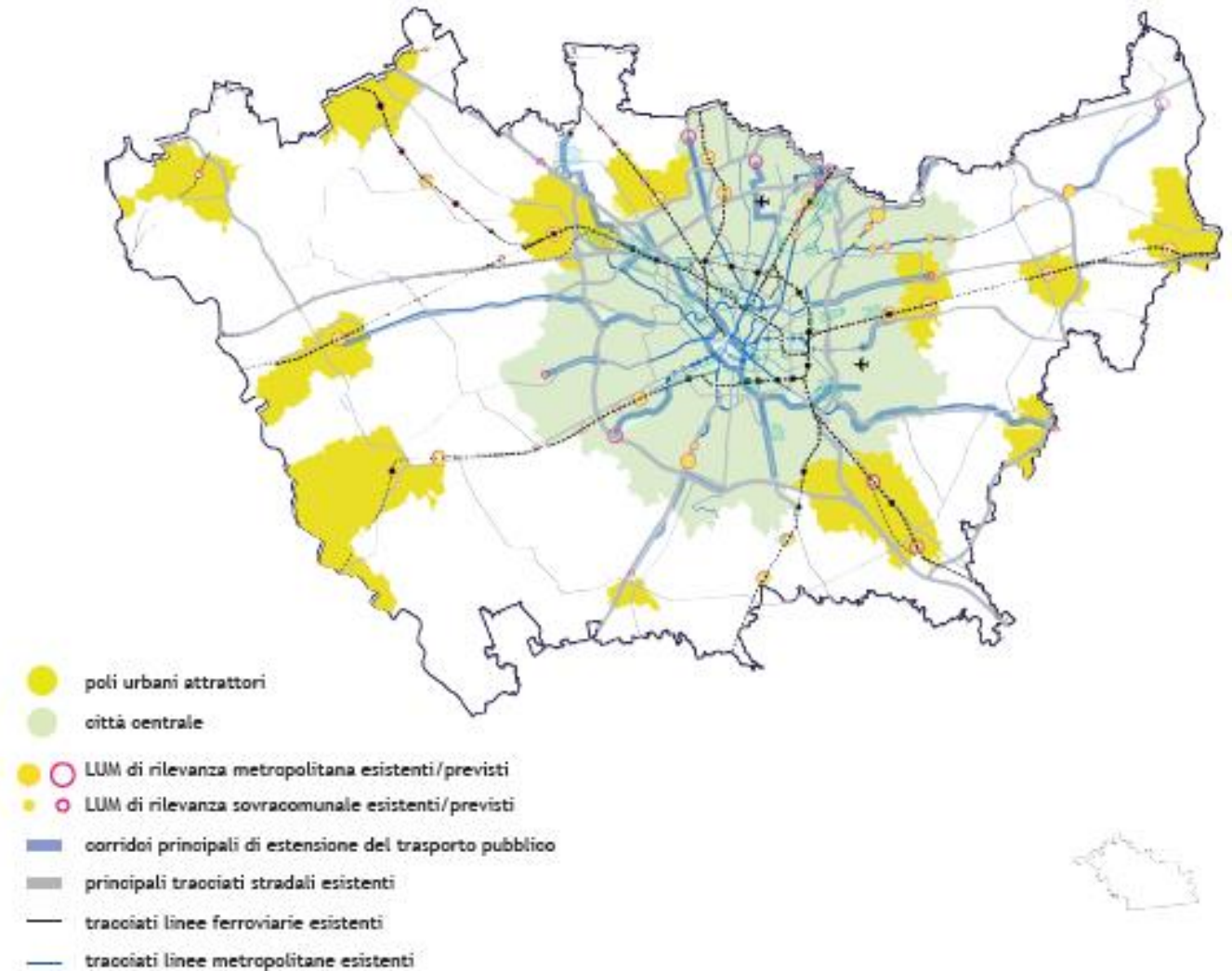
- Interchange with other primary transport routes
- Intermodal parking

Supra-municipal Role:

- A protected cycling network for safe biking routes.
- Public transport lines with a minimum of hourly frequency.
- Adequately sized parking facilities to meet demand.
- Intermunicipal roads offering direct access between municipalities

Local Role:

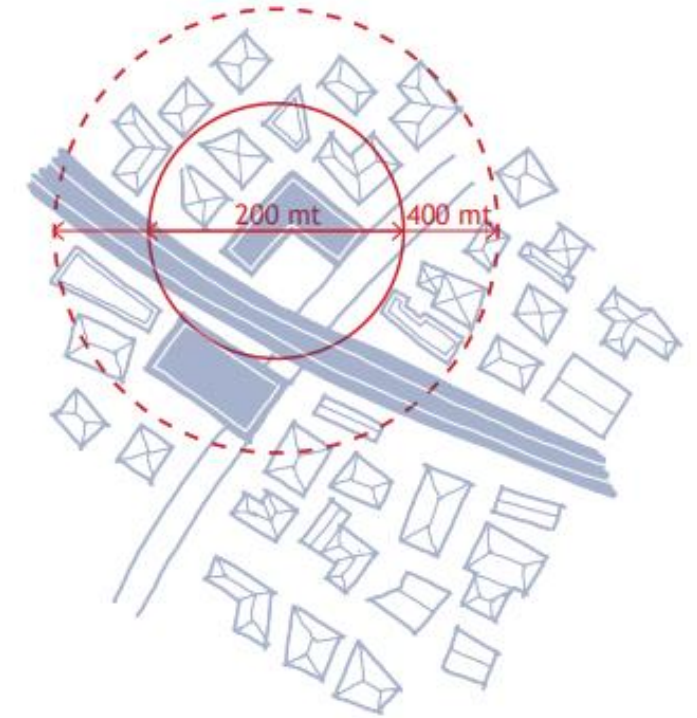
high concentration of residential, commercial, tertiary, and services that are of supra-municipal importance





Urban Mobility Places (Luoghi Urbani della Mobilità – LUM)

- Designated areas around transport stops, where services and functions are organized to support mobility.
- For **metropolitan-relevant stops**, the **LUM** extends **400 meters** from the stop.
- For **supra-municipal-relevant stops**, the **LUM** extends **200 meters** from the stop.



The first 3 Metropolitan Thematic-Territorial Strategies

Metropolitan Thematic-Territorial Strategies for **sustainability, environmental emergencies and territorial regeneration**



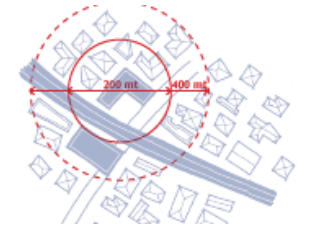
STTM 1 : Implementation of the Metropolitan Green Network - definition of the PTM monitoring system - territorial and urban regeneration



Metropolitan Thematic-Territorial Strategies for **social cohesion, supra-municipal and metropolitan services**



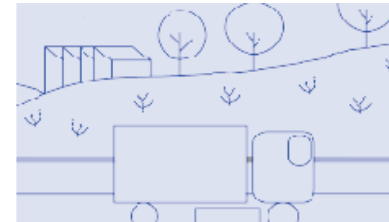
STTM 2 : Functions and services compatible and synergistic with the role of modal interchange for mobility in LUM (Urban Mobility Places)



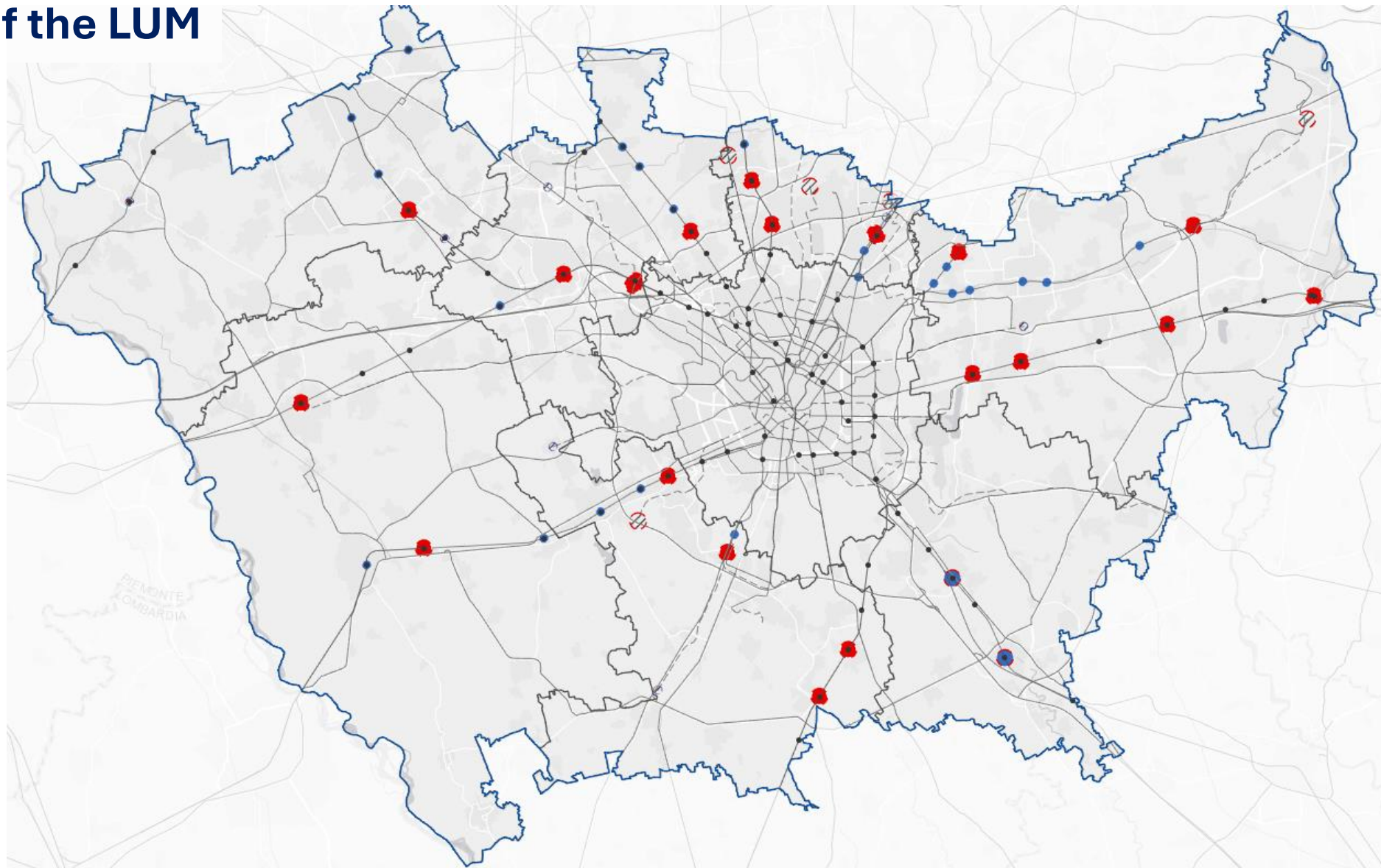
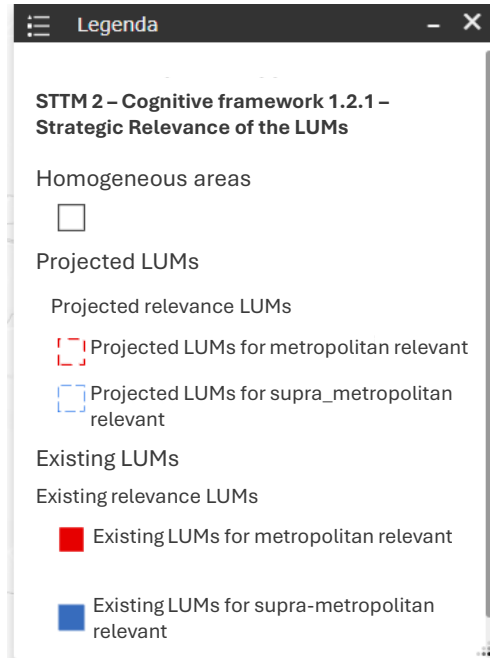
Metropolitan Thematic-Territorial Strategies for **the innovation of production, service and distribution spaces**



STTM 3 : Production poles of supra-municipal importance and territorial and environmental compatibility for new settlements for logistics



Strategic Relevance of the LUM



The territorial context and the main functions of the LUM

Legenda

STTM 2 – Cognitive framework 1.2.2 –
The territorial context and the prevailing
functions of the LUM

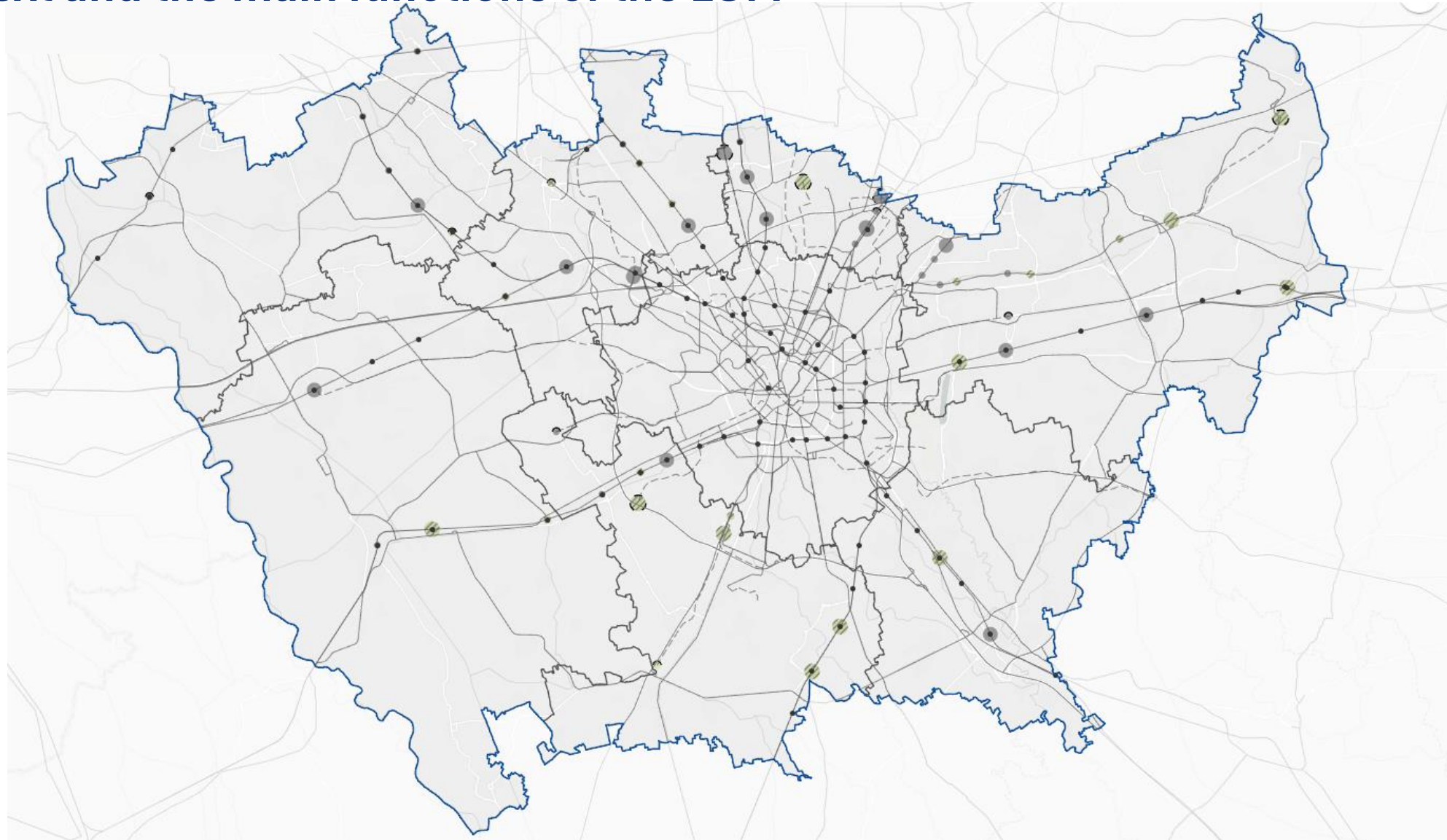
Homogeneous areas

Predicted LUMs

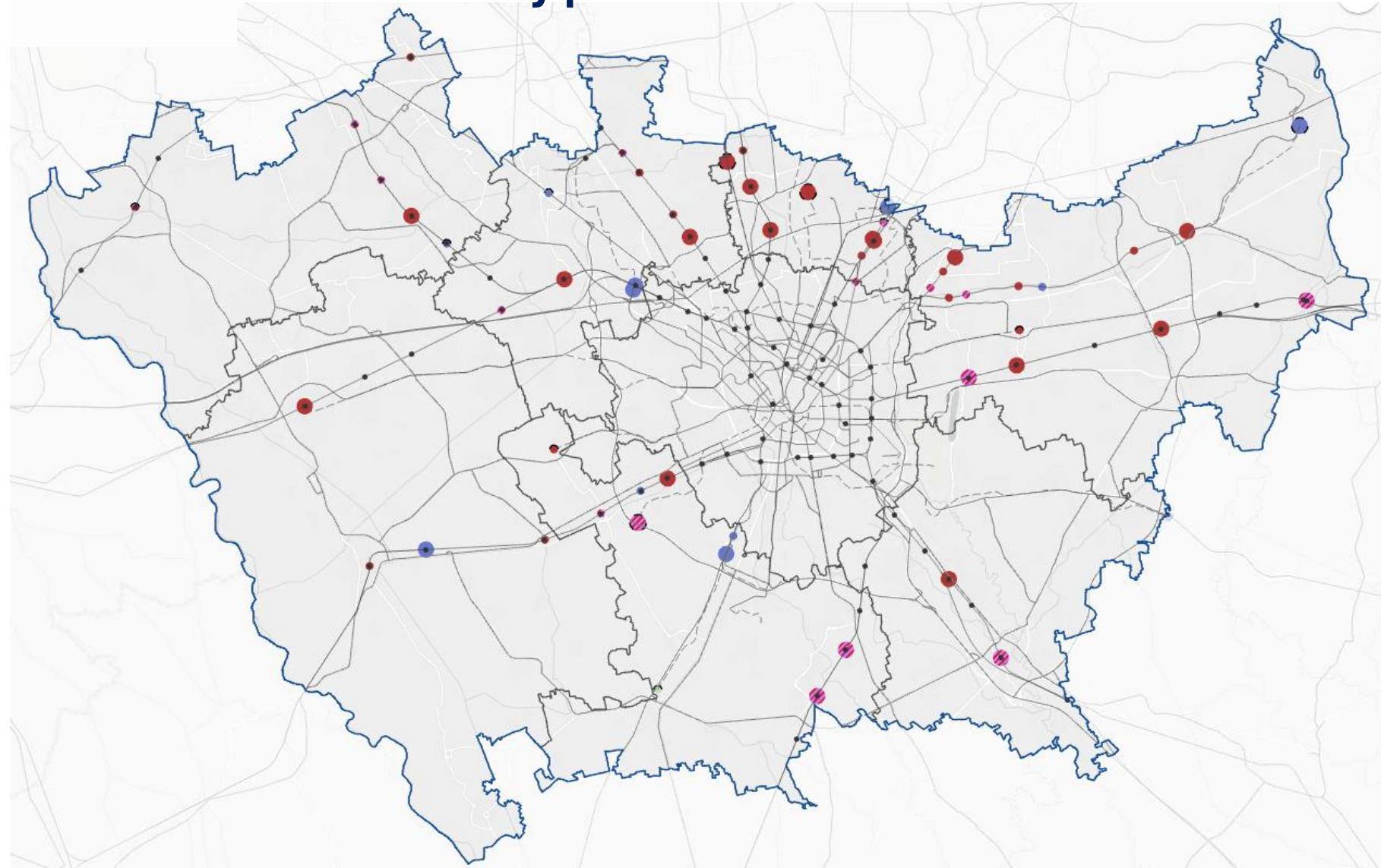
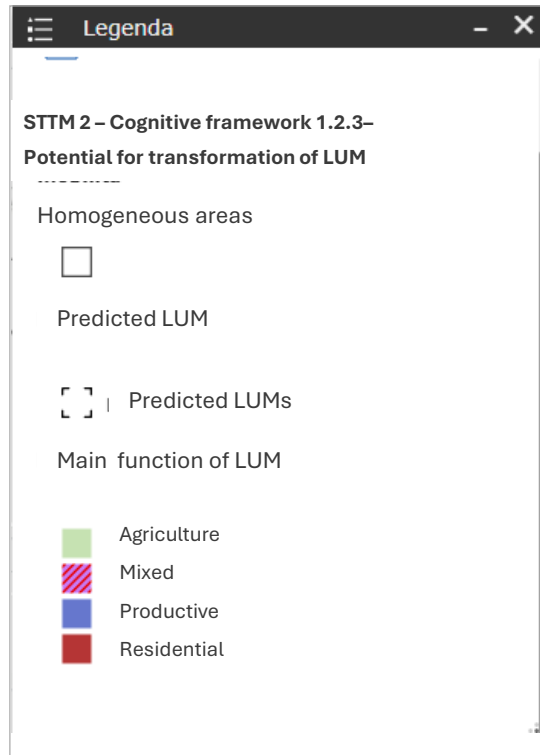
No LUM

LUM in Urban context

- Agriculture
- Pre-Urban
- Urban



Potential for the transformation of urban mobility places



Potential of urban mobility places

Legenda

Predicted by municipalities territorial plans



Regeneration areas



STTM 2 – Cognitive framework 1.2.4 –

Potential of Urban Mobility Places

Homogeneous areas



Predicted LUMs

Predicted relevance LUMs



Predicted LUMs for metropolitan relevant



Predicted LUMs for supra_metropolitan relevant

Existing LUMs

Existing relevance LUMs



Existing LUMs for supra-metropolitan relevant



Existing LUMs for metropolitan relevant

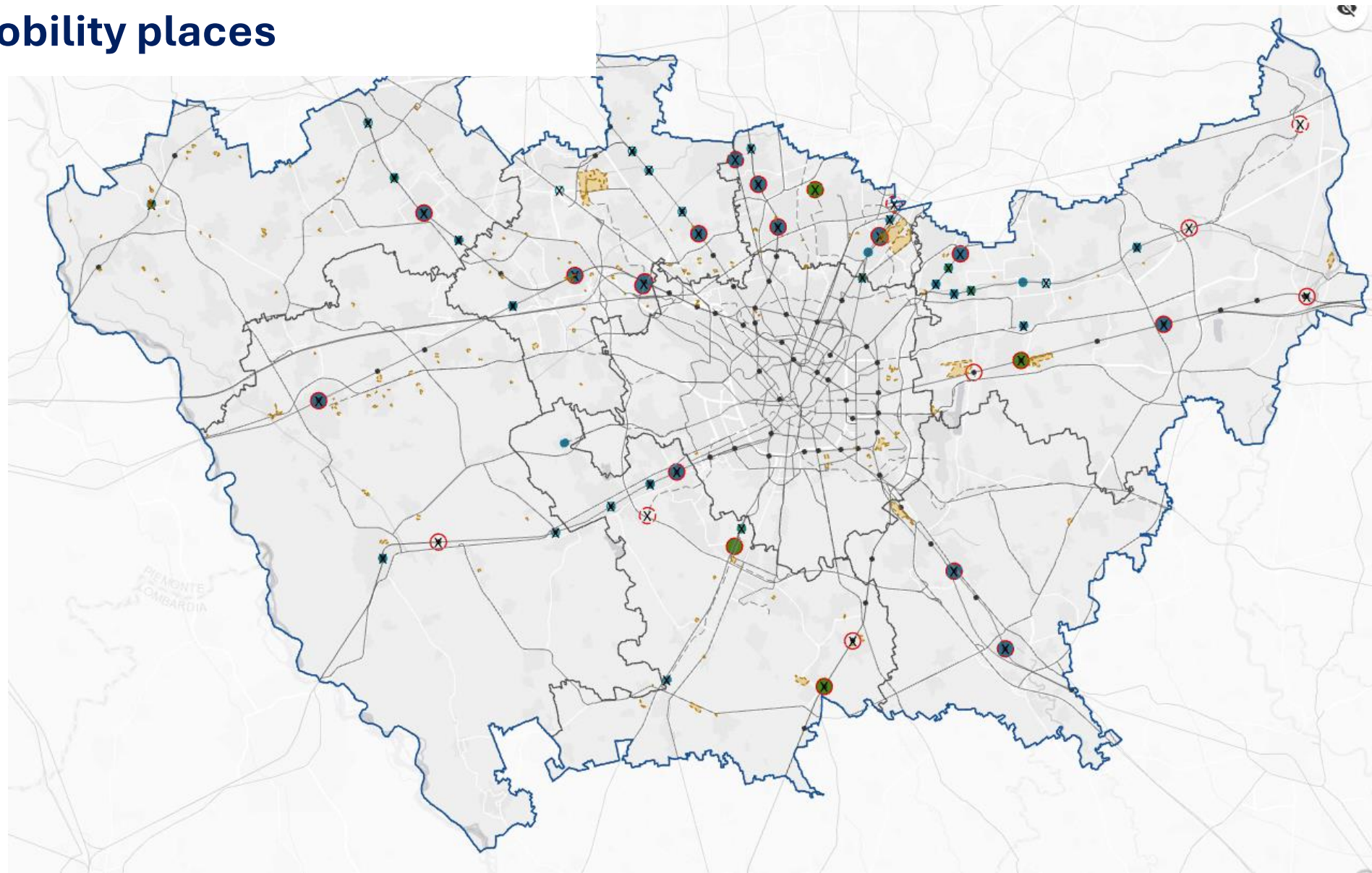
LUM – Concentration of urban facilities



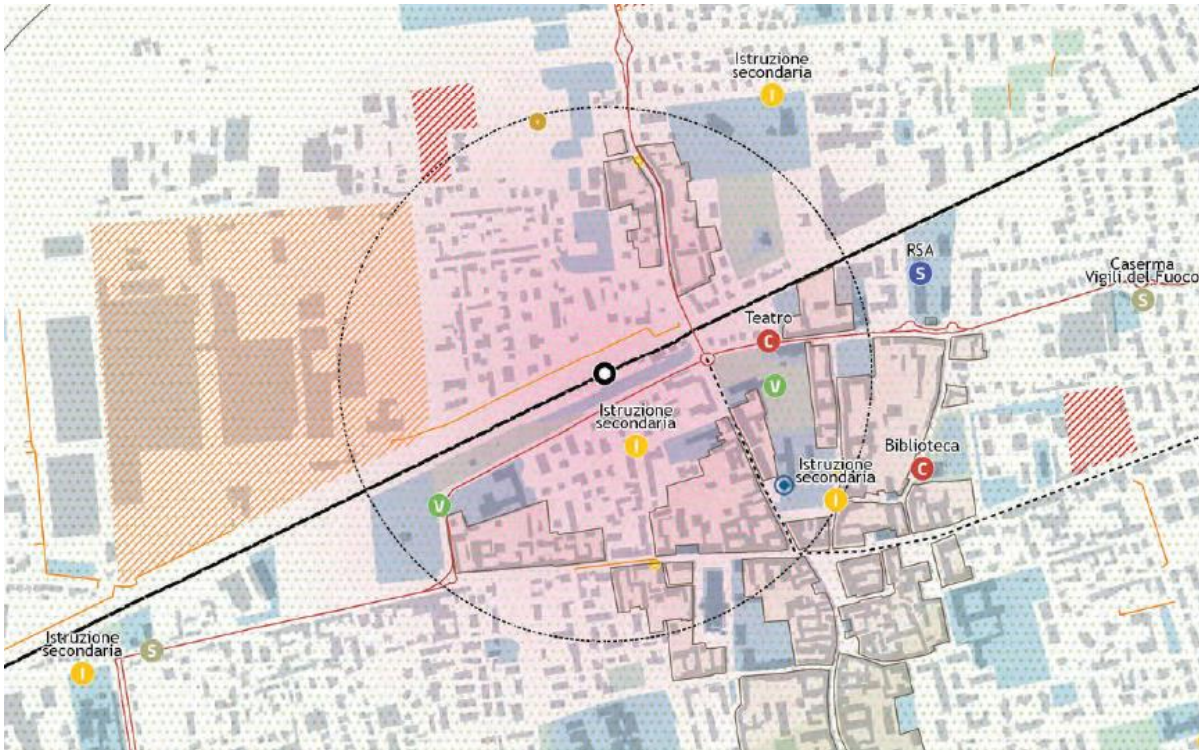
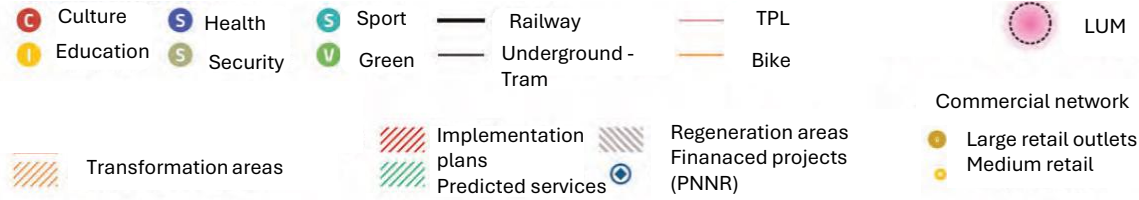
Mono-functuinal of service



Muti-functional service



Strategic roles of LUM



Magenta

Strategic Role : Metropolitan

Context: Urban

Primary destination of context: Residential

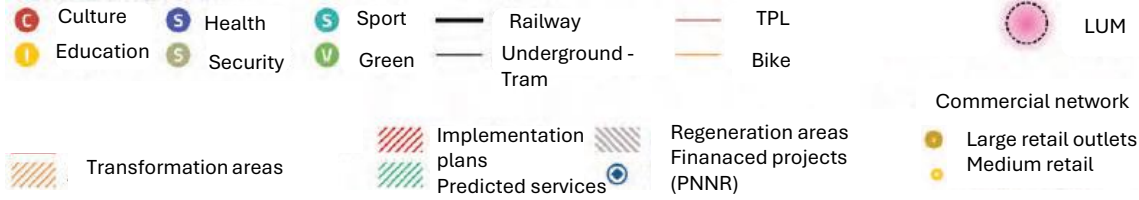
Car Parking lots: 299 slots

Bike parking: 26 slots

Public transport: different ATM lines



Strategic roles of LUM



Locate Di Triulzi



Strategic Role : Metropolita

Context: Peri-Urban

Primary destination of context: Mixed

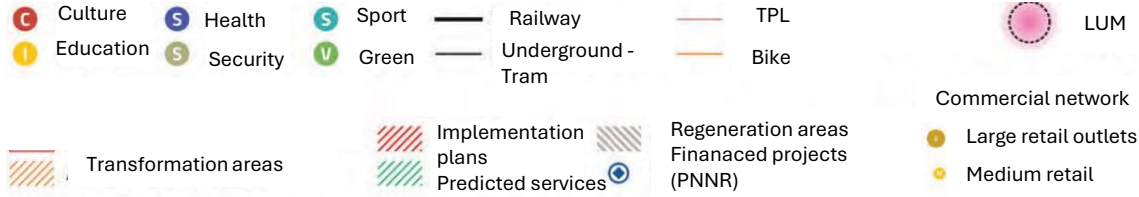
Car Parking lots: 1177 slots

Bike parking: 86 slots

Public transport: ATM lines



Strategic roles of LUM



Bollate-North

Strategic Role : Supra-Municipal

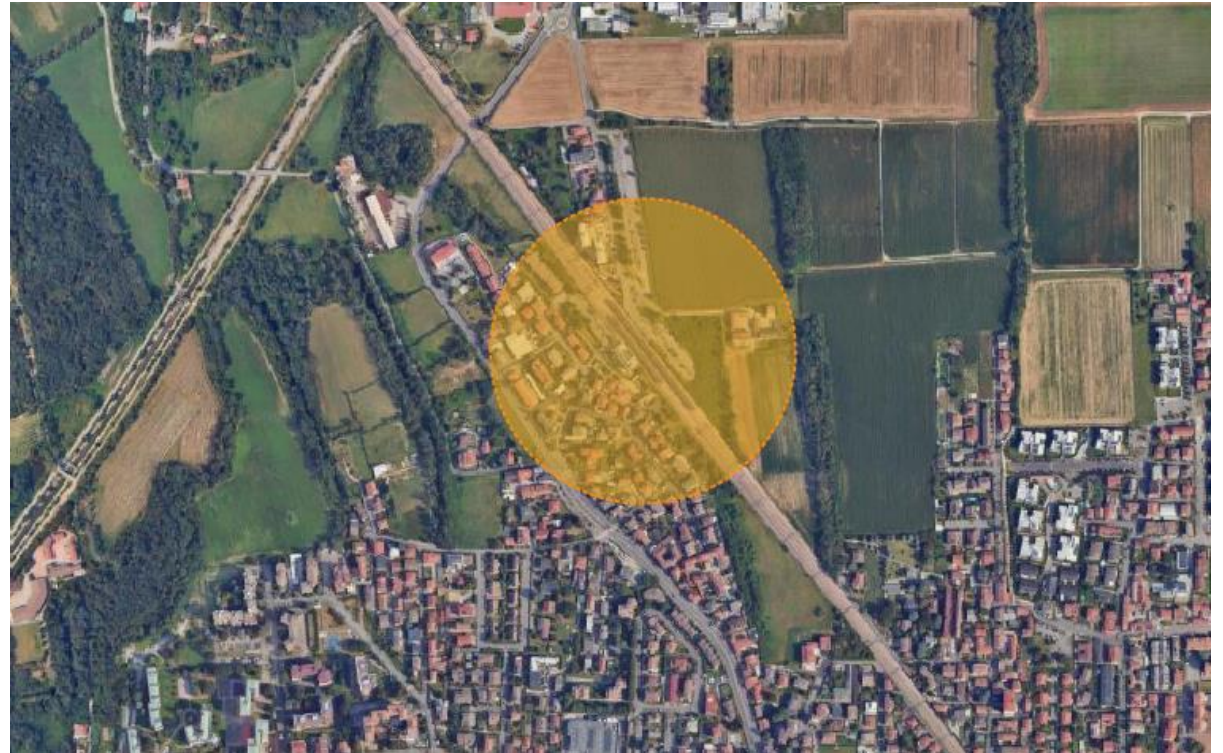
Context: Peri-Urban

Primary destination of context: Residential

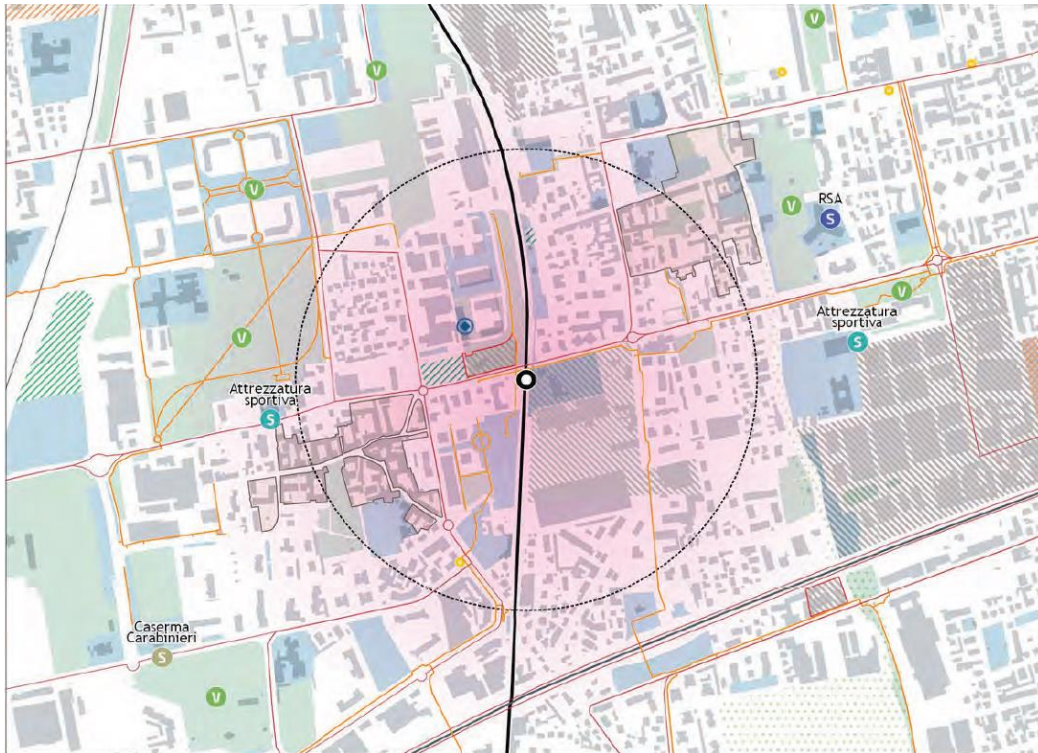
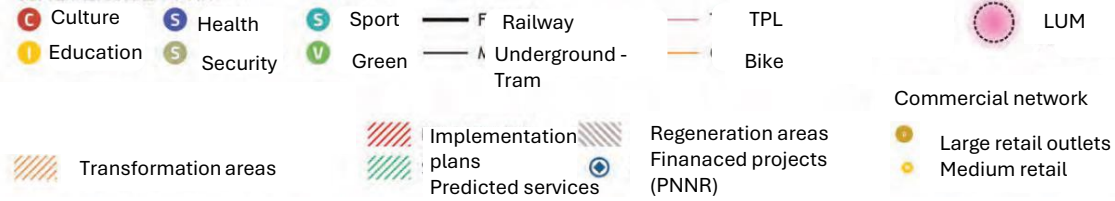
Car Parking lots: 208 slots

Bike parking: 160 slots

Public transport: Different ATM lines



Strategic roles of LUM



Cormano – Cusano Milanino

Strategic Role : Metropolitan

Context: Urban

Primary destination of context: Residential

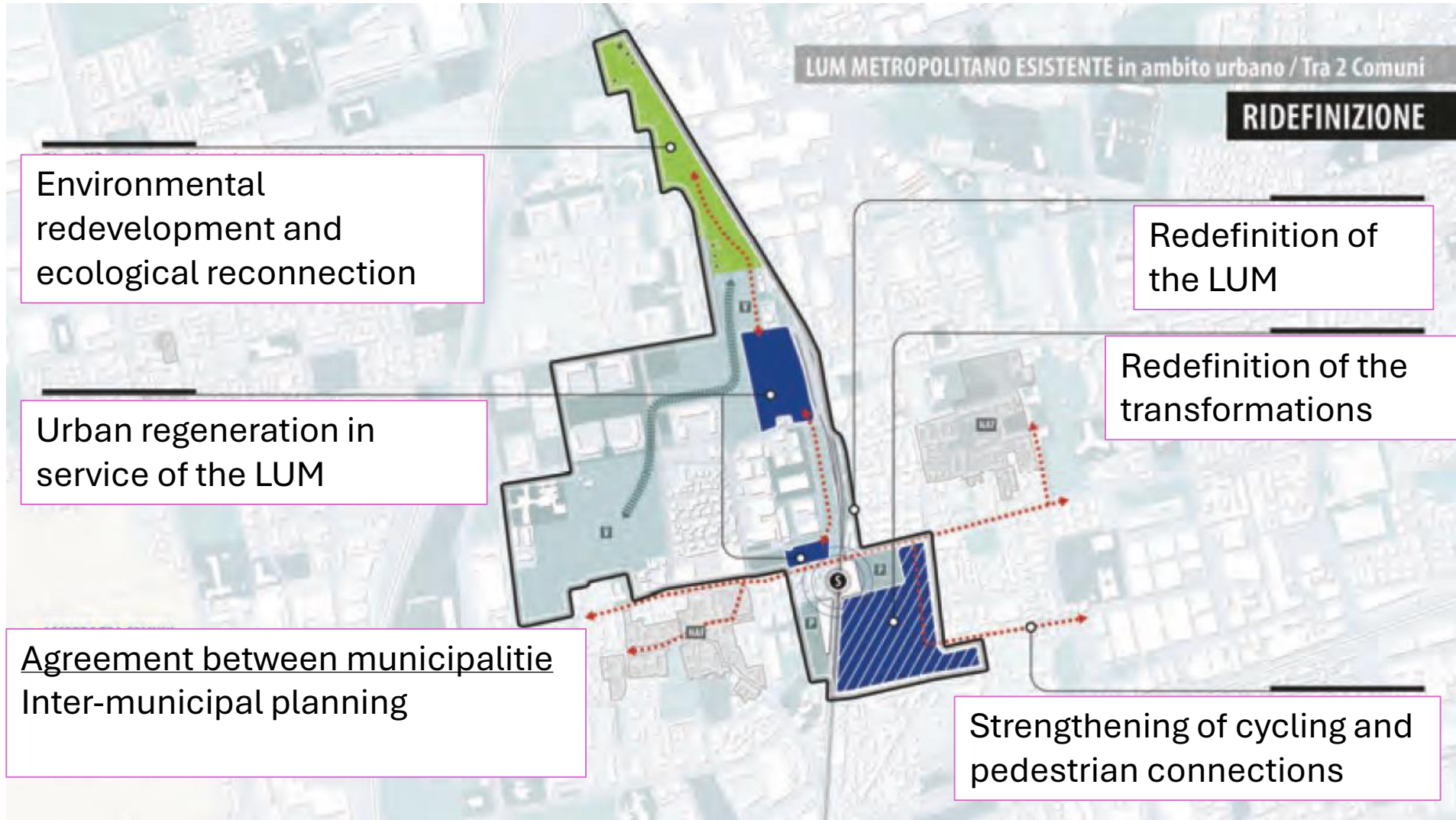
Car Parking lots: 92 lot Bike parking: 98 slots



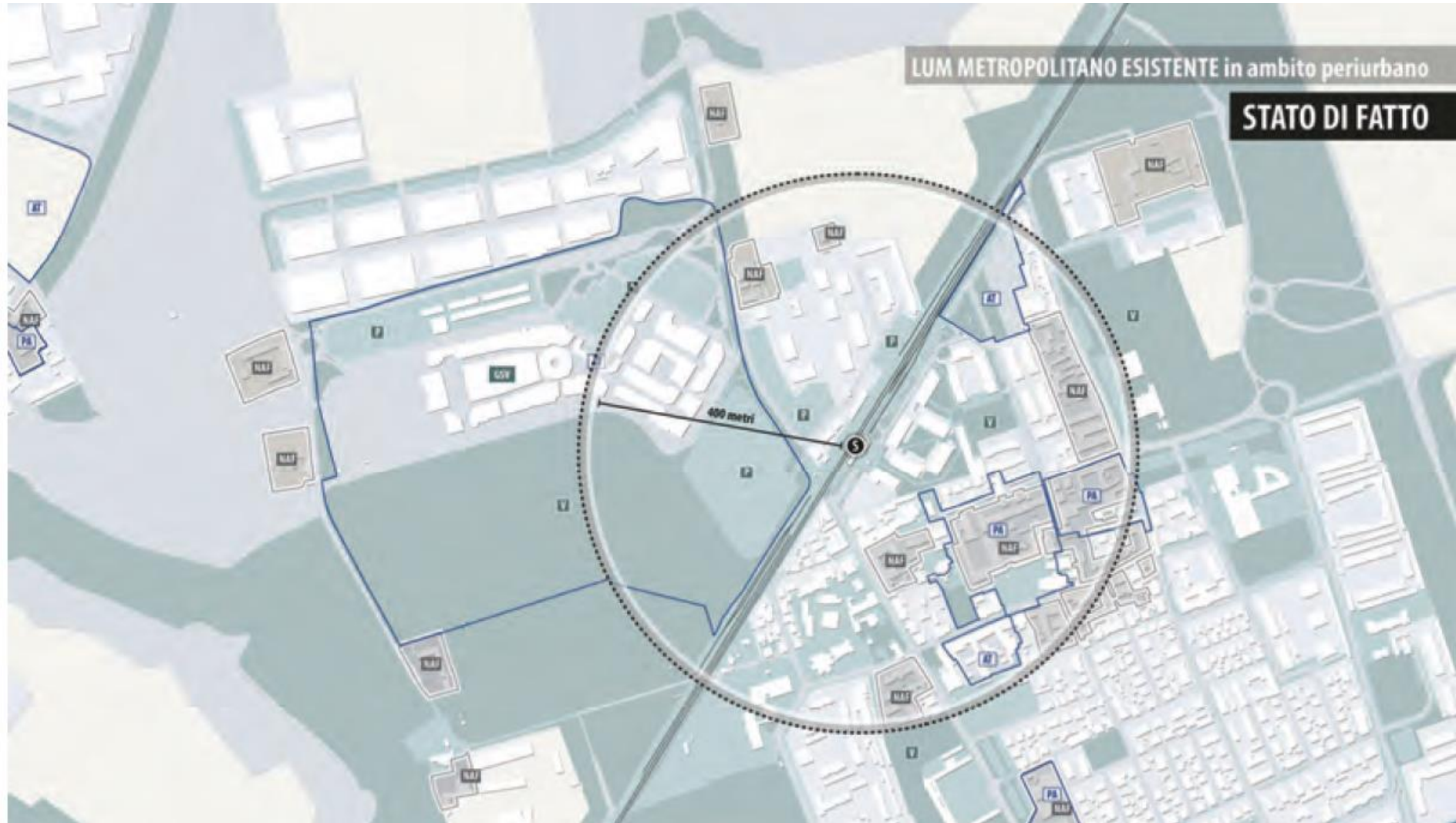
Existing metropolitan LUM in the urban context located between two municipalities – current situation



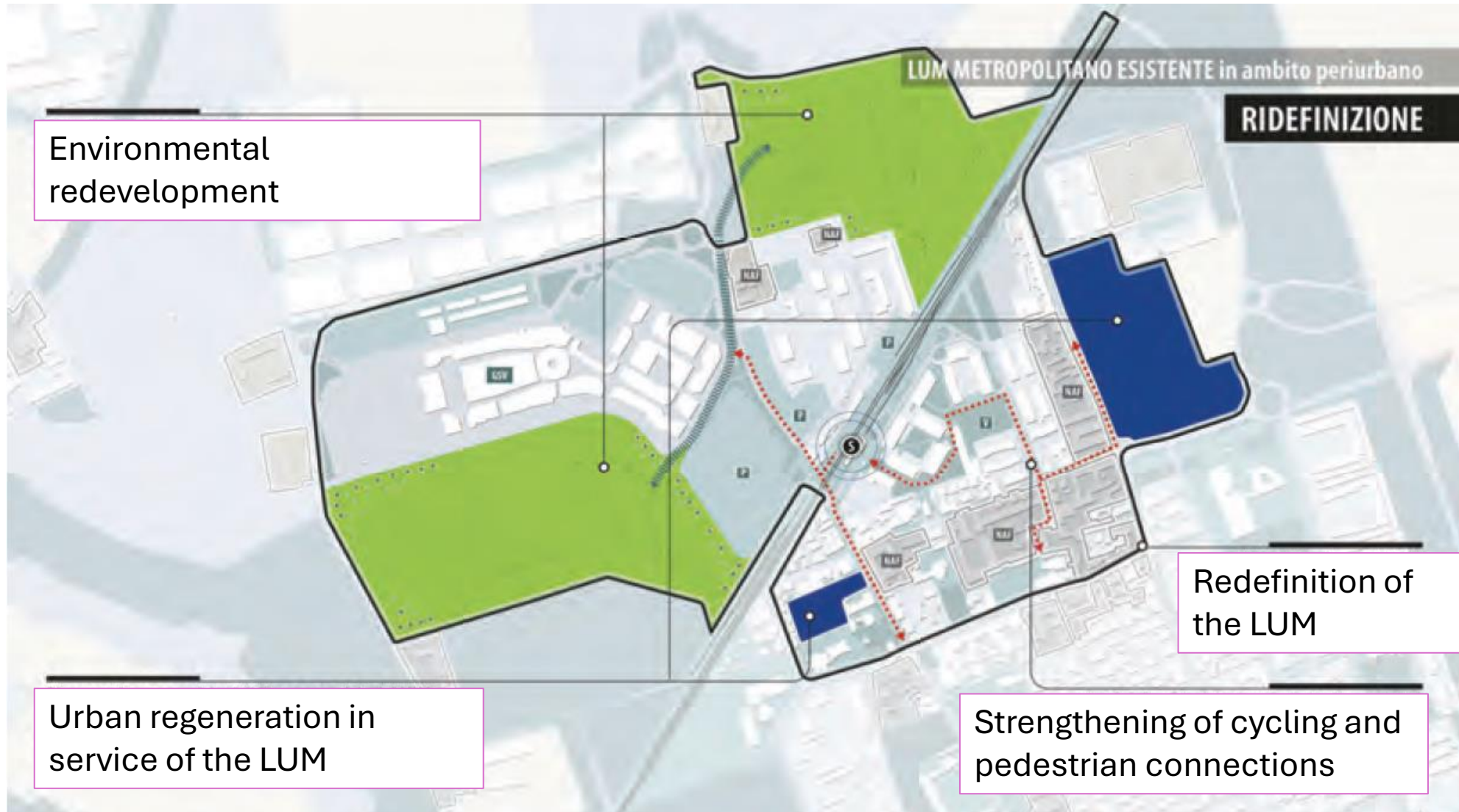
Existing metropolitan LUM in the urban context located between two municipalities – Project simulation



Existing metropolitan LUM in the peri-urban area– current situation



Existing metropolitan LUM in the peri-urban area– Project simulation



THANK YOU!

<https://www.cittametropolitana.mi.it/PTM/index.html>

https://www.cittametropolitana.mi.it/pianificazione_territoriale/index.html

https://www.cittametropolitana.mi.it/welfare_metropolitano/index.html

<https://www.cittametropolitana.mi.it/websit/index.html>

https://www.cittametropolitana.mi.it/Agenda_metropolitana_sviluppo_sostenibile/index.html

s.nasiri@cittametropolitana.mi.it

