



**Città  
metropolitana  
di Milano**



# Mobility urban places of the PTM (Luoghi Urbani della Mobilità – LUM)

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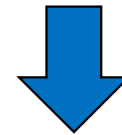
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# The Metropolitan Territorial Plan (PTM) : general principles and objectives

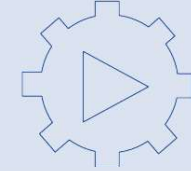
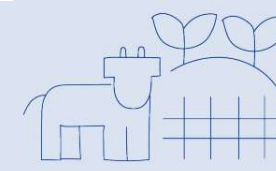
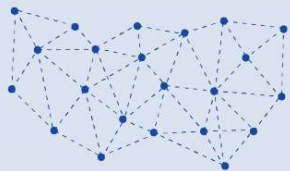
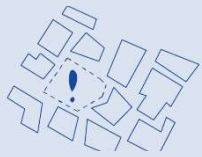
The PTM introduces **4 founding general principles** and **10 objectives** that are **in line with the 2030 Sustainable Development Goals (SDGs)** and with the national commitment to sustainable development.

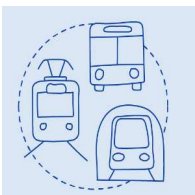


## 4 principles



## 10 general objectives

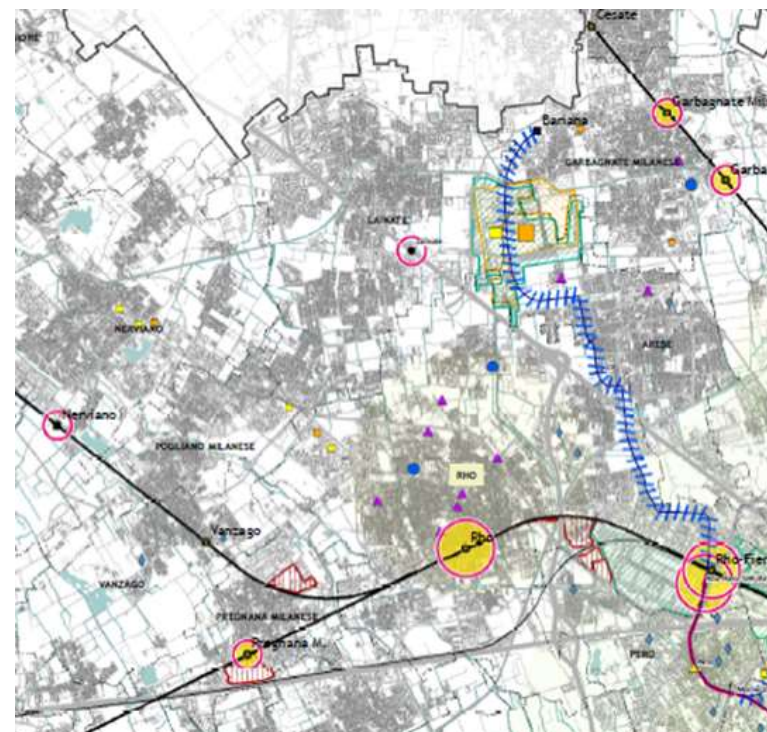


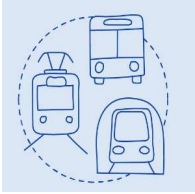


## GOAL no. 3: Improve public mobility services and make sure that they are in line with the settlement structure

Prioritize the suburban railway network in metropolitan mobility plans: **services should be enhanced and suburban railways should be connected with other forms of public transit**, including shared parking lots and accessibility for bikes and pedestrians.

**Ensure that the entire metropolitan area has equal access to the rail network** and organize stops on the transport network for this purpose. Plan the dimensions of new settlements taking into account the capacity of the mobility network.



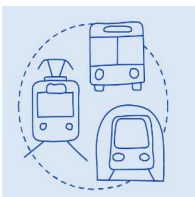


## Strategic role of local public transport interchanges

The **Metropolitan Territorial Plan (PTM)** states that **all the stops of the existing and planned suburban railway lines**, the terminus of the suburban tram lines and the primary lines of the local public transport (TPL), the terminus stops and the other stops of the metro lines, outside the City of Milan and identified by the PTM, **have modal interchange function** and **gives a strategic role to them**.

This strategic role can be a:

- **Metropolitan role**, when the stops interchange with other primary transport routes (regional and national rail service lines or primary TPL road lines) or if they have interchange parking with the suburban road network with at least 1,000 parking spaces;
- **Supra-municipal role**, when a spatial reference basin extending to at least three municipalities is required by one or more of the following means: TPL lines at least hourly frequency, protected cycle network, adequately proportionate parking and direct inter-municipal road access;
- **Local role**, when they serve an urban environment where there is a high concentration of residential, tertiary, commercial and supra-municipal services.



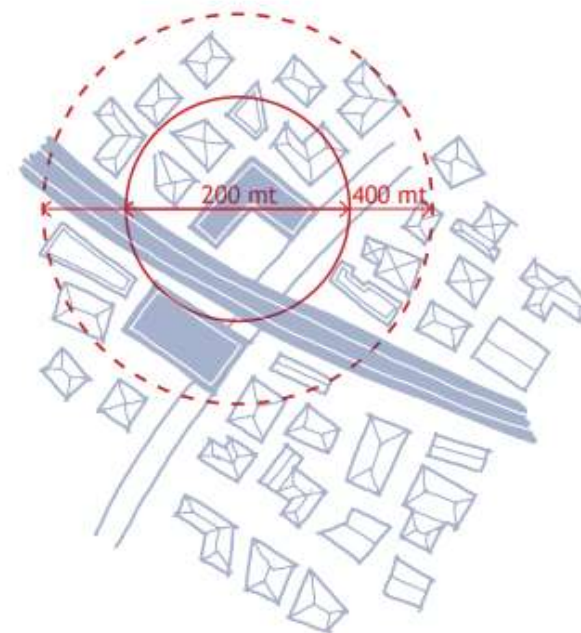
## Mobility urban places (Luoghi Urbani della Mobilità – LUM)

Municipalities with at least one TPL stop on their territory of metropolitan, supra-municipal or local importance, introduce in their urban planning tools rules to organize around the stop functions and services compatible and synergistic with the role of modal interchange for mobility.

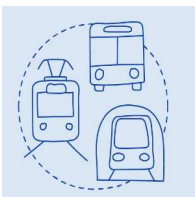
The areas affected by these services and functions are identified as **Mobility Urban Places** (Luoghi Urbani della Mobilità – LUM) by PTM

The PTM identifies as LUM the **areas within a distance of 400 meters** from the most important suburban railways stops (**Metropolitan LUM**) and **200 meters** from the other suburban railways stops (**Supra-municipal LUM**).

Municipalities define in greater detail the perimeter of the LUM in their urban planning tools taking into account the morphology and the urban organization, and the existing and planned services, and providing for adequate functional articulation and variety.







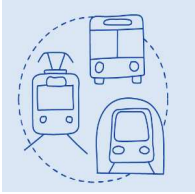
## Planning the Mobility Urban Places (LUM)

The municipalities that host at least the LUM introduce provisions in the municipal planning tool to organize compatible and **synergistic functions and services around the stop with the role of modal interchange for mobility:**

- the services and infrastructures necessary to enhance the **interchange function**;
- urban functions and services for individuals and businesses compatible with the role of interchange of the stop, and aimed at **improving safety and livability of the area**, also referring to the basin of at least three municipalities in the territory of stop reference



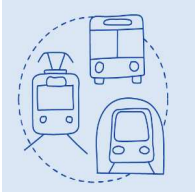
The **residential function** must be placed as a priority outside the LUM and be adequately connected to the stop with protected pedestrian paths. The residence is allowed within the LUM **only for the contribution it can provide to improve the living conditions and safety of the interchange areas.**



## Services and infrastructures necessary to enhance the interchange function of the LUM

The **municipalities** that host at least the LUM **locates the necessary infrastructure and services for the enhancement of the modal interchange function** in the municipal planning tool:

- **parking spaces for cars**, taxis, car-sharing, and electric vehicles with charging points
- **bus stations** or equipped areas dedicated to stopping or transit of public transport by road
- easy **access to the station by direct and fast routes** to the other municipalities of the reference basin
- **removal of architectural barriers** to allow mobility for users with reduced mobility
- **cycle paths and protected pedestrian paths**, at least for the sections in the LUM, for the connection with the other municipalities of the reference basin and with the main services of public interest
- **bicycle parking spaces** adapted to the number of users and equipped with anti-theft security checks
- **guarded bike stations** with bike-sharing service



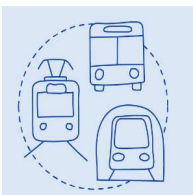
## Urban functions and services for individuals and businesses compatible with the LUM

The **municipalities** that host a LUM **identify the functions and services** compatible with the modal interchange function and which **improve the safety and liveability** of the area, such as:

- **public offices** and tertiary functions equipped with counters open to the public
- **health structures of territorial protection** and counselling services (for mothers, families, young people, etc.)
- secondary **schools**, universities (mainly located in metropolitan LUM), sports facilities
- **social housing** and co-living projects for senior people, students, people with disabilities
- **business incubators and startup accelerators**, CoWorking, FabLab and maker hab
- **cultural and entertainment centers** (auditorium, multiplex cinema, theatres), community hub (sport, youth, health, food, etc.)
- **museum spaces** (galleries, temporary exhibitions, etc.)
- **local shops** or other types of commercial facilities that generate synergies with the interchange function
- **medium-scale stores** of supra-municipal importance

The **residential function is mainly located outside the LUM** and connected to the TPL stop with protected pedestrian paths. The new location functions must be mainly located in abandoned areas if present within the LUM.





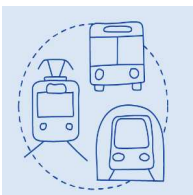
## How to help finance the realization of LUM?

To guarantee the principle of territorial equity, the **Metropolitan City promotes coordination actions and adopts forms of equalization and compensation to distribute among the common advantages and disadvantages** deriving from the construction of settlements and infrastructures with repercussions and supra-municipal effects.

The PTM provides for the establishment of **funds** financed with economic resources of the Municipalities or with income deriving from contributions related to the transformations as well as with **real estate assets or through the transfer of real estate assets** and promote the finding of additional resources from regional, national and European programs.

The metropolitan fund may only allocate its resources to the **realization of works, interventions and development of public utility services**.

The **building interventions** that **achieve or strengthen** the metropolitan or supra-municipal role in the TPL stops of **the LUM are included among those recipients of revenue from the metropolitan fund** and other equalization tools territorial.



## Which specific territorial planning tool defines the strategies of the LUM ?

### Metropolitan Thematic-Territorial Strategies



tools for **in-depth analysis and implementation** of the PTM: they identify forms of territorial management that are strongly integrated on issues of supra-municipal and metropolitan importance according to the principles and general objectives of the PTM.



aimed at an **equitable distribution of the advantages** and resources available with the activation of the **equalization and compensation tools provided for by the PTM**, in particular the equalization funds, and forms of **Public Private Partnership** (PPP) for the optimization of investments.



The **strategic contents are taken up by the Municipalities in their urban planning tool** and are implemented through tools and actions detailed therein.

Open and **incremental** tools built with the **active involvement** of:

- **municipalities**
- **other administrations**
- **territorial and socio-economic actors** directly concerned

All contribute to the construction of the cognitive apparatus and the definition of the contents of the STTM.

# The first 3 Metropolitan Thematic-Territorial Strategies

**April 2022:** drafting of the first 3 STTMs of the PTM started

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**



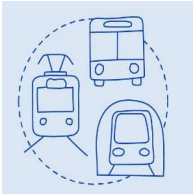
**STTM 2** : Functions and services compatible and synergistic with the role of modal interchange for mobility in LUM (Urban places for Mobility)

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

**May 2022:** Kick off meeting of the 3 STTMs with over 60 experts and sector operators, representing institutions, universities and associations and in the coming months the Municipalities will be directly involved for the sharing of contents and tools and for the common construction of the STTM.

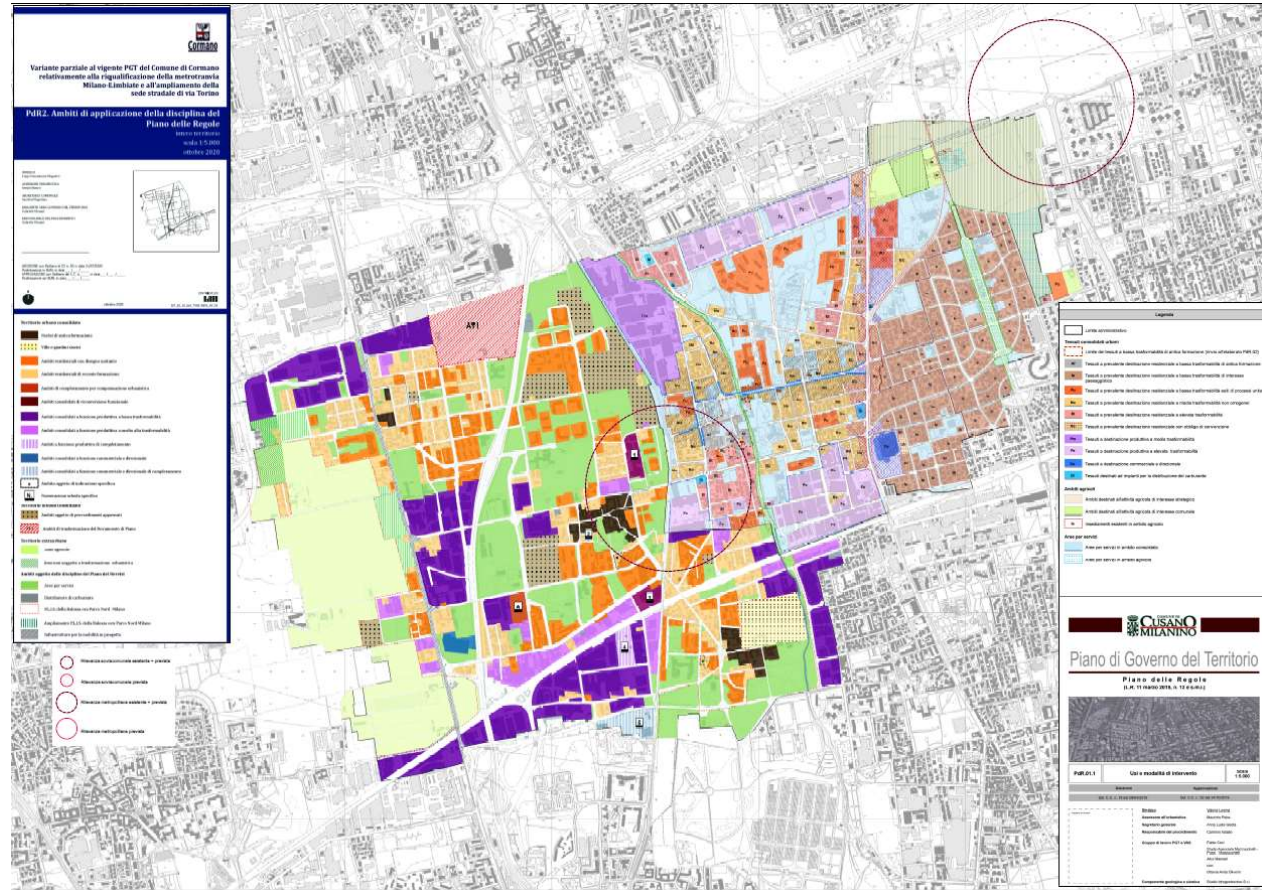


# Example design of a metropolitan LUM : Municipalities of Cormano and Cusano Milanino – Suburban railway station (FNM)

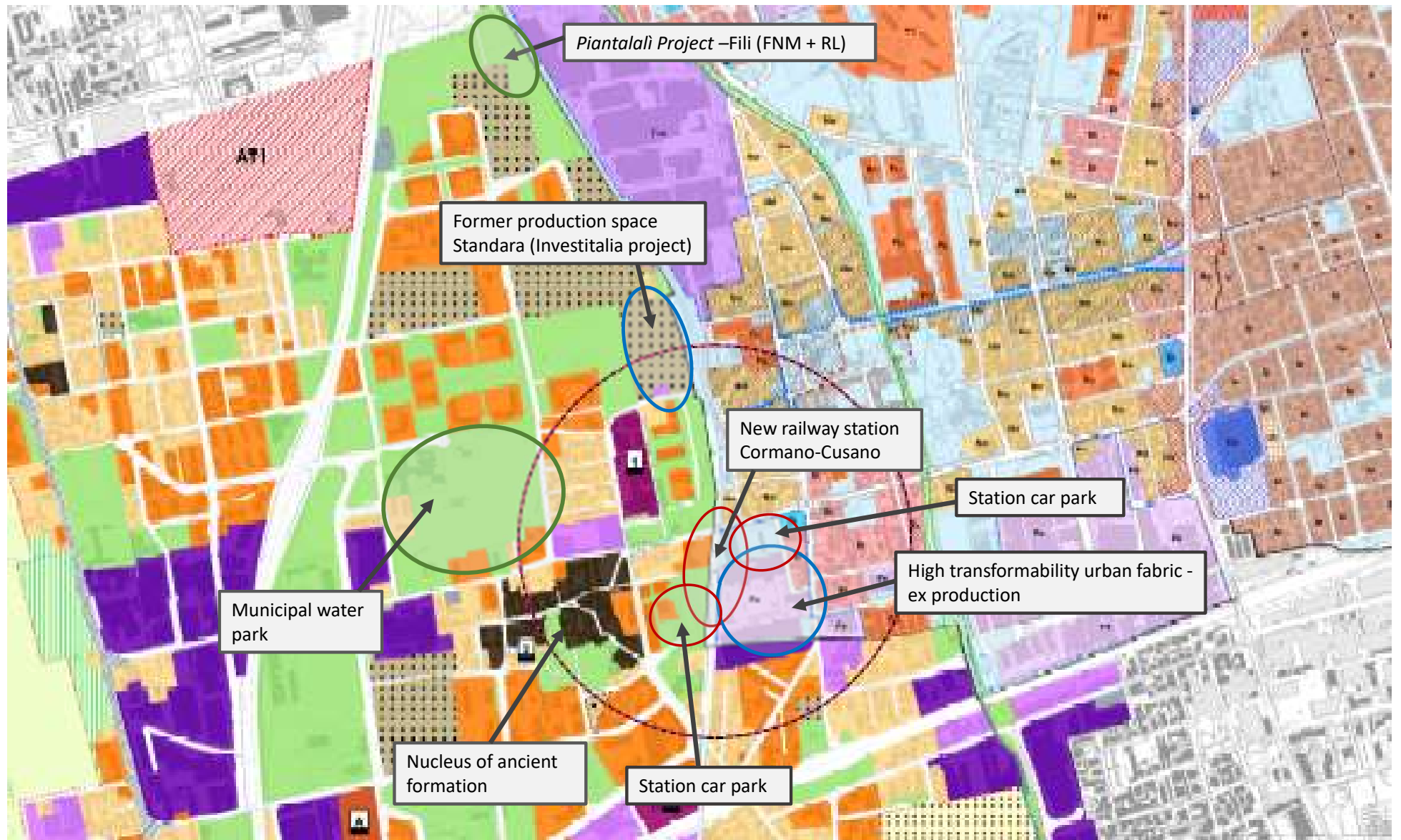


Cormano Metropolitan LUM - **400 meters from** the suburban railways station

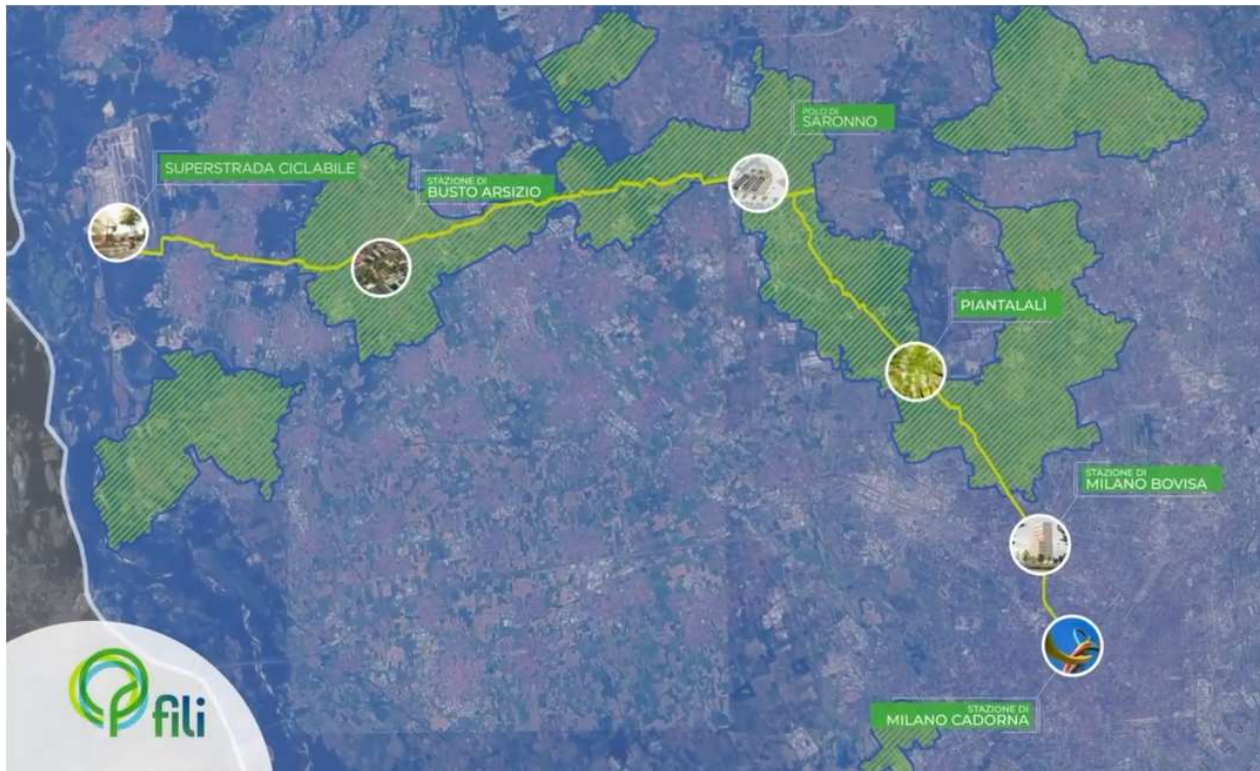
Current municipal planning tool of Cormano and Cusano







## Cormano - Piantalati Project (FNM + Lombardy Region)



### FILI - La Lombardia tesse il suo futuro

Rigenerazione urbana ed extraurbana lungo l'asse Milano-Malpensa

4 centri di connessione

188.300 mq area delle stazioni interessata, pari a 722 campi da tennis

2 milioni mq superficie totale del progetto FILI, pari a 1.600 piscine olimpioniche







## Design assumptions: new perimetrical areas and planning of the Metropolitan LUM of Cormano and Cusano Milanino

Project of the new Intermodal Station of Modena - Masterplan  
Bologna University - Faculty of Engineering- 2008



# Thank you for your attention



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

[https://www.cittametropolitana.mi.it/pianificazione\\_territoriale/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/welfare_metropolitano/index.html)

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