

## Abstracts

### **Figures, Languages, Rituals**, by *Cristina Bianchetti* (p.7)

You need to ask yourself which space urban planning is moving in order to know towards which point it is heading. This space consists above all of projects designs that make it thinkable, but also to a lesser extent of rhetorical figures, metaphors, prejudices and stereotypes which accompany disciplinary discourses within the social processes of urban planning and development. These are ephemeral, emulative and at times contradictory and ideological forms of discourse which tell us that we are not in the twentieth century, helping us to understand that today the culture of planning is entering the sphere of public discourse and political action.

**Key words:** urban planning; present conditions; modern models

### **Technical and economic assessments of transport infrastructures**, by *Flavio Boscacci* (p. 12)

The services that enhance the functioning of the economic and social systems of a geographical area draw their efficiency and quality from the existence of specific infrastructure networks, which are normally interconnected at international level and which often serve each other reciprocally. There are innumerable technological, technical and operational questions which regard the development of networks, but the aspects examined here concern technical and economic assessments of transport infrastructures. This is because local areas require increasingly greater accessibility for persons and goods, but also because existing infrastructures are often inadequately exploited and to duplicate them is generally extremely costly, in economic and environmental terms. After a brief review of the more important theoretical approaches to judging the role of infrastructure networks in local economies, this introductory essay presents seven papers by experts, organised on the basis of their academic nature and assessment aims.

**Key words:** transport infrastructures; spatial planning; economic evaluation

### **The macro-urban planning implications of mobility networks on town scale planning**, by *Gian Paolo Corda* (p. 15)

This case study examines the potential for the urban context resulting from the privileged position given by the Sempione and Gottardo rail connections, enhanced by new tunnels and by the possible relaunch of Malpensa airport. This is interesting from

a macro-urban planning viewpoint because these conditions are strategic to ensuring a more balanced regional configuration, capable of solving the problem of inadequate connections between the peripheral towns of Lombardy and enhancing the Milan-Lombard economy as a whole. The opportunity was given by work to verify how the preparation of a 'Territorial Governance Plan' should be performed not only to be consistent with broader overriding planning configurations, but also how they can contribute to the development of potential resulting from an urban organisation and also contribute to the improvement of a large city system of European standing, that does not consist of Milan and the central urban area alone.

**Key words:** mobility; networks; planning configuration

### **The 'Territorial Governance Plan' for Milan: a set of critical choices for urban planning and transport networks**, by *Giorgio Goggi* (p. 23)

The Territorial Governance Plan for Milan raised many criticisms, most of which fearful of turning the city into a 'concrete jungle' and of speculation by developers. It also generated enthusiasm in those who believe in a 'challenge' for the modernisation of the city. I agree with neither the former, nor the latter. If one examines the ideological roots of the document very carefully, the risks that emerge are far greater: the loss of a sense of identity of the city in the community and the loss of an urban planning tradition of constructing the city, a tradition which goes back to the nineteenth century, from the time of Carlo Cattaneo, and is now firmly established. The idea of the city underlying the Territorial Governance Plan is the opposite of the idea of the city that has always been present in Milanese culture.

**Key words:** urban planning, transport networks, planning permission compensation and fairness

### **The new Bergamo tram. An ex-post assessment**, by *Paolo Beria, Alex Borlini, Roberto Maja* (p. 30)

The Bergamo-Albino tram line came into service in 2009. It is in reality a completely new infrastructure which, however, follows part of the route of the old Val Seriana railway line, which was closed in 1967. The article reviews the details of the project, – it is an extra-urban tramway in Italy built from scratch – outlines the decision-making process and gives an ex-post assessment almost two years after it started operating. The following is analysed: the demand predicted at the assessment stage and actual demand

today; the costs, the technical characteristics; the cost-benefit analysis conducted when the decision to construct was taken. It is shown in particular how the cost-benefits analysis originally produced contained methodological errors, but that they were in favour of the project. Nevertheless, there is still room for improvement in the performance of the demand for the project and it is expected that the result will not be too negative and will become economically feasible in the long-term.

**Key words:** tram; Bergamo; cost-benefit analysis

**Shared passengers and goods urban transport solutions**, by *Anna Trentini, Alessio Campi, Flavio Boscacci, Nicolas Malhene* (p. 38) Urban goods transport, long considered not to be a priority issue, seems to be attracting interest today not only by traditional actors, such as local administrations and logistics firms, but also by new actors, such as local public sector transport companies. The first part defines the concept of shared passenger and goods urban transport and describes the existing solutions by means of an international survey. An analysis is then made of the experiences of pioneering European urban transport operators and finally economic factors are examined along with the conditions which could make those solutions an interesting alternative to the traditional provision of logistics services. Finally, possible scenarios for Milan are proposed, based on an analysis of the urban transport system of this regional capital.

**Key words:** urban logistics; passengers/goods; economic factors

**Technical and economic considerations for a Milan-Adriatic waterway**, by *Silvia Bozzi, Flavio Boscacci, Giuseppe Passoni* (p. 45) This paper compares two solutions for goods transport by water in the Po river basin. The planned channelisation of the entire course of the Po River from Piacenza to the Adriatic sea is compared with the alternative project to extend the existing artificial waterway from Mantua to Cremona. The comparison, conducted from the viewpoint of a transport company, shows a substantial advantage for the artificial waterway over navigation along the course of the Po, due to the shorter distance of the navigable route and to the guarantees in terms of water levels which only an artificial waterway can offer in terms of service continuity for the infrastructure.

**Key words:** waterways; River Po; goods transport

**An ex-post assessment of sustainable mobility: the case of European neighbourhoods**, by *Ila Maltese, Iaria Mariotti, Alessandra Oppio* (p. 51)

This paper focuses on an analysis of sustainable mobility on a neighbourhood scale, a useful unit of analysis, because it makes the systems for the creation, management and control of processes (acoustic pollution, traffic flow, stakeholder involvement, etc.) both concrete and monitorable. The objective of the work is to use an ex-post analysis to assess the strategies employed in twenty European neighbourhoods classified as pursuing best practices for sustainability. In order to perform this, appropriate results indicators were developed, taken in part from the literature on the subject and in part from ex-post sustainability assessment models developed by Nijkamp and Holden. Empiri-

cal analysis enabled us to define the role played by 'direct' and 'indirect' indicators in the achievement of sustainable mobility and also to identify common strategies employed by the twenty neighbourhoods concerned.

**Key words:** sustainable mobility; indicators; ex-post assessment

**European transport policies and their impact on the environment and local communities**, by *Marco Ponti* (p. 59)

The change in the mode of transport (from road to rail or in any case to collective transport) is one of the fundamental features of European transport policies, which, although connected with the environment, is certainly also connected with protection of the suppliers of collective transport, who would otherwise be destined to disappear rapidly. A series of specific policies is examined, highlighting their substantial failure (very substantial constraints, costs and fiscal action in return for totally marginal results in terms of mode of transport). A brief analysis is then made of the structural mechanisms, which are driving and will drive businesses and households to scattered settlements reliant on road transport for both goods and passengers. Alternative policies are then considered, which are centred more on technological innovations and are able to exploit for environmental purposes the very high 'willingness to pay' of road users. The advantages in terms of that strategy for industrial policies are also underlined.

**Key words:** transport policies; modal shift; spatial planning

**Strategies of architectural, urban and environmental design on the western outskirts of Milan**, by *Barbara Coppetti* (p. 64)

The need to freeze the state of research in this collection of texts and plans at a particular time is induced by an awareness of the temporary nature of academic research: at each phase and each step it takes, it has no choice but to go further than it has gone before. It is a process which develops over time by changing the composition of the materials, by continuously updating and correcting them and by attributing meaning to them, determined by the writings which follow as a temporary stage on a complex path.

**Key words:** research, process; outskirts

**The regeneration of marginal urban fabrics: to build a research path through planning experiments**, by *Ilaria Valente* (p. 66)

The planning research addressed by this paper is the question of the degree to which urban fabrics can be changed: demolished, maintained, constructed and consolidated. A discussion is given of the possibility of working by practising the regeneration of 'open' and 'integrable' urban margins, supported by an aware and oriented description of the context to which to attach precise planning documents. Work by doctoral students in architectural and urban design proposes ways of interpreting the subject of regeneration and some partial solutions as starting points for more detailed study and comparisons. They are precise strategies for architectural intervention and can be integrated, one with the other, for application to the western margins of Milan, where it is planned to reconstruct the urban fabric of built and open spaces and of pre-existing traces with completely new connections.

**Key words:** regeneration, stratification, reconnection

**City borders, by Andrea Di Franco (p. 70)**

To speak of city borders and urban limits and to go beyond the official historical limit of the lost structure of the city walls leads the concept of limit itself to a new possibility of form for the many and varied urban cultures, practices and ways of living. One key factor to inform this planning viewpoint of the contemporary city is that of the differences between peripheral environments. The relationship between the city and 'territory' is currently characterised by the vanishing condition of the distinction between separate configurations. Differences, specificities and thresholds, it is on the basis of these concepts that planning is perhaps still able to understand and formalise the distinction between the many and varied urban landscapes and therefore to provide a basis for a shared meaning for common space.

**Key words:** limit; threshold; urban landscape

**Dialectic between residence and open space in contemporary cities: generative and constitutive processes, by Barbara Coppetti (p. 75)**

The dissolution of the traditional block of houses in the sense of a constitutive building unit is determining a new urban organisation which is radically modifying the dialectic between residence and public space in cities. Buildings are becoming reiterable volumes within neighbourhoods and free space is being emptied of its specific traits. We are passing from a logic on the basis of which every space is assigned a particular character recognised by practice to a settlement principle, the key words of which are rhythm, intervals and repeatability. Architectural and urban design intends to take note of the hidden sense of the daily landscapes of mediocrity and seek new ways of living, uses and up-to-date categories which give shape to open relationships capable of tracing transformative process at public ground level.

**Key words:** urban block; neighbourhood; ground

**Investigation of the climatic-environmental context as a support for sustainable planning in urban redevelopment, by Marco Bovati (p. 83)**

After an introduction on the subject of the relationship between energy-environment and planning in the redevelopment of existing rundown neighbourhoods and after making some considerations on the relationship between architectural and urban design, its capacity to effect change, the environmental context subject to transformation and more generally on the requirements of sustainability, the paper investigates, from a methodological viewpoint, the subject of the interpretation of the traits and environmental disturbances of a site as a tool for the definition of a framework which orients settlement decisions toward a planning approach which is compatible with the environmental resources of the place. The objective is to define procedures that can be used to identify environmental potentials and difficulties and to study their depictive criteria.

**Key words:** sustainable planning; climatic-environmental traits, urban redevelopment

**Milan, western outskirts: a strategy for reconnecting urban layers, by Ilaria Valente, Elena Fontanella (p. 89)**

As part of the 'Doctoral Workshop', design experimentation addressed residential neighbourhoods built in the period between

the wars and after the second world war, located on the outskirts of the city between the route out of the city to Sempione and the *Naviglio Grande* with the objective of formulating strategies for intervention capable of working on different scales and involving not just built space but also open and relational space.

**Key words:** urban outskirts; connections; measures

**The value added of supra-local planning: strategic intervention and central governance in Holland, by Federico Savini (p. 118)**

The progressive decentralisation of regional planning and the strong reduction in the spending capacities of central government, raises important questions on the role of supra-local actors in urban redevelopment practices. This paper demonstrates that a possible value added from supra-local planning is generated by the use of governance tools which act on the organisation and activation of complex decision-making processes. Given recent institutional developments in Holland, the country is treated as a case study to understand the change in the role of the Ministry of Planning, Housing Policies and the Environment in the initiation and implementation of strategic regional planning intervention.

**Key words:** strategic interventions; governance tools; supra-local planning

**The 'Astengo Commission' for the revision of the 1959 Genoa 'General Regulatory Plan': records to be conserved, by Luca Salvetti (p. 128)**

This is the reconstruction of an important planning experience by the 'Astengo Commission' for the revision of the 1959 regulatory plan for Genoa. The work lasted two years and gave rise to a twenty year long planning process which came to an end in 1980 with the introduction of a new General Regulatory Plan. It is also the results of thinking that arose from the rediscovery of important documents on the work of that commission. The documents describe and interpret the importance of the work by recognising its substantial nature and their value is enhanced by documents signed by Giovanni Astengo and study materials attributable to him. These documents need to be conserved and catalogued because of their relevance to research on Astengo himself and for the clarification they provide on these events in Genoa.

**Key words:** Genoa; regulatory plans; Giovanni Astengo

**The plastic acoustics of forms in the light of Firminy, by Alberto Aschieri (p. 139)**

Le Corbusier's works at Firminy can show 'a Le Corbusier who is closer' in his 'réponse au site'. The active ingredient, the projection of life into built organisms, the physiology of sensations and the biology of the built manifest as a procedure that is attentive to 'integration' and to the construction of correlative architectural matrices which 'listen to' the orientations of the geographical place and adhere to the actual modelling of the ground. According to Le Corbusier some buildings communicate and «promote with regard to extremely respectable personalities of the 'landscape' and 'of the four horizons', 'the introduction into the domain of forms' of a 'visual acoustic' phenomenon: 'the forms make a noise or they make a silence', 'some speak, others listen...».

**Key words:** environment; listening; morphogenesis

**Milan in post unification period: representation and strategies for the city, by Isabella Balestrieri (p. 147)**

On the occasion of the celebrations of the 150th anniversary of the Unification of Italy a document produced at the end of 1864 and signed by *ing.* Domenico Cesa Bianchi, head of the Milan Planning Department, is of particular importance. It is a plan of the entire city, inclusive of some suburbs, to a 1:3,000 scale, which, as if in a mosaic, contains a series of projects and initiatives shown in layers occurring immediately before and after the formation of the first City Council in Unified Italy. At least three types of project can be identified in the watercolor collage: those which appear to be associated with

an 1860 competition, destined to give shape to programmes, intentions and desires regarding the post unification future of the city; those which, extraneous to the requests of the city administration, present strongly independent features and, ahead of their time, pose problems and solutions for urban development which were not to be addressed until twenty years later; those which seem to belong to a time which is now past, which were perhaps rejected, interrupted or never taken out of the drawer. With an appropriate historical approach, a careful examination of how they are layered may help to portray the roots of contemporary Milan.

**Key words:** Milan; cartography; Unification of Italy