

D.T.3.3.9

Revision of Transport Plan for Lombardy
Region

Version 1.0
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1. Revision process

The responsibility for updating the Transport Plan on Regional Rail Transport in Lombardy Region is with the Regional Council, after a specific sharing process with other stakeholders.

The approval process for the Regional Plan for Mobility and Transport - RPMT - is fixed by law and requires to involve all the stakeholders listed in the D.T3.1.1 and D.T3.1.2 documents. Depending on the level of integration and new contents for the RPMT, all stakeholders could be involved in the Strategic Environmental Assessment (SEA), organising SEA conferences/forum and specific technical workshops.

The full version of revised RPMT (including also other contents not related to Subnodes project but relevant in the regional context) will be approved by the Regional Council in next years, after the requested Strategic Environmental Assessment (SEA), after the SubNodes-project's lifetime.

2. Subject matter for revision in the light of SubNodes

To update the RPMT, the following contents related to the Action Plan elaborated in the framework of SubNodes project will be considered.

Context elements

Details figures related to the supply for the three core airports in Lombardy, namely Malpensa, Linate and Orio al Serio airports, presented in the Action Plan, represent an important and useful knowledge base to strengthen the quality of the analysis of the status quo developed in the RPMT e to fine-tune strategies (and actions) of the RPMT finalized to increment the accessibility of territories to these important nodes of the core network and the sustainability of related trips.

Infrastructure measures

The Action Plan analyse the proposal of a new hub (“stazione di porta”) in correspondence of the railway line located east to Milano node, near Linate airport. This hub will improve the accessibility for users travelling from Subnodes and from catchment areas of Bergamo and Brescia, avoiding longer time of travel needed to reach Linate passing through Milano. This new hub will be represented by a rail station related to the underground line M4, under construction, and will represent an intermodal hub for the interchange with suburban rail lines, regional rail lines and high-speed rail lines.

Services measures

Regarding railways services, the Action Plan presents some proposals to optimise services for the accessibility of the airports to/from the regional area and in particular to/from SubNodes.

Between the different options to improve the rail supply, the opportunity for the development and coordination of services in Bergamo station is recommended, considering the future realization of the new rail connection between Bergamo station and Bergamo Orio al Serio Airport.

With the future extension of the rail service from Bergamo to the Malpensa airport Terminal 2 (passing through Carnate Usmate - Seregno - Saronno - Busto Arsizio), the Action Plan aims to provide more options to the oriental SubNodes, avoiding the modal interchange in Milano Centrale. The Action Plan analyse also the opportunities related to the development and the synergies of services carried out along RFI lines and FNM lines in Como SubNode, after the completion of the connection between RFI station and FNM station in Albate Camerlata.



“Soft” proposals

The Action Plan stress out a wide range of “soft” strategies and actions in the short, medium and long term, to better specify, compared to the contents of RPTM, the value of this typology of measures to develop a sustainable mobility more and more attractive for users.

The Action Plan underlines in particular the need to:

- more align the planning of services to the requirements of the demand;
- develop integrated and innovative ticketing services (i.e. “smart ticketing”), more use-friendly;
- develop coordinated actions to improve the layout and the design of stations and stops;
- facilitate the access to the airports, or implement sustainable and active mobility forms in correspondence of the stations and the stops of public transport served by connections to airports;
- develop marketing and publicity periodically campaigns to make users aware of services characteristics and of different options to reach airports, focusing in particular on sustainable mobility and safety;
- promote the development of MaaS platforms to enhance the capacity of different modes of transport to respond in an integrated and sustainable way to the users’ travel needs.