Reggio Emilia, IT

The ULSG in Reggio Emilia: Monthly / bi-monthly ULSG meetings, 44 members in total with an average number of 23 participants, a "core" inner group and a special participation of the University of Ferrara with both professors and students

The Mediopadana station in the northern area of Reggio Emilia

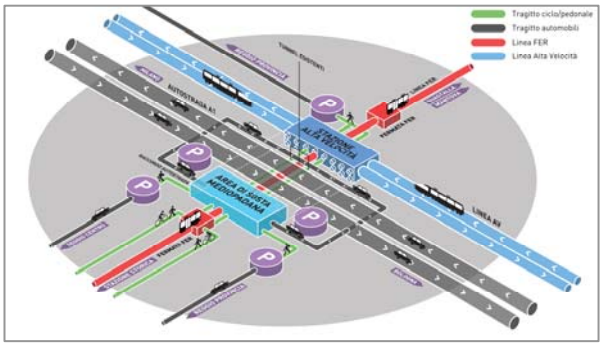
The Mediopadana station in the Northern area of Reggio Emilia. Render showing possible interventions in the southern side (highway service area, increasing of the regional railways service). Spagnetti 3D for Municipality of Reggio Emilia.

Reggio Emilia is a middle size city of about 170.000 inhabitants, located in Northern Italy.
In June 2013 the new High Speed station of Reggio Emilia, called Mediopadana, located 4 km far from the city centre and conceived by Santiago Calatrava, opened to the passengers' traffic.
The HS Station is "in line" - out of the city centre - and it serves the whole territory, the so called "station catchment area". And the main opportunity for Reggio Emilia is exactly to extend the HS station positive spin-off by disposing of a more efficient and "permeable" infrastructural systems serving the HS station to the of the whole station catchment area and benefit functioning as an intermodal junction.
The main finding of the LAP is the need to strengthen the links between the station and its territory, through effective planning and mobility solutions. For this reason Reggio Emilia focuses its Local Action Plan mainly following the macro-theme "hub as a node-interface" and in particular on two themes and actions.

Action 1. Interchange node (railway-railway networking): link the HS main railway with the regional and local railways (secondary system, much more widespread) in order to make accessible the two systems to as many users as possible. Improving the railway connection among HS Station, other urban poles, including the city centre, and other urban centres belonging to the catchment area.
Actions:
- valorisation of the local existing railway (FER), for instance by transforming it in a train-tram service;
- valorisation of the urban area crossed by the FER line, in order to create a green urban backbone;
- implementation of the FER service in order to create an integrated system (HS + national railways + regional/local services).

Action 2. Intermodal node (railway-road networking): optimisation of the road infrastructures of access to the HS junction, in order to make them more efficient and "permeable" and

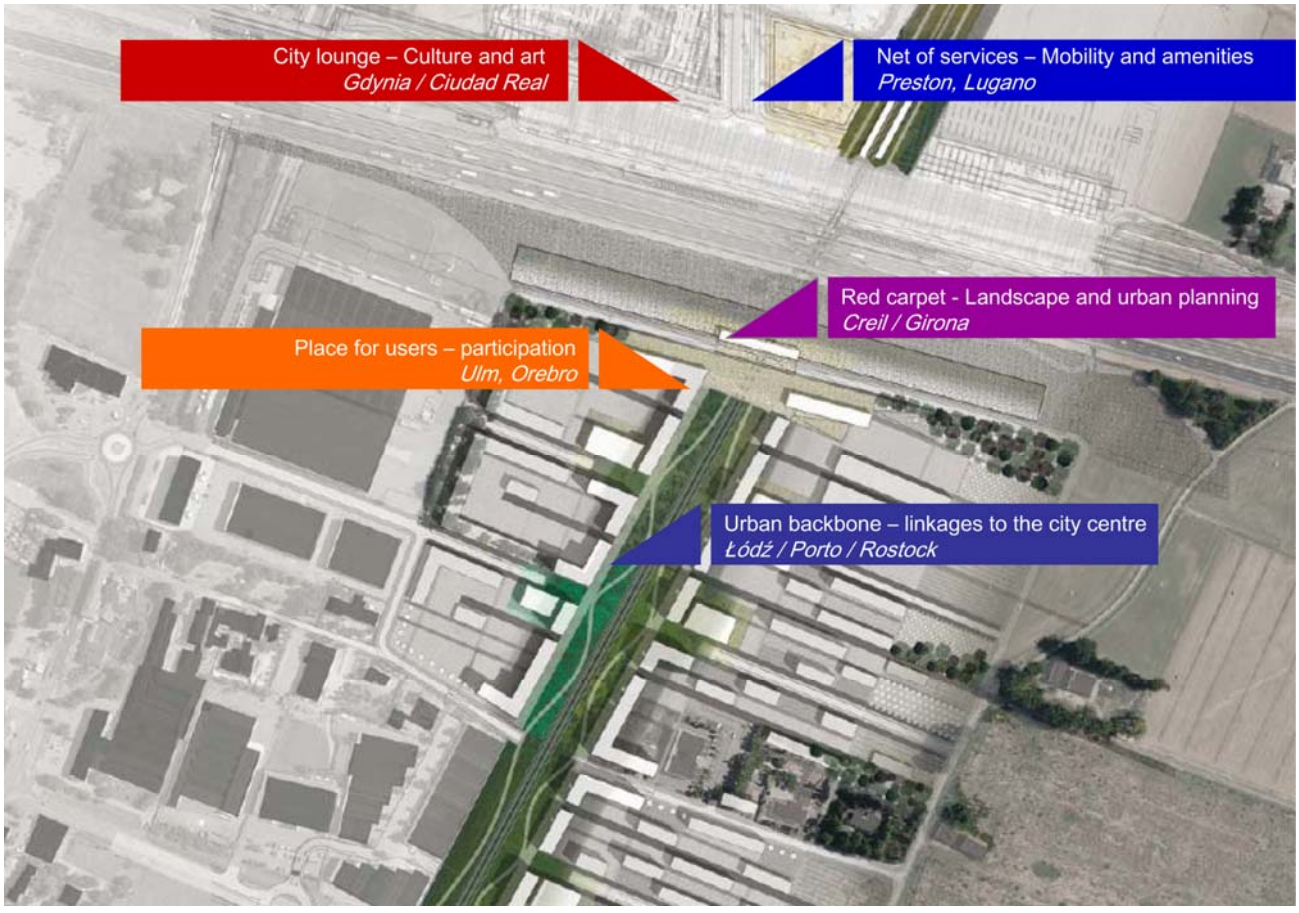
Serving several cities the new HS Station shares its benefits with the whole territory (the so-called "Station Catchment Area"), gathering about 2 million inhabitants.



Functioning of the Mediopadano multimodal node.

directly connect the HS Station with the next highway.
Actions:
- direct connection between HS Station and A1 highway with the implementation of a proper service area
- direct pedestrian connections between the service area and the HS Station
- direct local road connections and access to the HS Station and the service area.

If the framework for the Reggio Emilia LAP was previously developed by the Municipality, through the ULSG the LAP assumed more consistency, first of all thanks to the new inputs got from the transnational exchange with European partners and experts, and from the local exchange with the ULSG members. If the LAP represents a key tool for POC Piano Operativo Comunale for the Northern Area and the Mediopadano node, the ULSG is a new Governance and Participative tool to the benefit of the Municipality.



Proposals for the Mediopadana station area raised from the ULSG activities. Render: Ferrara University