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the studio

michele monte
franco righetti

consultancy

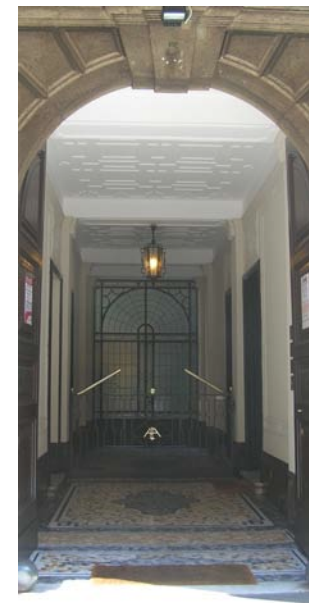
references



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THE STUDIO

The R&M Associati studio was founded in 2008 when the two current senior partners, Franco Righetti and Michele Monte, each with more than ten years of his own experience in the fields of mobility, land-use, urban planning, and environmental impact studies, teamed up their professional experience.

Franco Righetti had already founded and run an engineering and consultancy studio under his own name in the field of transportation system analysis. That studio was founded in 1996.

Michele Monte has worked both freelance in the field of urban planning and as Project Manager and Department Head in some of Italy's major engineering companies.

The backgrounds and well-established experience the two partners have working in multi-disciplinary teams enables them to coordinate and manage complex, articulated design issues in the field of land-use transformation, with particular emphasis attached to aspects of mobility.

The studio's strategic asset thus is characterized by a close conjugation of the relationship between MOBILITY, ENVIRONMENT, and LAND-USE, managed at the different levels of planning and design.

The studio's consultancy therefore provides indispensable technical support for initiatives involving urban renewal and land-use transformation, reorganization and planning of mobility and motor vehicle traffic, town and country planning at various levels of government, enhancement of major road and highway system feasibility, feasibility analysis for new project financing, relocation studies, and environmental impact assessment.

The operational structure is also underpinned by well-established relationships with research centres, universities and both national and international experts.

The studio operates out of two different offices, one in Bologna and the other in Milan, and boasts a staff of transportation engineers, architects and town planners, environmental engineers, agronomists, biologists, GIS operators, and designers.

the studio

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consultancy

references



architect

MICHELE MONTE (1961)

An expert in design and planning of road and railway infrastructure, Michele Monte has dealt particularly with issues tied to land-use and the environment. Over his career, both as a freelance and in long-term consultancy arrangements, he played roles not only as an urban planning specialist overseeing environmental and landscape issues, but also as Coordinator and Project Manager. From 1991 to 2001 he headed a professional Studio in Milan (Via S. Agnese 14), working in urban and land-use planning as a freelance consultant for local governments, the public administration, and the private sector.

In 2002 he began working with SnamProgetti S.p.A. – Divisione INFR, Servizio Ferrovie Alta Velocità, where he coordinated environmental impact studies on High Speed/High Capacity railway projects.

In 2004, he was in charge of the environmental division of CepavDue (Consorzio Eni per l'Alta Velocità). From November 2004 to January 2008 he was Project Manager, in charge of the environment and urban planning division and Junior Partner at Prolter S.r.l., an engineering consultancy for infrastructure design.

Since February 2008, together with Franco Righetti, he has run the Righetti & Monte Associati studio, with its main offices in Bologna (via Garibaldi 7) and with offices in Milan (Via Omboni 5).

As a complement to his professional endeavours, between 1992 and 2000 he performed several teaching assignments in the Politecnico di Milano's School of Architecture as a Teaching Assistant and Tutor for the courses Urban Planning I (Urbanistica I), Urban Planning II (Urbanistica II), and Urban and Architectural Design (Progettazione Urbanistica e Progettazione architettonica).

Between 1998 and 2001, he was granted a PhD scholarship by the Politecnico di Torino (XI ciclo triennale del Dottorato di Ricerca) in land-use planning and the real estate market.

Since 1996 he has been a full member of the Istituto Nazionale di Urbanistica, and from 1996 to 2002 he held the office of Secretary of the organization's Lombardy Section.



engineer

FRANCO RIGHETTI (1965)

Since 1992, Franco Righetti has worked as a freelance consultant in the analysis and planning of transportation networks and systems for complex projects ranging from major highway infrastructure projects, also involving project financing, to traffic reorganization and mobility on an urban scale, to urban renewal and regeneration, public transportation systems, and software to support decision making in transportation planning.

In 1996 he worked as a consultant for the Commissione Consiliare (city council committee) on urban mobility and transportation for the Bologna City Council.

From 1998 to 1999, he participated as a professor in the first Master's programme in Mobility and Protection of the Urban Environment ("Mobilità e Difesa Ambientale") promoted and organized by the Province of Bologna.

Since 1998 he has conducted seminars at the Università di Bologna's School of Engineering on issues inherent to mobility and transportation planning and on the implementation and use of mathematical models to simulate traffic flows.

Between 1999 and 2004 he was the Reggio Emilia City Council's consultant of reference on urban road traffic reorganization. He drafted two General Traffic Plans containing guidelines for the Piani Particolareggiati and the expansion of the pedestrian area within the city's historical centre.

Since 1998 he has prepared a significant number of the traffic studies tied to initiatives undertaken, both directly and through participation, by Autostrade per l'Italia Spa in order to bolster Italy's major highway system.

Since 2006 he has worked as an expert on the main project financing initiatives applied to highway infrastructure, and has prepared transportation analyses, demand forecasts, and resulting toll revenue for the drafting of the Piano Economico Finanziario (Economic and Financial Plan). Modulated forecasts on demand elasticity to tolls were also done for this same purpose.

In February of 2008, together with architect Michele Monte, he founded the Righetti & Monte Associati studio, with its main offices in Bologna (Via Garibaldi 7) and new offices in Milan (via Omboni 5).

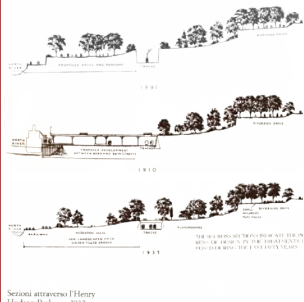
the studio

michele monte
franco righetti

consultancy

references

studies, research and
environmental planning

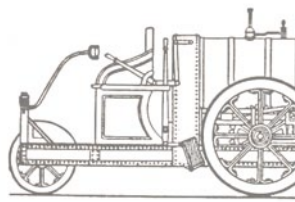


plans for traffic, urban
mobility, sustainable mobility
and traffic calming



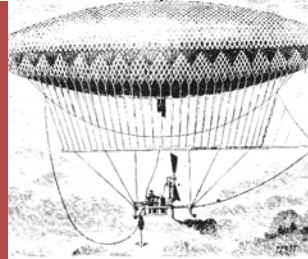
Velocipede di Karl F. Drais von Sauerbronn

mobility surveys



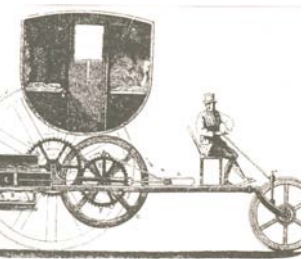
Vettura a vapore di Thomas Rickett

public transportation
networks and systems



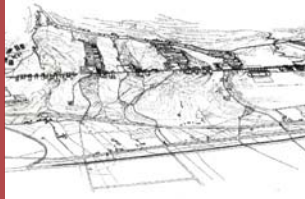
Dirigibile a vapore di Henri Giffard

major infrastructures
and highway systems

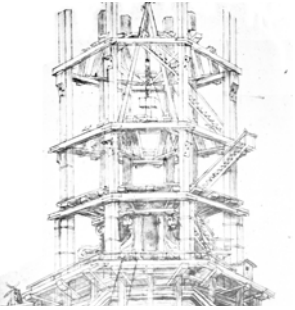


Vettura a vapore di Richard Trevithick

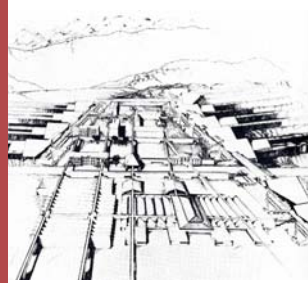
land-use planning



project financing



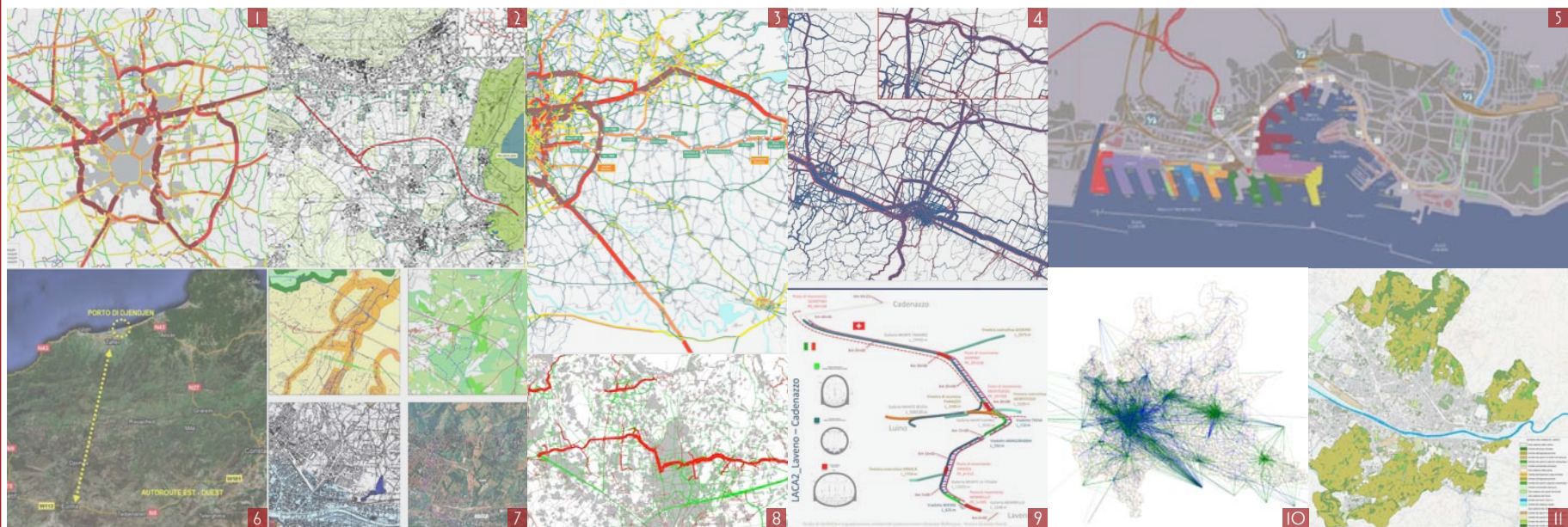
urban transformation
and land-use
enhancement initiatives



CONSULTANCY

The content of this site reflects the Associates' major undertakings, both together and as individual specialists, both on a comprehensive basis and through specialist contributions, either through direct contracts with the partners, or on a consultancy basis for engineering companies and design studios.

[1] Tangenziale Est Esterna Milano [9] Studio di fattibilità Gronda ferroviaria merci Ovest Milano [2] S.d.F. ipotesi di connessioni Varese-Como-Lecco [3] Bre. Be. Mi [4] Autostrada regionale Cispadana [5] Nodo Autostradale di Genova [6] Gara Internazionale Autostrada di penetrazione Djendjen (Algeria) [7] Circonvallazione Nord Firenze [8] [10] Autostrada Pedemontana Lombarda [11] S.S. 106 Jonica



Consultancy fields

MAJOR INFRASTRUCTURE AND HIGHWAY SYSTEMS

Over the years, a significant portion of the Associates' consultancy work has hinged around Italy's major railway infrastructure and highway system, thereby constituting one of the associates' strong points.

Their consultancy work has involved both transportation assessment and underpinning studies on land-use and environment, and has covered successive phases: project financing, feasibility studies, preliminary drafts as stipulated by Italian legislation (Legge Obiettivo – Legge 443/2001), building projects for comprehensive public procurement tenders, etc. The transportation assessment done since 1998 has involved major nationwide initiatives, including both environmental impact studies presented to ministries and support for project financing initiatives to undertake new stretches of highway, falling under the jurisdiction of the Legge Obiettivo.

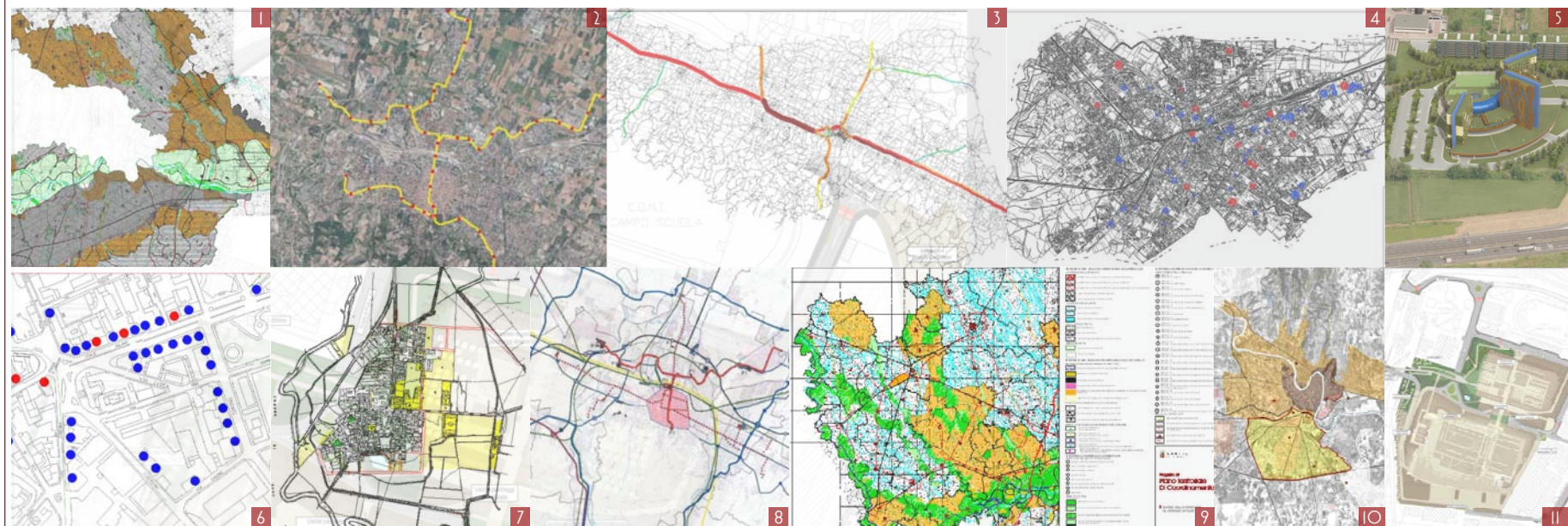
Traffic assessments are generally done based on flow simulation models able to represent point of origin-point of destination pertaining to the transportation system serving the area under study.

The approach used in the studies has been solidly corroborated, based on the comparative analysis of various transportation supply and demand scenarios. The systems' degree of functionality is examined by comparing a non-intervention scenario with the design-based scenario, including forecasts for the short, medium, and long term.

Special attention is attached to the conditions surrounding land-use in the territory under study. Analysis of land-use and transportation planning tools on various scales can be used to ascertain these conditions, and thereby lead to the definition and scheduling of various interventions in the planning process (Quadro Programmatico).

According to the scale of the project in question, the Studio's studies and activities include pinpointing corridors and itineraries via comprehensive assessment and multi-criteria analysis, performing studies, managing environmental impact assessment to be submitted at different levels of government, and designing environmental mitigation and compensation projects.

[1] [9] P.T.C.P. Pavia [2] Rete Metropolitana Bologna [3] [8] Piano Strutturale di Bologna [4] [6] Variante aree commerciali P.R.G. Gallarate
[5] P.I. Brugherio Sud [7] Documento di inquadramento P.I. comune di Lardirago (PV) [10] [11] Programma di riqualificazione urbana area Ex Cartiere di Verona



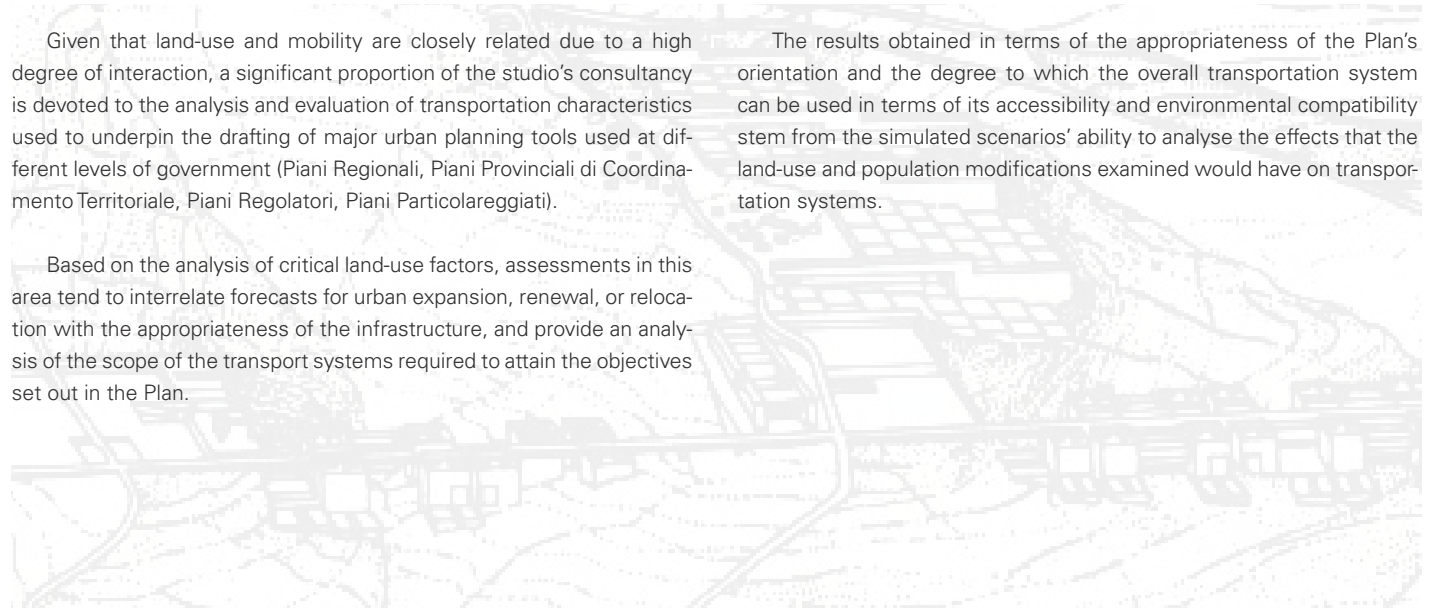
Consultancy fields

LAND-USE PLANNING

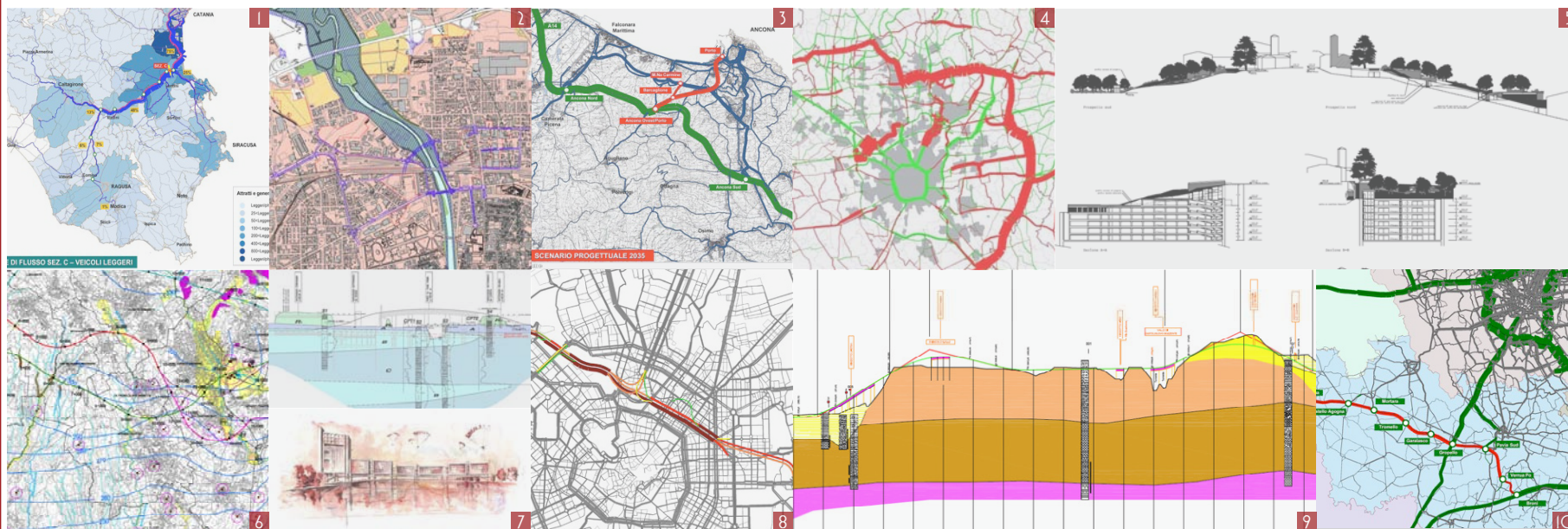
Given that land-use and mobility are closely related due to a high degree of interaction, a significant proportion of the studio's consultancy is devoted to the analysis and evaluation of transportation characteristics used to underpin the drafting of major urban planning tools used at different levels of government (Piani Regionali, Piani Provinciali di Coordinamento Territoriale, Piani Regolatori, Piani Particolareggiati).

Based on the analysis of critical land-use factors, assessments in this area tend to interrelate forecasts for urban expansion, renewal, or relocation with the appropriateness of the infrastructure, and provide an analysis of the scope of the transport systems required to attain the objectives set out in the Plan.

The results obtained in terms of the appropriateness of the Plan's orientation and the degree to which the overall transportation system can be used in terms of its accessibility and environmental compatibility stem from the simulated scenarios' ability to analyse the effects that the land-use and population modifications examined would have on transportation systems.



[1] Ragusana [2] [7] Ponte Nord Parma [3] Collegamento A14 – SS16 Adriatica – Porto di Ancona [4] Tangenziale Est Esterna Milano
[5] Parcheggio interrato comune di Bellagio [6] [9] S.d.F. ipotesi di connessioni Varese-Como-Lecco [8] Itinerario sotterraneo a Milano [10] Direttrice Broni – Pavia – Mortara



Consultancy fields

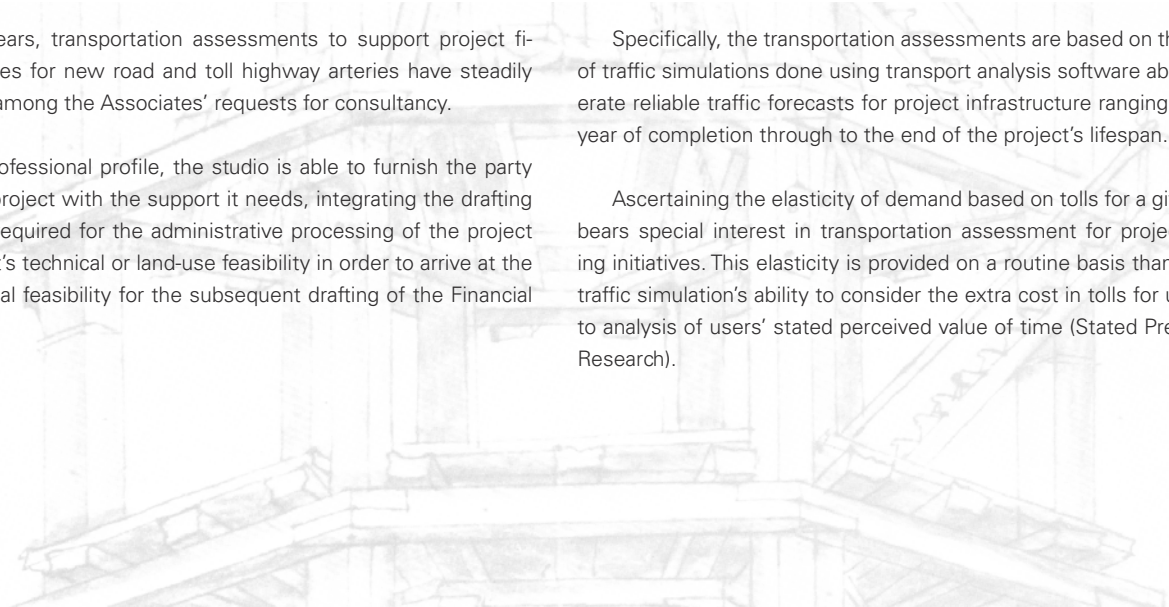
PROJECT FINANCING

In recent years, transportation assessments to support project financing initiatives for new road and toll highway arteries have steadily gained ground among the Associates' requests for consultancy.

Given its professional profile, the studio is able to furnish the party proposing the project with the support it needs, integrating the drafting of the studies required for the administrative processing of the project with the project's technical or land-use feasibility in order to arrive at the project's financial feasibility for the subsequent drafting of the Financial Plan.

Specifically, the transportation assessments are based on the results of traffic simulations done using transport analysis software able to generate reliable traffic forecasts for project infrastructure ranging from the year of completion through to the end of the project's lifespan.

Ascertaining the elasticity of demand based on tolls for a given route bears special interest in transportation assessment for project financing initiatives. This elasticity is provided on a routine basis thanks to the traffic simulation's ability to consider the extra cost in tolls for users and to analysis of users' stated perceived value of time (Stated Preferences Research).



[1] [9] Osmannoro Mixed Development - insediamento ricreativo commerciale [2] [5] Complesso commerciale e ricreativo - Casalecchio di Reno (BO) [3] Sviluppo Sistema Fiera - Sistemazione viabilistica nodo Carlo Magno [4] PII nelle aree PE4 nel comune di Garbagnate Milanese [6] PII Vr Ex Cartiere [7] Centro commerciale RDO di Scandicci all'interno del PS. del comune [8] Barberino Designer Outlet



Consultancy fields

URBAN TRANSFORMATION AND LAND-USE ENHANCEMENT INITIATIVES

The studio optimizes the strategic integration of its skills in the area of reciprocal, dynamic processes involving the relationship between the development of settlement systems and mobility.

Urban planning interventions are an activity for which State support ranges from analysis of feasibility conditions (location studies, urban planning and environmental due diligence, surveys on transportation) to project promotion and implementation (P.I.I., piani particolareggiati), to developing procedures for authorizing urban planning (building permits, studies and analysis on the environmental and transportation required for processing the project's evaluation and approval).

Thanks to a great deal of specialization in transportation assessment and land-use and urban planning, the studio is able to work on a comprehensive basis both in preliminary project feasibility evaluation processes and throughout the subsequent phases of project design, planning and approval.

By reconstructing vehicle flows stemming from the specific area of the project in question, which in most cases constitutes the first phase of evaluation done for new residential or business districts, shopping

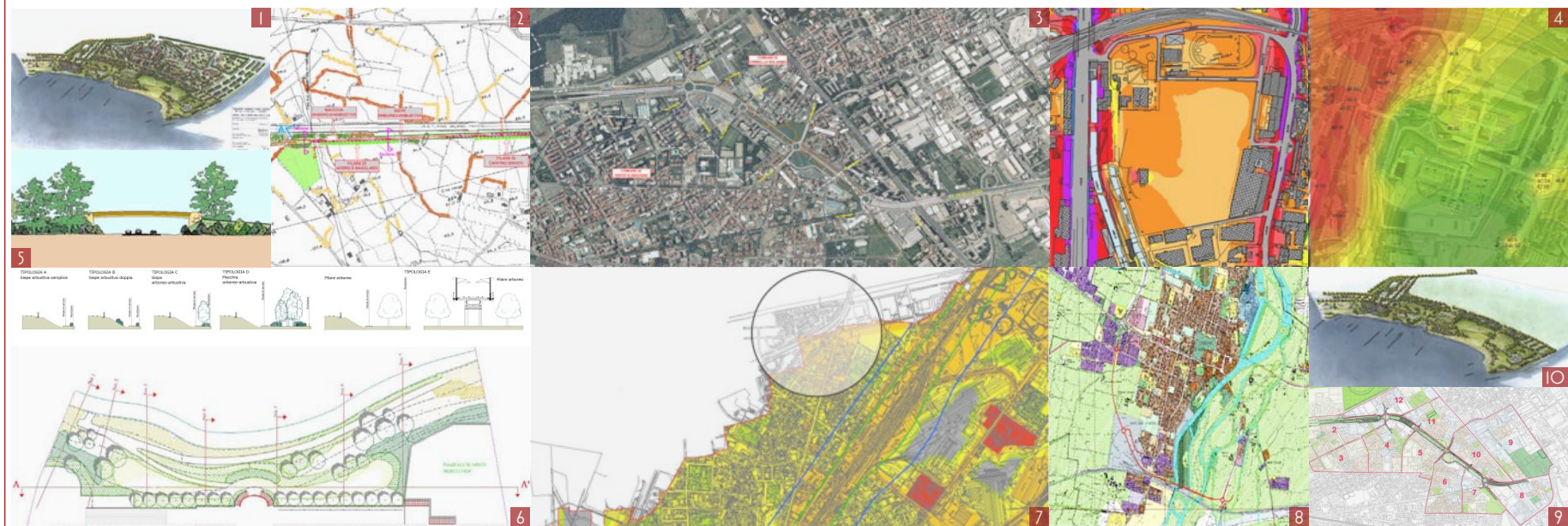
centres or outlets, theme parks or leisure complexes, multiplex cinemas, intra-modal and logistics centres, the consultancy provided is able to verify the proper functionality of the road system linking into the new area basing itself on micro-simulations of traffic at intersections and roundabouts, and to the sizing of parking areas to serve the project.

One of the studio's ongoing capabilities is preparation these evaluations by developing traffic flow simulation models, used to compare a non-intervention scenario with the project scenario, for the road system affecting the project area in question.

Generally speaking, services in this area include:

- Project management for the project's complex structures
- Drafting of location studies for specialized areas
- Due diligence and technical and urban planning feasibility studies
 - Drafting of Comprehensive Intervention Programmes (Programmi Integrati di Intervento) and Detailed Plans (Piani Particolareggiati)
- Environmental screening studies and procedures and environmental impact assessment.
- Designs for urban development
- Landscaping

[1] [10] Villaggio "Porto Letizia" Porlezza (CO) [2] SIA Linea AV/AC Milano - Verona [3] [7] [9] SIA S.P. 5 Villa di Monza [4] Programma di riqualificazione urbana area Ex Cartiere di Verona [5] Verde secondario Assago D4 [6] Riqualificazione Roggia Vernavola (PV) [8] SIA S.S. 11 Padana Superiore Cassano D'Adda



Consultancy fields

STUDIES, RESEARCH AND ENVIRONMENTAL PLANNING

The Studio has broad experience in drafting Environmental Impact Studies for major infrastructure projects (roads and railways) or for major new urban areas, including environmental impact assessment procedures on both a national level (Ministero dell'Ambiente) and a regional level (Regione Lombardia, Regione del Veneto, Regione Emilia Romagna).

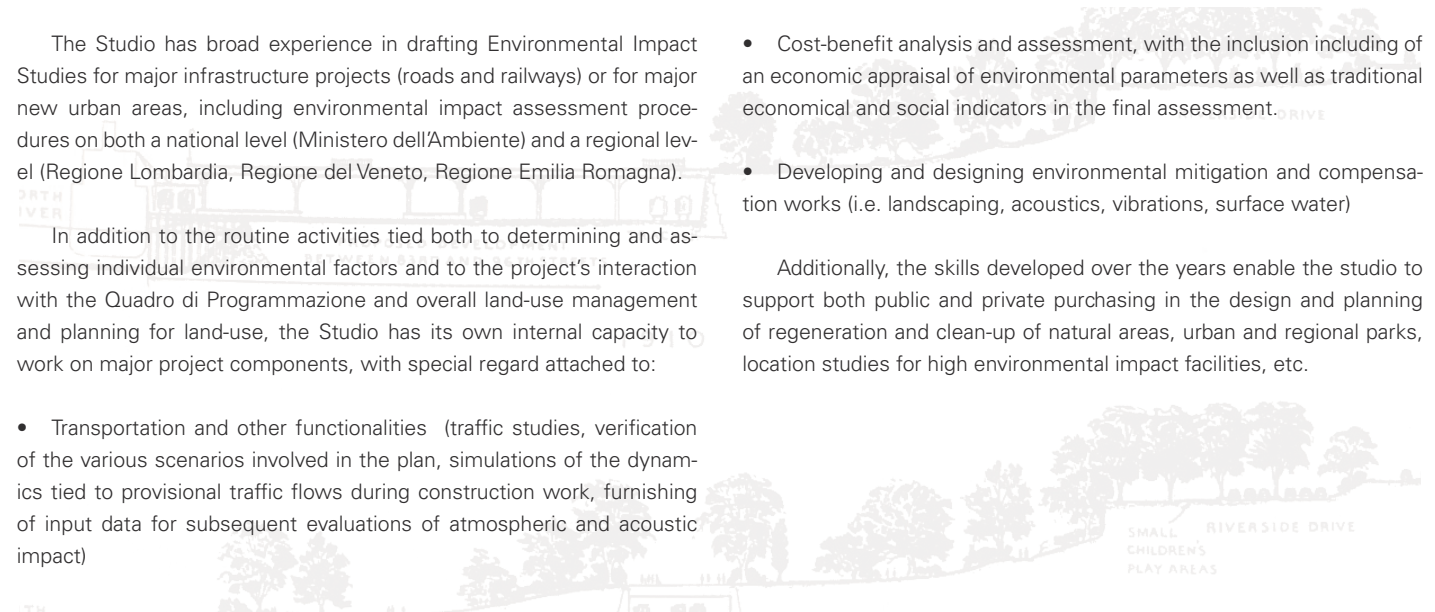
In addition to the routine activities tied both to determining and assessing individual environmental factors and to the project's interaction with the Quadro di Programmazione and overall land-use management and planning for land-use, the Studio has its own internal capacity to work on major project components, with special regard attached to:

- Transportation and other functionalities (traffic studies, verification of the various scenarios involved in the plan, simulations of the dynamics tied to provisional traffic flows during construction work, furnishing of input data for subsequent evaluations of atmospheric and acoustic impact)

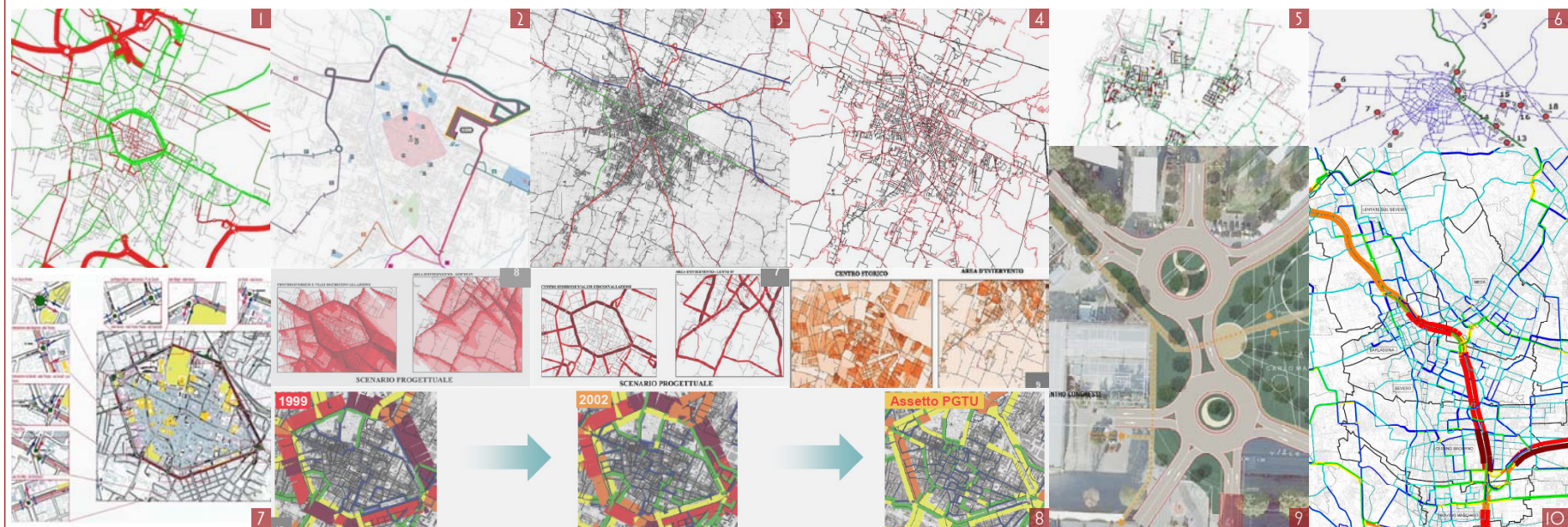
- Cost-benefit analysis and assessment, with the inclusion including of an economic appraisal of environmental parameters as well as traditional economical and social indicators in the final assessment.

- Developing and designing environmental mitigation and compensation works (i.e. landscaping, acoustics, vibrations, surface water)

Additionally, the skills developed over the years enable the studio to support both public and private purchasing in the design and planning of regeneration and clean-up of natural areas, urban and regional parks, location studies for high environmental impact facilities, etc.



[1] Nuova Sud - Est di Reggio Emilia - Screening ambientale [2] Riorganizzazione del servizio extraurbano [3] [4] AV/AC Milano Napoli [5] P.G.T.U. 2005-2007 del comune di Maranello (MO) [6] S.S. n° 9 "Emilia" - Variante di Piacenza [7] [8] P.G.T.U. 2002-2004 del comune di Reggio Emilia [9] Sviluppo Sistema Fiera - Sistemazione viabilistica nodo Carlo Magno [10] Piano Intercomunale viabilità tratta B2-APL



Consultancy fields

PLANS FOR TRAFFIC, URBAN MOBILITY, SUSTAINABLE MOBILITY AND TRAFFIC CALMING

A significant part of the studio's consultancy involves urban-related projects to for the support of town and city council planning and management of mobility.

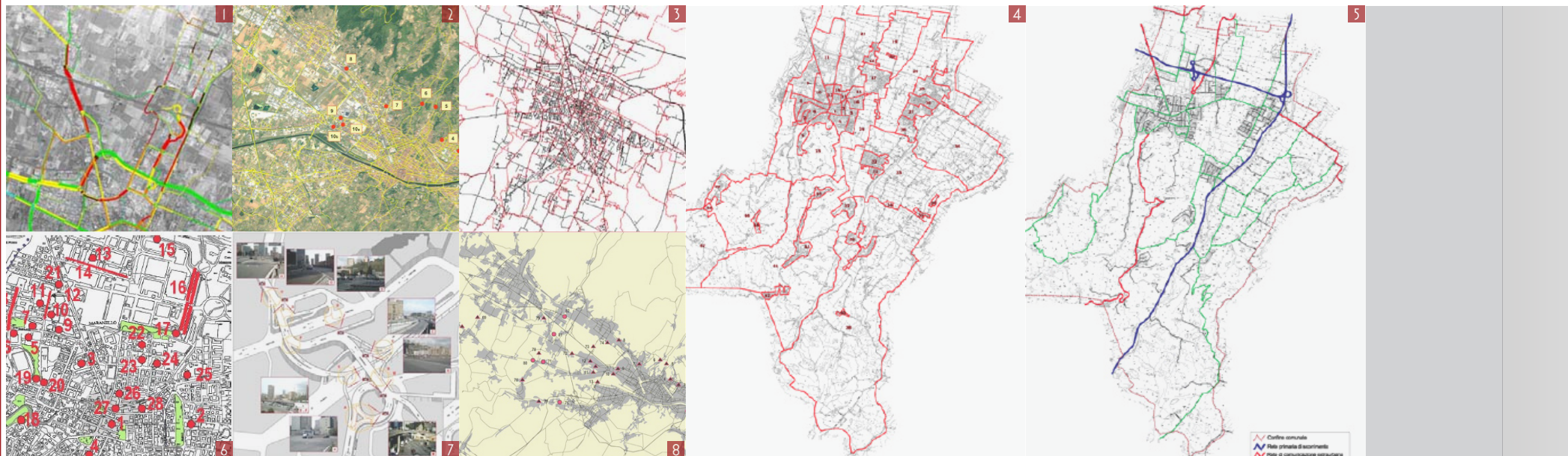
In drafting both Traffic Plans (Piani del Traffico) and Detailed Plans (Piani Particolareggiati), increasing importance is attached to road safety through analysis and redesign of urban areas according to traffic calming criteria.

The analysis ranges from road traffic hubs to the evaluation and reorganization of both physical space and parking management policies, the pinpointing of better strategies to protect the accessibility of historical areas, and the incentive for sustainable mobility.

Parallel to the reorganization and improvement of road traffic, studies on urban areas are often geared towards bolstering public transportation through improvement of both customer service (i.e. improved routes, transfers, waiting times, and operating speed) and the image of public transport by developing marketing plans, initiatives for publicizing new services, or customer satisfaction surveys.

Generally speaking, the results of the traffic simulations done to ascertain the correct functioning of project initiatives identified are used to underpin the transportation assessment studies drafted.

[1] [3] AV/AC Milano Napoli [2] Collegamento in tunnel a nord di Firenze [4] [5] [6] PG.T.U. 2005-2007 del comune di Maranello (BO) [7] [8] Nodo di San Benigno - Genova Bretella autostradale Lastra Signa - Prato



Consultancy fields

MOBILITY SURVEYS

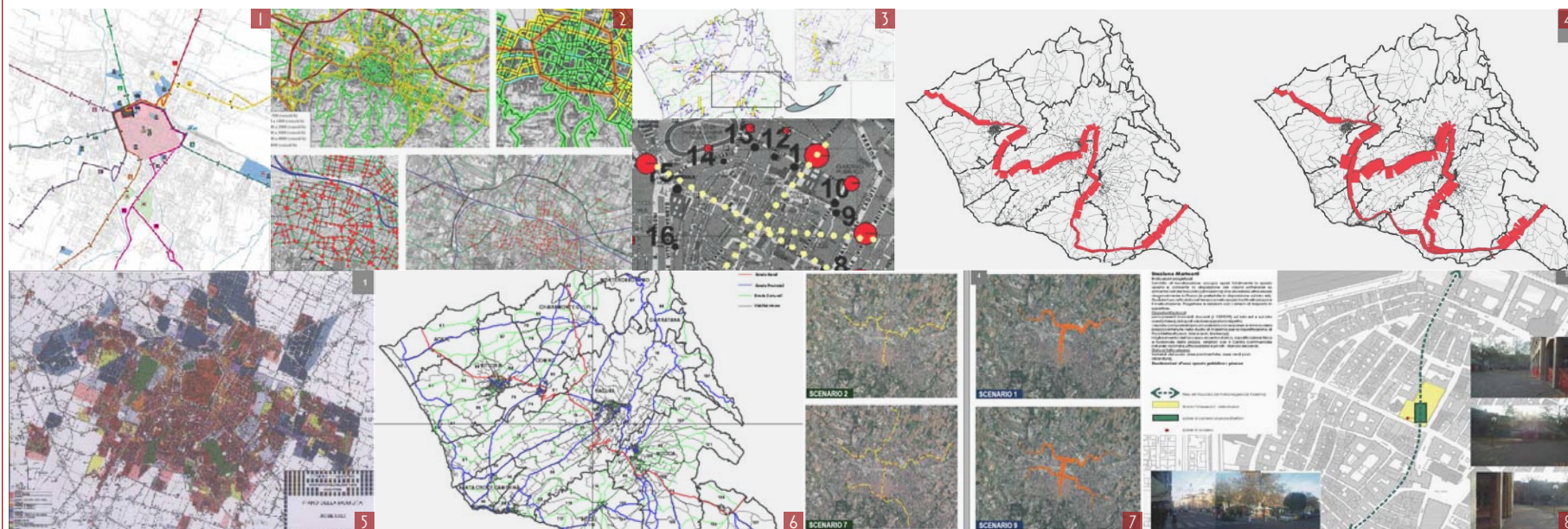
In general, transportation assessments start by reproducing the status quo and comparing it with mobility required in the area of the intervention in question.

One of the consultancy's most important aspects is therefore the design and coordination of mobility studies aimed at reproducing the current situation and gathering information needed to complete simulation models required for preparing the analysis scenarios.

The surveys prepared involve:

- Reconstruction of point of origin – point of destination in the area under study;
- Compilation of vehicles and passenger flows on major road arteries and on public transportation;
- Ascertaining user perception when choosing a mode of transportation, including the value of users' time and their inclination to pay highway tolls or to park in urban areas;
- Modifications of current choices in modes of transportation.

[1] ACT Reggio Emilia - Riorganizzazione del servizio extraurbano ed attestamento delle linee sul nuovo terminal [2] [7] Progetto di metrò leggero automatico per la città di Bologna [3] [4] [6] Studio di fattibilità per la realizzazione della variante ferroviaria Pedemontana Iblea [5] [8] Studio di prefattibilità per la realizzazione di un sistema di trasporto rapido di massa nella città di Modena



Consultancy fields

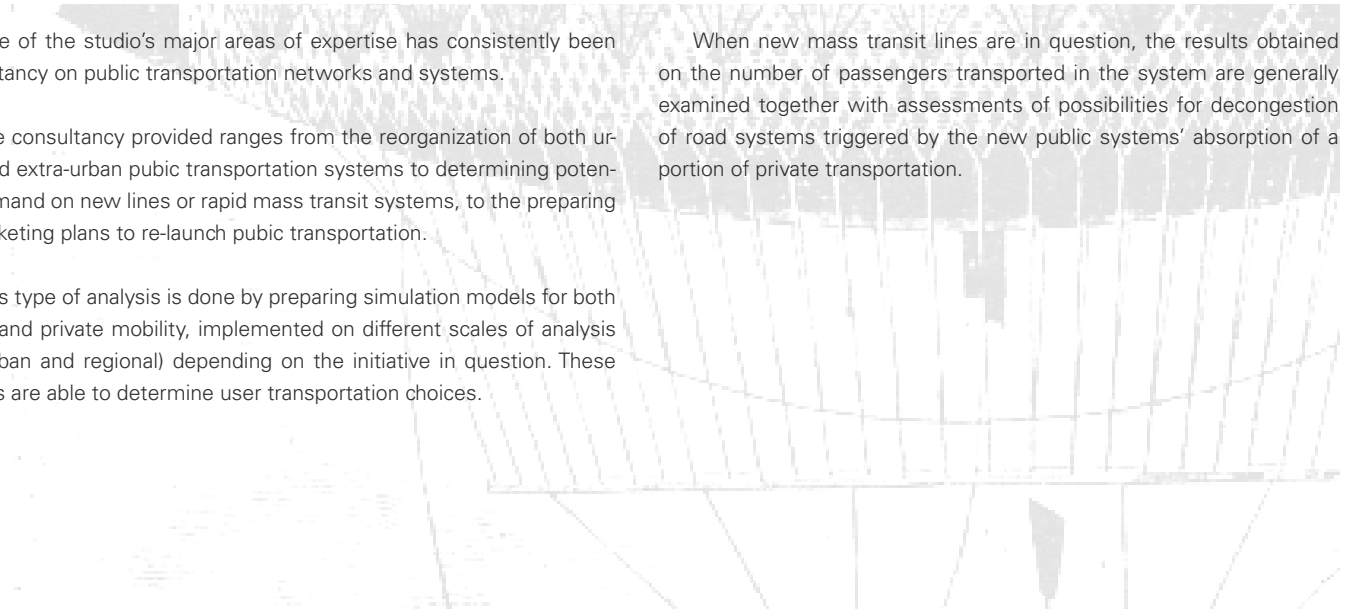
PUBLIC TRANSPORTATION NETWORKS AND SYSTEMS

One of the studio's major areas of expertise has consistently been consultancy on public transportation networks and systems.

The consultancy provided ranges from the reorganization of both urban and extra-urban public transportation systems to determining potential demand on new lines or rapid mass transit systems, to the preparing of marketing plans to re-launch public transportation.

This type of analysis is done by preparing simulation models for both public and private mobility, implemented on different scales of analysis (i.e. urban and regional) depending on the initiative in question. These models are able to determine user transportation choices.

When new mass transit lines are in question, the results obtained on the number of passengers transported in the system are generally examined together with assessments of possibilities for decongestion of road systems triggered by the new public systems' absorption of a portion of private transportation.



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franco righetti

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references

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TEM S.p.A.

SAT Società Autostrada Tirrenica p.A. (2004)

Ferrovie Nord Milano

Società Autostrada Brescia Padova S.p.A.

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Amministrazione Comunale di S.Paolo (BS).

Amministrazione Comunale di Vicenza

Amministrazione Comunale di Vigevano (PV)

Amministrazione Provinciale di Como
Amministrazione Provinciale di Lecco
Amministrazione Provinciale di Milano
Amministrazione Provinciale di Pavia
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Amministrazione Provinciale di Varese
Camera di Commercio di Varese
Camera di Commercio di Como
Camera di Commercio di Lecco

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