

Nick Rabbets



Nick Rabbets is Senior Engineer –Transportation, Dorset Engineering Consultancy, and Dorset County Council. In 1997 he qualified as an Incorporated Engineer i.e. Member of the Institute of Engineering Technology. He has been with DCC for 20 years holding several positions including 13 years in Highway Development Control, which involved junction design, highway safety assessments and transportation assessments associated with planning applications. In the past 5 years he has been responsible for highway transport modeling (using Saturn, Voyager and Paramics). His responsibilities have included reporting on and implementation of the 2006 Government paper on 'Guidance on Transport Assessments'. He is currently deeply involved in providing access and new road construction to serve the Olympic Sailing venue for 2012 at Weymouth. In

the past 15 years he has been closely associated with TRICS having been its Secretary 2000-2001 and he is now the Chairman of the TRICS Consortium.

He also has an interest in sports and is a member and a qualified massage practitioner of the Institute of Sports and Remedial Massage. He has a young family and a busy life and he has gained a 'leave pass' to visit New Zealand for over two weeks at the invitation of TDB so as to attend the three one day Assessments, Database and Survey workshops. This also provides an opportunity for him to present his paper 'Multi Modal Transport Planning in Dorset' to the IPENZ Transportation Conference in New Plymouth.

Multi Modal Transport Planning in Dorset

The paper will set out the problems that exist in Dorset with regard to the extensive use of the car, resulting in congestion and lengthy travel journeys. The planning system in Great Britain was mainly a 'predict and provide' culture prior to 2000, Transport Assessments concentrated upon vehicle borne trips rather than the more sustainable modes. This changed with the release of the government publication "Guidance on Transport Assessments" in 2006, however, the industry had been moving towards more sustainable modes for many years prior to its release. TA's now look at the more sustainable modes first with the car being the last. Predict and Provide is now dead and gone the mitigation of vehicular impact is left to last, after traffic has been reduced by other measures such as travel plans.

The problems we face in Dorset revolve around the lack of good public transport provision combined with near empty rural roads and congested roads on some major routes within the conurbations. Therefore, we are having to provide soft measures to provide more choice in the sustainable travel modes and encourage developers to construct sustainable developments. Some of these soft measures include greater provision of joint pedestrian/cycle/horse routes between settlements, more flexible bus routes, and innovative park and ride schemes. All of these measures have a benefit to Dorset as a whole as they can be used by commuters and tourists alike.

However, there are still exceptions to the above and road building and improvement does still occur in exceptional circumstances. One of which is a new road proposal associated with the provision of the Olympic Sailing events being held in 2012 in Weymouth.