

6.7.23 ☒ Circulation → Provide drawing showing vehicle access to and circulation in the proposed car park (main movements). Show main pedestrian routes in the car park (from/ to lifts, gates, stairways etc.). Highlight conflict areas and proposed measures to address the conflict.

6.7.24 All turning radii and dimensions for the parking spaces and access to these parking spaces must comply with current Abu Dhabi design guidelines and must be checked using Autoturn or similar.

6.7.25 ☒ Provide prints of Autoturn (or similar analysis) for all relevant movements within the parking area.

## 6.8 *Travel Demand Management (TDM)*

6.8.1 ☒ All new developments in Abu Dhabi are encouraged to promote walking, cycling and the use of public transport. Explain how the developer aims to influence travel behavior particularly focusing on the climatic and cultural characteristics of Abu Dhabi.

6.8.2 Travel behavior could for example be influenced by:

- High quality walk environment/ experience, shading
- Provision of facilities for cyclists (cycle stands, lockers, showers etc.)
- Design of crossings for pedestrians and cyclists
- How well desire lines are met by facilities
- Safety improvements, reduction of conflicts
- Bus priority measures
- Car park management (fees, reduction of provision, distance to car park)
- Shelters (air-conditioned?)
- Improved connectivity/ interchanges between/ to public transport services
- Travel Plans/ continuous monitoring and improvement of travel behavior after implementation
- Car pooling

## 6.9 *Future Responsibilities*

6.9.1 Each major development will require structures/ bodies to ensure maintenance of infrastructure and to follow-up on policies and targets set. From a transportation point of view these bodies would be responsible for monitoring of travel behavior, implementing of demand management measures and maintenance/ upgrade of infrastructure, such as roads, walkways, cycle paths and access to public transport facilities. For monitoring and the identification of demand management measures a transport consultant could be assigned by the developer. Further allowance must be made for a regional traffic control center, if required, and its future management.