9.5 Thresholds for Mitigations

9.5.1 Thresholds to identify the need for mitigations are given in Table 9-8 on the following page. The horizon year for mitigations will be the opening year of the development with full build-out, assuming full occupancy.

9.5.2 Maximum Level of Service (LOS) acceptable → Please be aware that maximum LOS standards have been defined for Abu Dhabi. These standards vary depending on the area (for more details please refer to 9.6 on page 54). A new development may not be approved if affected junctions exceed the given standard.

9.5.3 For signalized intersections the overall intersection LOS shall be used to determine the need for mitigation. Be aware that this LOS is based on delay and on volume/capacity ratio, depending on whichever shows the worst conditions. If one approach of the intersection operates at LOS F then the overall intersection LOS can not be better than LOS E, exceptions need to be discussed in detail.

9.5.4 For non-signalized intersections (give-way/ yield, roundabout) the LOS of the worst approach shall be used to determine the need for mitigation.

9.5.5 For links the LOS will be determined based on volume/capacity ratios. Local roads however shall not exceed a traffic volume of 600 vehicles per direction during the peak hour. This aims at maintaining the residential character of local roads.

9.5.6 The final decision whether or not a mitigation is required should however always be based on good engineering judgment and common sense. The values given below are indicators to identify the need and results will need to be discussed and mitigation measures will need to be agreed with the Reviewer.

9.5.7 All mitigation measures need to be in line with the strategic plans and policies set out in the Abu Dhabi 2030 plan and the Surface Transport Masterplan (STMP) and follow the principles of the Urban Street Design Manual.

9.5.8 The developer/ consultant needs to ensure that mitigation measures proposed are feasible and confirm with relevant authorities accordingly (i.e. utility corridors, minimum gradients/ radii, property boundaries etc.).