

In addition to the vehicular trip generation and parking rates contained in this manual, a range of multi-modal travel information has been collated for each land use. This includes information on travel by all forms of public transport, as well as walking and cycling trips. The multi-modal travel information can be used for a range of design purposes such as provision of adequate bus and taxi parking facilities or adequate widths of pedestrian routes. Whilst not contained in this manual, travel information for each mode type reflecting the characteristics of a particular development can be obtained from the DoT through the Transportation Impact Study (TIS) process.

In keeping with other international trip generation manuals, the trip generation for each land use has been determined for the morning (AM), midday (Noon) and evening (PM) peak hour to coincide with the traditional peak periods of travel as observed on the roads of Abu Dhabi. These surveys reveal that the morning (AM), midday (Noon) and evening (PM) peak hours occur during the periods of 06:00 to 09:00, 12:00 to 14:00 and 17:00 to 20:00 respectively.

The surveys also revealed the highest trip generating hour in a day for a land use. This is termed as the Peak Hour Generator (PHG). It has been observed that occasionally the PHG does not fall within the AM, Noon and PM peak hours.

As well as determining the trip generation and parking rate requirements for each land use, the manual also presents the rates for some land uses based on their spatial distribution. For example, residential developments in Abu Dhabi exhibit different travel characteristics to residential developments in Al Ain or the Western Region. Further details on the spatial sub-classifications are contained in Section 1.2 of the manual.

1.1.4 Form of Manual

The ADTGM is available as a 'hard copy' manual. It is intended that the trip generation and parking rates will also be integrated into future versions of the DoT's Transportation Impact Study online application form, thereby streamlining the application process.

1.1.5 Parking Demand and Provision

It is important to note that the parking rates contained in this manual represent the current 'demand' for each land use based on the field surveys undertaken in the Emirate of Abu Dhabi. However there are other factors which affect the ultimate parking 'requirement' of a development.

Whilst the parking rates contained in this manual must be followed to determine the parking requirement for a proposed development, it is recommended that the DoT's Abu Dhabi Transportation Impact Study (TIS) Guidelines be read to identify other factors which can be considered when allocating the parking for a development, such as availability of on-street parking and access to public transport. Supporting the wider vision of the 2030 Surface Transport Master Plans, the DoT seeks to balance the requirement of providing adequate parking with the desire to improve the public realm and encourage travel by sustainable modes.