

1.2 The TIS Process at DoT

The TIS process at DoT is presented in schematic form in Figure 1-1 and Figure 1-2 on the following pages. The TIS process is split into Application, Methodology Stage (I) and TIS Stage (II).

The Application should be prepared by the DoT classified transport consultant assigned by the developer before preparing the TIS, as the outcome will determine the category of the TIS and the scope of work required.

Following application the requirement for a TIS will be determined by the DoT Reviewer. Based on the scale of the development, the requirement would be categorized as:

- Circulation Plan only
- Transportation Impact Study (TIS)
- Transportation Masterplan (TMP)

Small developments require a minimal assessment of parking requirements, provision and access to the development only. The outcome of this analysis needs to be provided on a DoT standard *Circulation Plan only*; a report is usually not required. Small developments typically generate no more than 99 trips during any one peak hour (highest total generation during AM, PM or Evening Peak). The requirements are outlined in Chapter 3.

All other TIS/ TMP require a *Methodology Report* in Stage I. Stage I allows for an early agreement of trip generation, distribution and assignment before commencing with the impact analysis in Stage II. This aims to avoid unnecessary revisions to the entire impact analysis if fundamentals, such as trip generation etc., require changes. The requirements for a Methodology Report are explained in Chapter 4.

The Reviewer will further determine whether a strategic modeling assessment would be appropriate. In many cases however a use of background traffic from the Abu Dhabi strategic model will be sufficient. The consultant simply needs to submit the attached Modeling Output Request Form and the information will be provided by DoT.

If a modeling exercise is required the consultant will be required to submit a *Modeling Application Form* to the DoT Transport Modeling Section to determine the protocol to be followed. This may also require an additional modeling report be prepared by the consultant. This is further explained in Chapter 10.

A *TIS* is usually required for most developments. Typically this applies to developments generating from 100 trips up to 2500 trips during any one peak hour (highest total generation during AM, PM or Evening Peak). Exceptions are for example large developments that are being planned at masterplan level or. The requirements for a Standard TIS are described in Chapter 5. The Reviewer may determine differing requirements for the TIS depending on location and other information available. For example developments that are within an already approved TMP may have different requirements.

The requirements for typical TIS for a plot within an approved Transportation Masterplan (TMP) are described in Chapter 7. This TIS mainly focuses on consistency with the TMP, parking requirements, provision, access and immediately surrounding infrastructure. However, whether