

the adjoining land uses have different parking demand profiles, thereby providing the opportunity for shared parking. Similarly to above, it is recommended that the parking supply for Mosques be determined through consultation with the Liaison Engineer during the Methodology Stage of the Transportation Impact Study process.

1.3.4 Advanced Information

In order to simplify the application process and ensure consistency in use, the trip generation and parking rates presented in this manual represent the peak hour vehicular trips captured during the field surveys. Whilst not contained in this manual, a range of multi modal travel information has been collected for each site which can be used for a variety of design purposes.

Through careful assessment, the full multi modal trip information can be used to:

- Re-calculate modal share and vehicular trips for special developments e.g. Developments with high public transport share or developments which can only be accessed by private car;
- Determine the trip generation for a specific development based on an alternative independent variable if available;
- Determine shared parking opportunities for multi-use developments;
- Calculate the parking or set down requirements for public transport, company buses, taxis and visitors; and
- Identify the volume of Pass-by Trips for regional shopping malls (Land use Class 111).

Should the above information be requested by the DoT for a proposed development, then the Liaison Engineer will provide the information through the Transportation Impact Study process.

1.3.5 Scope of the Manual

The quality control procedures adopted throughout the manual development process have led to the creation of robust and accurate trip generation and parking demand rates for the various Land use Classes in the Emirate of Abu Dhabi.

Whilst the manual provides a reliable basis for undertaking traffic engineering studies in the Emirate, it is important to exercise care in its application.

The following points should be considered when applying the trip generation and parking demand rates contained in this manual:

1. Land use Coverage: Due to the availability of sites, it was not feasible to survey all possible Land use Classes within the first edition of this manual. Should trip generation and parking rates be required for a land use that is not covered in this manual, then other internationally recognised manuals should be referenced or a specific survey undertaken for this land use. In either case, it is recommended that the Liaison Engineer at the DoT be consulted to agree the most appropriate action.