

## APPENDIX F

### TRIGGER CRITERIA FOR TRANSPORT IMPACT ASSESSMENTS

As a guide, the following table sets out the levels of development above which the City of York Council would expect a planning application to be supported by a Transport Impact Assessment (TIA). Please note that the Council reserves the right to request a TIA in other instances, where the location and/or the nature of the development are considered to be particularly sensitive. In some cases where developments are in close proximity, a joint master travel management plan may be required.

The table is set out to indicate both a site area threshold and a gross floor area / number of units threshold for the most common types of development. If the proposed development is larger than **EITHER** of the thresholds then a TIA will be expected to accompany that planning application.

Type of Development	Site Area Threshold	Gross Floor Area Threshold / Number of Units Threshold
<b>Food Retailing (A1)</b>	0.2 hectares	400 sq m
<b>Non Food Retailing (A1)</b>	0.8 hectares	1,000 sq m
<b>Offices (B1)</b>	0.8 hectares	1,000 sq m
<b>Industry (B2, B8)</b>	2.0 hectares	2,000 sq m
<b>Residential (C3)</b>	1.0 hectares	40 units
<b>Other</b>	30 + vehicle movements in any hour	

### TRAVEL PLANS

In addition to Transport Impact Assessments, the Council is keen to promote the production of Travel Plans. These statements are prepared by individual employers, in consultation with the Council, and will be expected to comply with both local and national transport policies.

For the City of York the submission of a Travel Plan will be required as part of the supporting documentation for any planning application seeking permission for a development at which 30 or more persons will be employed. In the case of speculative developments, a planning condition will be imposed on the site requiring any subsequent occupiers to submit and agree their Travel Plan prior to their occupation of the premises. Businesses will be expected to be committed to their Travel Plan and to implement it.

Examples of items which could form part of a Travel Plan include:

- introducing flexible working hours;
- limiting car parking;
- introducing car parking charges and ring-fencing the income to pay for travel incentives;
- consideration of home working for staff;

- the provision of safe and secure cycle parking facilities;
- the provision of showering and changing facilities for cyclists;
- the provision of company bicycles;
- payment of attractive mileage rates for cycling (when compared to car mileage rates);
- interest free loans / subsidy for public transport season tickets;
- introducing company car pooling (instead of company cars);
- restricting the provision of car parking spaces;
- appointment of a Transport Co-ordinator;
- providing personalised public transport information;
- introducing a car club;
- participating in [carshareyork.com](http://carshareyork.com)
- subsidising public transport