

Proposed Padel Active Club, Mary St, Cheetham Hill, Manchester

Travel Plan

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FOB GENERAL NOTES

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1 INTRODUCTION

- 1.1 This report has been prepared by FOB for Padel Active to support their proposals for a new padel club with up to 8 padel courts. The applicant, The Padel Active Club, is seeking full permission for the proposed development on land north of River Irwell, Manchester.

Site location

- 1.2 The site is located on Mary Street in Cheetham Hill, Manchester, within the postcode area M3 1NH, and falls under the jurisdiction of Manchester City Council. The site sits on the northern edge of the city centre, within the Great Ducie Street Strategic Regeneration Framework (SRF) area.



Figure 1.1: Site location

Source: © Google Maps 2026

Importance of a travel plan

- 1.3 A Travel Plan serves as a key mechanism for promoting sustainable access to a development. It establishes a long-term, structured approach aimed at achieving sustainable transport objectives through proactive and coordinated measures.
- 1.4 Travel Plans play an important role in addressing several contemporary planning challenges. Local authorities are increasingly required to support employment growth in locations that are well-connected by sustainable transport, while also managing and reducing congestion within urban areas. In this context, Travel Plans help to mitigate potential increases in traffic associated with new developments.

- 1.5 Addressing climate change is also a critical consideration within planning policy, particularly given that transport contributes a significant proportion of overall carbon emissions. By encouraging a shift away from private car use towards more sustainable modes, Travel Plans support efforts to reduce emissions and meet environmental targets.
- 1.6 Furthermore, there is a growing emphasis on improving public health outcomes. Travel Plans contribute to this by promoting active travel options such as walking and cycling, helping to foster healthier lifestyles. As such, a Travel Plan represents an integral part of the planning process and should be treated as a dynamic document, subject to ongoing monitoring and review to ensure its continued effectiveness.

1.7 Process for travel plan

The Travel Plan has been prepared in line with the following guidance:

- Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process
- Manchester City Council (2012), Core Strategy
- Manchester City Council (2021), City Centre Transport Strategy to 2040
- Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework
- Department for Levelling Up, Housing & Communities (2023), Planning Practice Guidance
- Transport for Greater Manchester (2013), Transport for Sustainable Communities
- Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040

Benefits

Travel Plans deliver a wide range of benefits across health, economic, environmental, and operational aspects of a development.

A reduction in single-occupancy car journeys can significantly improve local air quality, both within the immediate vicinity of the site and across the wider area. At the same time, encouraging active modes of travel such as walking and cycling can have a meaningful impact on public health. Regular physical activity is known to reduce the risk of conditions including obesity, mental health disorders, cancer, high blood pressure, and cardiovascular disease.

From a financial perspective, Travel Plans can lead to direct cost savings for individuals by promoting more affordable transport options. There are also wider economic benefits associated with reduced healthcare costs and fewer accidents, contributing to overall societal savings.

Environmentally, Travel Plans support a reduction in carbon emissions and help address

air quality concerns by encouraging a shift towards more sustainable modes of transport.

Travel Plans also bring societal benefits including a happier and healthier community, and more social interaction.

Objectives

The objectives of the Travel Plan are to:

- Objective 1:** To increase development trips by active/sustainable modes of travel.
- Objective 2:** To reduce the number of single occupancy car trips.

Development proposals

- 1.8 The proposed development briefly comprises a padel tennis club facility comprising 8 padel tennis courts; cafe; car parking; access and circulation; landscaping; means of enclosure; and co working Space.

Site operations and usage

- 1.9 The courts will be available for use on the following days for the indoor courts.
 - Monday to Friday 06:00 to 00:00.
 - Saturday and Sunday 06:00 to 00:00.
- 1.10 The two outdoor courts are going to function on the following days and times:
 - Monday to Sunday 08:00 to 21:00
- 1.11 The total number of employees will be around 15-18 with a minimum of two on shift at any time.
- 1.12 The game of padel is mainly a doubles game and therefore based on the development proposals could attract up to 26 player arrivals per hour based on four people per court on 5 double courts, and two people per single courts. There are going to be 3 single courts. Players pre-book and pay online via an app or the Padel Club website.
- 1.13 Peak/off peak hours have been identified based on an existing facility and are shown in Table 1.1: Peak/off peak operational hour

Day	Peak hours	Off-peak hours
Monday to Friday	17:00-22:00	Outside of peak
Saturday and Sunday	09:00-14:00	Outside of peak

Table 1.1: Peak/off peak operational hours

Report structure

1.14 The remainder of this report is structured as follows:

- Section 2 outlines the relevant national, regional, and local planning policy context associated with the site and proposed development.
- Section 3 reviews the accessibility of the site, including connections to surrounding amenities and transport networks.
- Section 4 sets out the key aims of the Travel Plan, along with its objectives and targets.
- Section 5 describes the range of measures proposed to encourage and support sustainable travel to and from the site.
- Section 6 explains the approach to monitoring and evaluating the effectiveness of the Travel Plan.
- Section 7 details the action plan for implementing the proposed measures.

2 POLICY CONTEXT

It is necessary to understand the national, regional and local planning policies which relate to the development. Therefore, the following chapter sets out key policies and demonstrates how the development of the site would meet these.

National policy

National Planning Policy Framework

2.1 The NPPF states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan...”¹

The TS shows that the temporary development will not generate a significant number of trips. The use type proposed is a complementary city centre land use that will largely be used by people already living, working, or visiting the city centre.

The level of intervention proposed through the Travel Plan reflects the good accessibility level of the site, low scale of impact, and temporary use of the site as a padel court facility.

Levelling Up the United Kingdom (2022)

- 2.2 The aim of this White Paper is to reduce geographical inequality, giving everyone the ability to flourish, to live longer and more fulfilling lives, and to benefit from sustained rises in living standards and well-being.
- 2.3 In order to achieve this, levelling up will require:
- a) boosting productivity, pay, jobs and living standards by growing the private sector, especially in those places where they are lagging;
 - b) spreading opportunities and improving public services, especially in those places where they are weakest;
 - c) restoring a sense of community, local pride and belonging, especially in those places where they have been lost; and
 - d) empowering local leaders and communities, especially in those places lacking local agency.
- 2.4 To support these objectives, the UK Government has set out a number of targets to be achieved by 2030. These include,
- Improving public transport connectivity nationwide so that it more closely aligns with the standards seen in London, alongside more efficient services, simplified fares, and integrated ticketing systems.
 - There is also a focus on significantly increasing participation in high-quality skills training, particularly in areas with lower skill levels.
 - In addition, efforts are aimed at narrowing the gap in Healthy Life Expectancy between regions, improving overall well-being, and strengthening local pride through greater engagement with town centres, culture, and community life.
- 2.5 The proposed leisure development aligns with these ambitions by supporting improved access to sustainable transport, creating new employment opportunities, and enhancing local facilities that encourage active lifestyles. Through the implementation of Travel Plan measures, the scheme will contribute to better connectivity, healthier communities, and an overall uplift in well-being and sense of place within Manchester.

Regional policy

Greater Manchester Transport Strategy 2040

- 2.6 This long-term strategy, prepared by Transport for Greater Manchester (TfGM), sets out a vision for a more balanced and sustainable transport network across the region. It aims for at least 50% of all journeys to be made using sustainable modes by 2040, while ensuring there is no overall increase in vehicular traffic.

2.7 The strategy is underpinned by four key objectives:

- Supporting sustainable economic growth
- Protecting the environment
- Enhancing quality of life for residents
- Fostering an innovative and forward-looking city region.

2.8 Policy 4 highlights TfGM's commitment to working collaboratively with developers to ensure new developments are well served by sustainable transport options, while also minimising emissions and pressure on the highway network. This includes promoting better integration between land use and transport planning to reduce the need to travel, particularly by private car, and to shorten journey distances. It also emphasises the importance of maximising accessibility by walking, cycling, and public transport, making efficient use of existing infrastructure, especially in areas close to transport hubs and creating opportunities to enhance public transport provision. Additionally, developments should be designed in a way that actively encourages walking and cycling.

2.9 In line with these principles, the proposed development has been designed to prioritise active travel and optimise access by sustainable modes. The Travel Plan will support this approach by introducing a range of measures aimed at promoting alternatives to private car use, with a particular emphasis on public transport and cycling, supported by targeted communication and awareness initiatives.

Local policy

Local Transport Policy (Manchester Core Strategy – Policy T1: Sustainable Transport)

2.10 Policy T1 seeks to deliver a high-quality, integrated and sustainable transport network that reduces reliance on private car use and encourages a shift towards walking, cycling and public transport. The policy supports the transition towards low and zero-carbon transport options while meeting the mobility needs of residents, businesses and visitors.

2.11 Development proposals are expected to support improved transport choice by providing viable alternatives to car travel. This includes measures that help reduce congestion, improve access to employment, education and local services, and enhance overall connectivity, particularly for people without access to private vehicles and those in greater need of support.

2.12 The policy places strong emphasis on inclusive transport provision, requiring improvements to accessibility for disabled users and people with reduced mobility so

they can fully participate in everyday activities. It also prioritises the enhancement of pedestrian infrastructure and the quality of the walking environment, alongside continued investment in the cycling network, including strategic routes such as the Manchester Cycleway and the Trans Pennine Trail.

- 2.13 In addition, the policy supports improvements to public transport facilities, including safer, more attractive interchanges, better service reliability, priority measures, and improved passenger information. It also encourages the efficient movement of freight through suitable road, rail and water-based infrastructure, including intermodal connections where appropriate.
- 2.14 Sustainable transport measures may also include the integration of electric vehicle charging infrastructure, subject to appropriate design and location considerations.
- 2.15 Overall, the policy seeks to minimise the adverse impacts of road traffic, including congestion, air pollution and road safety risks, while promoting a transport hierarchy that prioritises pedestrians first, followed by cyclists and public transport, then commercial access, and lastly general traffic movements.

3 ACCESSIBILITY

- 3.1 This section sets out the existing transport context by sustainable modes, covering walking, cycling, and public transport

Access on foot

- 3.2 Great Ducie street, to the east of the site, is a 8.8m wide carriageway with footways ranging between 3m on either side. The route runs in a north–south direction and provides local connectivity via Sherborne Street to the north, linking to the Mary street, and to the Julia street to the south.

Access by bicycle

- 3.3 The existing walking and cycling infrastructure provide opportunities for active trips to/from the site.
- 3.4 Figure 3.4 shows the cycle network serving the site from the [TfGM website](#).² The local streets in the vicinity of the site are lightly trafficked and provide access to the wider cycle network. A cycle route is provided on Great Ducie Street, to the east of the site, and that the routes to the south of the site in the city centre are all subject to 20mph speed limits. Access can also be gained to the traffic free route on the River Irwell.

² <https://tfgm.pindarcreative.co.uk>

- 3.5 Cycle routes in the vicinity of the site offer access to various business parks and industrial estates to the east of the site, whilst Salford Western Gateway provides off-road connections to the north-west and south-west via the Salford Lift Bridge.

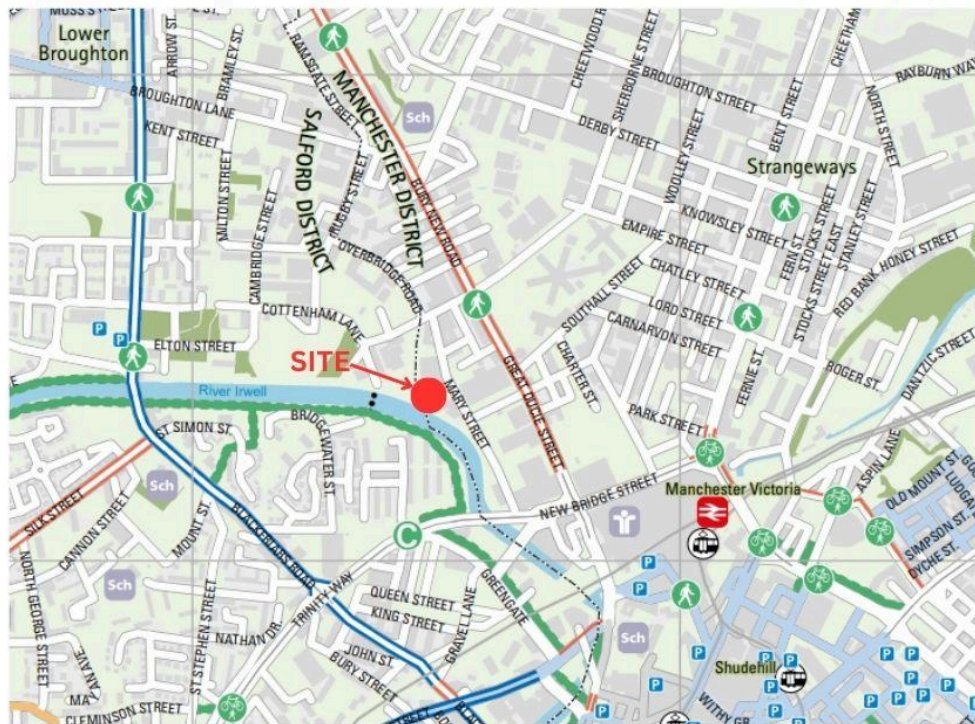
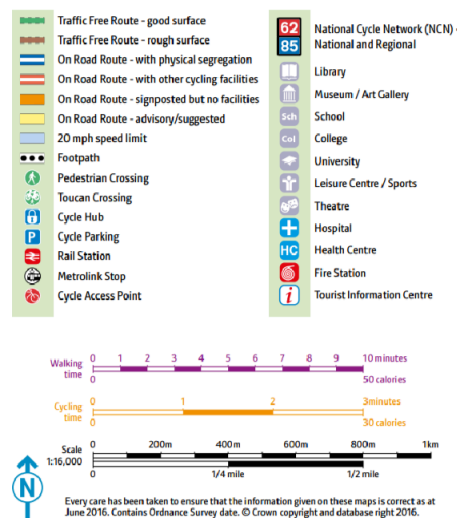


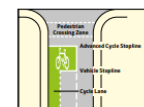
Figure 3.4: Local cycle routes

Map 8: Manchester



Road signs

- Route for cycles only
- Route shared with pedestrians (no separation)
- Route shared with pedestrians (cycle track & footpath are separate)
- Mandatory cycle lane (motor vehicles must not enter the lane during hours of operation)
- Advisory cycle lane (motor vehicles should not enter this lane unless it is unavoidable)
- Bus and cycle lane
- Tram and cycles only
- Directions on recommended route
- National Cycle Network (NCN) Route number
- National Cycle Network Regional Route number
- Cycle parking
- No motor vehicles (cycling permitted)
- No cycling



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The information shown on this map has been collated from a number of different sources by Transport for Greater Manchester and cannot be guaranteed to be fully correct.

Source: <https://tfgm.pindarcreative.co.uk/>

Public transport

Bus

- 3.6 The site is located 350m (just over a four to five -minute walk) from the bus stops on Great Ducie Street.
- 3.7 Travelling northeast from the site provides access to the Great Ducie Street bus route corridor. A pedestrian crossing is in place to the north of the Julia Street junction allowing access to northbound bus routes.
- 3.8 The Mega Warehouse site benefits from close proximity to bus stops located along the Great Ducie Street (A56) corridor, approximately 0.2 miles (300 metres) to the east. The journey can typically be completed within 4–5 minutes on foot, providing convenient access to local and regional bus services.

3.9 Route - 59, X 41 And X 43 - Via Sherborne Street and Mary Street

A route from the Great Ducie Street bus stop begins by heading west along Sherborne Street from the Strangeways bus stop. Pedestrians then turn left onto Mary Street and continue south towards the site. The Mega Warehouse is located at the southern end of Mary Street, adjacent to the River Irwell.

Figure 3.9.1 shows the walking distance from the Strangeways bus stop to the site.

While the figure 3.9.2 and table 3.9.2 provides a summary of the bus services using these stops taken from [TfGM timetables](#) at the time of preparing the report

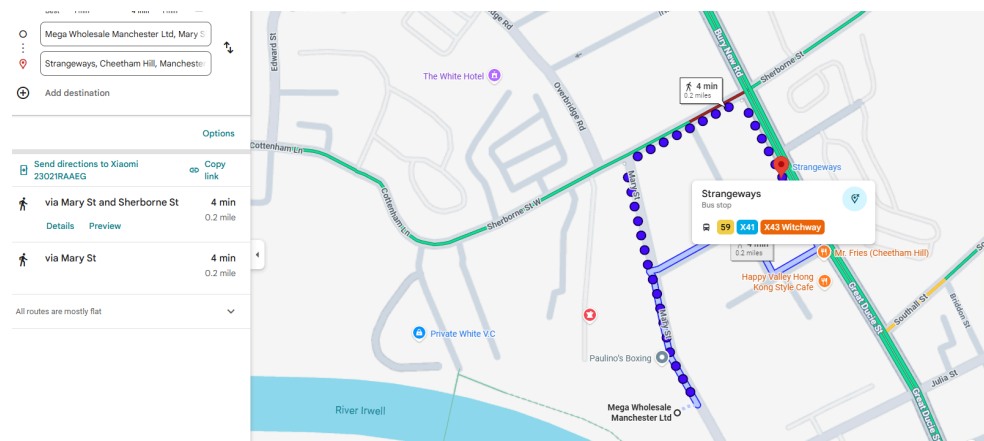


Figure 3.9.1



Figure 3.9.2

No.	Route	Weekday (Buses per hour/each way)			Weekend (Buses per hour/each way)	
		Peak	Day	Evening	Saturday	Sunday
59	Manchester – Oldham	5	5	2	6	3
X41	Manchester - Accrington	-	1	1	1	1
X43	Manchester – Nelson	3	3	2	3	2

TABLE 3.9.2

Train Stations

- 3.10 The proposed site is accessed from Mary Street, a local access road that runs in a north–south direction along the eastern boundary of the site. Mary Street provides direct connections to Thompson Street to the north and Julia Street to the south, both of which serve the surrounding industrial and commercial properties.
- 3.11 Mary Street runs along the eastern boundary of the proposed site and intersects with Julia Street approximately 58 metres to the south, forming a perpendicular junction.

Walking Accessibility – Manchester Victoria Station

- 3.12 The site benefits from strong pedestrian connectivity to Manchester Victoria Station, located approximately 0.3 miles (500 metres) to the south-east. The journey can be undertaken in approximately 5 minutes on foot, with two primary walking routes available.

- 3.13 **Route 1 – Via Mary Street and Trinity Way (Direct Route)**

The most direct route proceeds south along Mary Street from the site, continuing towards Julia Street and connecting to Trinity Way (A6042). From here, pedestrians can utilise signal-controlled crossings to safely navigate the junctions and continue east towards the station.

- 3.14 **Route 2 – Via Great Ducie Street (A56)**

An alternative route is available via Great Ducie Street (A56), accessed by travelling east from the site and joining the A56 corridor. Pedestrians can then proceed south along Great Ducie Street towards Trinity Way and onwards to the station.

Great Ducie Street (A56) is provided with footways of approximately 3.0 metres in width, offering a high-quality pedestrian environment with sufficient capacity for two-way pedestrian movement

Car Parkings

- 3.15 The proposed development will be served by car parking for 9 vehicles. The eastern side of the site has 5 car parkings, and 4 car parkings on the western side. In the vicinity of the northern side of the site, there is Kieran's car park along Sherborne street.



- 3.16 All of the roads in the vicinity of the site are subject to a 30mph speed limit.
- 3.17 TRO(traffic regulation orders) are in place in the vicinity of the site in the form of single yellow line controls and time limited parking bays. The parking bays are subject to two-hour controls with no return within two hours between 8am and 6pm (Monday to Friday) and 8am and 12.30pm (Saturday).
- 3.18 On single lines, parking is allowed outside of these times, and you may usually load/unload or pick up passengers on both, provided no loading restrictions apply.



Signage on south of Mary street

3.19 Parking bays on Mary Street

Free Parking Allowed here for 2 hours during following hours:

- Mon – Fri 8am – 6pm
- Sat 8am – 12.30pm



3.20 Julia Street Parking Bays:



Free Parking Allowed here for 2 hours during following hours:

- Mon – Fri 8am – 6pm
- Sat 8am 12.30pm

Free on street Parking

The following have free on street parking:

- Thompson Street
- Barker Street
- Sherborne Street

Access for those with disabilities

- 3.21 The proposed development will provide suitable access for people with disabilities and include Blue Badge parking for three cars. Access from the Blue Badge bays will be step-free along the walkway to the main reception

4 AIMS AND OBJECTIVES

- 4.1 Setting appropriate targets is essential to ensure these objectives are achieved. All targets are therefore designed in line with SMART principles, meaning they are Specific, Measurable, Achievable, Realistic, and Time-bound.
- 4.2 Two types of targets are identified within the Travel Plan. The first relates to **Aims**, which focus on overall travel patterns, such as modal share. The second relates to **Actions**, which are non-quantifiable and represent key steps or milestones in delivering the Travel Plan.
- 4.3 Progress will be monitored using a series of indicators, which are based on the results of ongoing monitoring activities. These indicators will help measure performance against targets and track overall progress, even where a specific target may not be directly defined.
- 4.4 The Travel Plan aims to establish clear and measurable transport outcomes that align with the overall goals of the proposed leisure facility. It has been developed around the following key objectives:
- To encourage sustainable travel to and from the Padel Active facility;
 - To support healthier lifestyles and contribute to a more sustainable and active local community within Manchester.
 - To reduce reliance on private cars, particularly single-occupancy vehicle trips associated with the site.

Travel surveys

- 4.5 Monitoring of the Travel Plan will be undertaken through regular travel surveys. As the proposed development is a new facility, travel patterns for staff are not yet established. To address this, baseline surveys will be carried out within six months of the site becoming operational.
- 4.6 These initial surveys will gather information from all staff travelling to the facility. A structured questionnaire will be used to collect key data, including:
- Employee profile information;
 - Home postcode;
 - Usual mode of travel to work;
 - Reasons for not choosing public transport or active travel options;
 - Suggestions and opportunities for improving sustainable travel.

- 4.7 Follow-up surveys will be conducted in later years to monitor progress and assess whether the Travel Plan is meeting its targets. These are proposed to take place in Years 1, 3, and 5 of the Travel Plan period.
- 4.8 Further details of the monitoring approach are provided in Chapter 6 of this report.

Aims – modal share targets

- 4.9 As travel patterns for the proposed development are not yet established, interim modal share targets have been set for the Padel Active facility. These targets are supported by relevant indicators and monitoring methods that will be used to assess progress over time.
- 4.10 At this stage, the targets are considered indicative due to the absence of baseline data. They will therefore be reviewed and updated following the completion of the first staff travel survey to ensure they remain realistic and reflective of actual travel behaviour.

Target Type	Baseline	Target	Indicator	Monitoring Method
% of trips made by single-occupancy car use	To be established through initial surveys	Reduction of 3 percentage points (pp) by Year 1, 4pp by Year 3, and 5pp by Year 5	Number of single-occupancy car trips	Staff travel surveys
% of trips made by car sharing	To be established through initial surveys	Increase of 2pp by Year 1, 2pp by Year 3, and 2pp by Year 5	Number of car-sharing trips	Staff travel surveys
% of trips made by non-car modes (walking, cycling, public transport)	To be established through initial surveys	Increase of 1pp by Year 1, 2pp by Year 3, and 3pp by Year 5	Number of walking trips, cycling trips, and public transport trips	Staff travel surveys

Table 4.1: Modal share targets

- 4.11 Following the baseline monitoring period, an assessment will be carried out to determine whether the identified targets are realistic and achievable, or whether there is scope for them to be made more ambitious. Where appropriate, the targets may then be adjusted in consultation with the local highway authority to ensure they continue to meet SMART principles.
- 4.12 In later years, ongoing monitoring results will be used to review progress against these targets. This process will also help identify areas where additional measures or initiatives could be introduced to further strengthen the effectiveness of the Travel Plan and support its overall objectives.

Actions – milestone targets

- 4.13 The implementation of measures at the development will be set out in an action plan and be reviewed annually following the results of monitoring to identify if further measures could be introduced to promote sustainable travel. Implementation of any new measures would be set out in the action plan with specific timescales as a milestone target.
- 4.14 The initial milestone target will be to ensure that all new staff receive a travel plan information pack, either electronically or otherwise.

5 MANAGEMENT AND MEASURES

The Travel Plan acts as a structured approach to delivering a range of measures that support the aims and objectives outlined in the previous section. For a Travel Plan to be effective and economically viable, the measures introduced must be both relevant to the development and practical to implement. This is achieved through a balanced strategy combining ‘hard’ measures (physical infrastructure improvements) and ‘soft’ measures (information, awareness, and behavioural change initiatives). In addition, management and policy measures are included to ensure the Travel Plan is properly delivered and maintained over time.

- 5.1 Overall responsibility for the Travel Plan will rest with the Padel Active management team, who will oversee its implementation, operation, and ongoing performance.
- 5.2 In line with Department for Transport (DfT) guidance, a designated individual must be responsible for leading the Travel Plan at all times. To meet this requirement, a Travel Plan Co-ordinator (TPC) will be appointed from within the site team prior to the facility becoming operational.
- 5.3 The Travel Plan Co-ordinator will take the lead role in delivering the Travel Plan and will work closely with the management team. They will be responsible for the day-to-day management of the plan and ensuring that all proposed measures are effectively implemented.

Management, People and Policies

The key responsibilities of the Travel Plan Co-ordinator will include:

- Acting as the main point of contact for staff, visitors, and the local authority;
- Communicating and engaging with staff and site users on travel-related matters;
- Overseeing the implementation of Travel Plan measures;
- Managing and coordinating all aspects of the Travel Plan;
- Maintaining and updating Travel Plan materials, including the website travel page and staff travel information packs.

Communication Strategy

- 5.4 The Communications Strategy is a vital component of the Travel Plan as it will be used to ensure that staff/site users are aware of the travel options available to them.
- 5.5 The site website will provide resources to assist site users/staff to make informed travel choices to the site, such as:
 - Links to [TfGM journey planning software](#)¹⁰
 - Links to [Google Play](#)¹¹ and [Apple Store](#)¹² Bee Network app
 - Links to [TfGM travel alerts and updates software](#)¹³

- Links to [TfGM walking and cycling route maps](#)¹⁴
- Links to [TfGM ticketing information](#)¹⁵
- Links to [TfGM active travel tips](#)¹⁶

5.6 The Travel Plan Co-ordinator will be responsible for ensuring that the webpage is maintained and kept up to date.

5.7 Table 5.1 shows the measures that will be used in the communications strategy.

Initiative	Description
Website	A dedicated travel page will be provided on the website.
Staff Travel Packs	A simple travel pack will be provided to all new staff starting at the site.

Table 5.1 Communications Initiatives

Software for journey Planning

Site users/staff will be encouraged to familiarise themselves with the following journey planning resources via the Communications Strategy:

- [TfGM journey planning software](#)¹⁷
- [Public transport maps](#)¹⁸
- [Active Travel route software](#)¹⁹
- [Walking and cycling route maps](#)²⁰
- Links to [Google Play](#)²¹ and [Apple Store](#)²² Bee Network app

Physical Infrastructure Measures

Car Sharing Initiatives

5.8 The Travel Plan Co-ordinator (TPC) will promote car sharing among staff and provide informal support to help coordinate arrangements. To strengthen this initiative, a contingency measure may be introduced, such as a small fund to ensure a guaranteed journey home for staff who are unable to return via their usual car-sharing arrangement due to unexpected circumstances.

5.9 **Cycle Parking Provision**

In the absence of specific cycle parking standards for this type of facility, 10 cycle parking spaces (equivalent to 5 Sheffield stands) are proposed. Based on peak usage (11 courts with up to 4 players each, totalling 44 users), and allowing for staff and turnover, this provision supports over 10% of trips being made by bicycle.

The cycle stands will be positioned close to the main entrance to enhance visibility and security. Adequate spacing will be provided to ensure accessibility, including for larger cycles such as cargo bikes and tricycles.

5.10 **Locker Facilities**

To encourage active travel, lockers will be installed within the clubhouse for staff to store personal items such as helmets and cycling gear. Additional lockers will also be located near the courts, beneath the canopies, for user convenience.

5.11 **Scooter Facilities (Future Provision)**

With the increasing use of scooters across the UK, provision for scooter parking will be considered as part of future site improvements. Non-motorised scooters can be accommodated within cycle parking areas. In anticipation of potential legalisation of private e-scooters, the TPC will explore secure storage solutions and may consider incentives, such as discount schemes or salary sacrifice options, to encourage uptake where appropriate.

Information and Awareness Measures

5.12 **Online Travel Information**

A dedicated travel section will be included on the Padel Active website, prioritising sustainable transport options. This will include:

- Information on walking and cycling, including cycle parking and locker facilities;
- Public transport details, including links to Transport for Greater Manchester (TfGM) and nearby bus stops;
- Guidance for those travelling by car.

5.13 **Promotional Campaigns and Events**

A coordinated programme of campaigns and events will be delivered alongside the wider marketing strategy. These initiatives will help raise awareness of Travel Plan measures and encourage a shift towards more sustainable travel behaviours.

6 MONITORING AND REVIEW

- 6.1 To establish the success of the travel plan, an effective monitoring and review process must be in place. Monitoring will ensure that there is compliance with the travel plan, assess the effectiveness of the measures and provide the opportunity for review.

Monitoring

- 6.2 It is proposed to monitor the Plan during the years of operation based on a Key Performance Indicator (KPI) basis. The Travel Plan Co-ordinator will monitor the following on an annual basis:
- Usage of the site car park.
 - Usage of the cycle parking area

6.3 Targets

Targets are set to measure the effectiveness of the Travel Plan for the proposed Padel Active facility at Mary Street, Manchester. These targets follow the SMART principles, ensuring they are Specific, Measurable, Achievable, Realistic, and Time-bound.

The Travel Plan includes two categories of targets: **Output Targets** and **Outcome Targets**. Output Targets relate to actions that must be delivered within a defined timeframe, whereas Outcome Targets are measurable and assess the impact of these actions, typically informed by monitoring data such as annual KPI reviews.

The following Output Targets have been established for the Padel Active development:

- Appointment of a Travel Plan Co-ordinator (TPC) prior to or upon first occupation of the facility;
- Preparation and distribution of travel information via the Padel Active website and staff travel packs at the point of opening;
- Completion of an annual KPI review to monitor travel patterns and site performance.

The primary Outcome Target is the successful completion and assessment of the annual KPI review, which will evaluate how effectively sustainable travel measures are being adopted at the site.

Should the KPI review identify inefficiencies in the use of car or cycle parking provision, appropriate mitigation measures will be considered. These may include:

- Increasing the number or quality of cycle parking facilities to encourage active travel;
- Enhancing the promotion of car sharing among staff and visitors to reduce single-occupancy vehicle trips.

These targets will ensure that the Travel Plan remains responsive and adaptable, supporting sustainable transport objectives for the Padel Active Manchester facility.

Review and report

The Travel Plan Co-ordinator (TPC) will review the Travel Plan after each monitoring stage to see how well it is working and whether any changes are needed. This review helps identify what is effective and what could be improved.

As part of the review, the following will be considered:

- The balance between car use and more sustainable travel options;
- Feedback provided by staff.

To understand how successful the plan has been, a few key questions will be asked:

- Which areas have the most potential for improvement?
- Were the measures introduced on time?
- How much are the different initiatives being used?
- What were the costs of putting them in place?
- Is the review process itself working properly?

The travel data collected during each monitoring period will then be compared with the original targets set for the site. If needed, these targets may be adjusted to keep them realistic and achievable.

The effectiveness of each measure will also be reviewed to see how much it contributes to the overall goals of the Travel Plan. Measures that are not working well may be removed, and new ones may be introduced.

Finally, the TPC will prepare a progress report outlining the monitoring results, the success of the measures, and an action plan for the next stage. This report will be shared with the local authority to support wider transport planning.

7 ACTION PLAN

7.1 The measures and initiatives summarised earlier will be implemented in order to target specific objectives of the travel plan within particular timescales. These have been included with the action plan, as set out in the table below.

Initiative	Description	Timescale	Responsibility
Travel Plan Co-ordinator	A Travel Plan Co-ordinator (TPC) will be appointed to manage, implement and monitor the Travel Plan for the Padel Active facility	Prior to first occupation	Applicant
Website Travel Information	A dedicated section of the Padel Active website will be created to provide information on sustainable travel options to and from the site (including walking, cycling and public transport)	Prior to first occupation	Travel Plan Co-ordinator
	The travel information webpage will be reviewed and updated on a regular basis	Ongoing	Travel Plan Co-ordinator
Staff Travel Information Pack	A comprehensive Travel Information Pack will be prepared	Prior to first occupation	Travel Plan Co-ordinator
	Travel Information Packs will be issued to all new employees as part of the staff induction process	Ongoing	Travel Plan Co-ordinator
Active Travel Promotion	Information on pedestrian and cycle routes serving the site will be actively promoted to staff and visitors through digital communications and on-site materials	Prior to first occupation	Travel Plan Co-ordinator
	Walking and cycling route information will be reviewed at six-month intervals and any changes will be communicated accordingly	Ongoing	Travel Plan Co-ordinator
Cycle Parking Provision	Secure and conveniently located cycle parking facilities will be provided on-site in accordance with local planning standards	Prior to first occupation	Applicant
Cycle Training and Support	Information relating to local cycle training initiatives (including those offered by TfGM) will be made available to staff and users	Prior to first occupation / Ongoing	Travel Plan Co-ordinator
Cycle Maintenance Facilities	Basic cycle maintenance equipment (e.g. repair kits) will be provided on-site for use by staff and visitors	Prior to first occupation	Travel Plan Co-ordinator
	The condition and availability of cycle repair equipment will be monitored and maintained as required	Ongoing	Travel Plan Co-ordinator

Public Transport Information	Up-to-date information on local bus, tram and rail services connecting to the site will be provided through digital platforms and staff communications	Prior to first occupation	Travel Plan Co-ordinator
	Public transport services and accessibility will be reviewed every six months, with updates communicated to staff and users	Ongoing	Travel Plan Co-ordinator
Car Sharing and Sustainable Travel	Measures to encourage car sharing among staff and visitors will be promoted, including signposting to relevant car share platforms	Prior to first occupation / Ongoing	Travel Plan Co-ordinator