

Proposed Residential Development Lisdaran, Cavan, Co. Cavan

Outline Mobility Management Plan

17th October 2025



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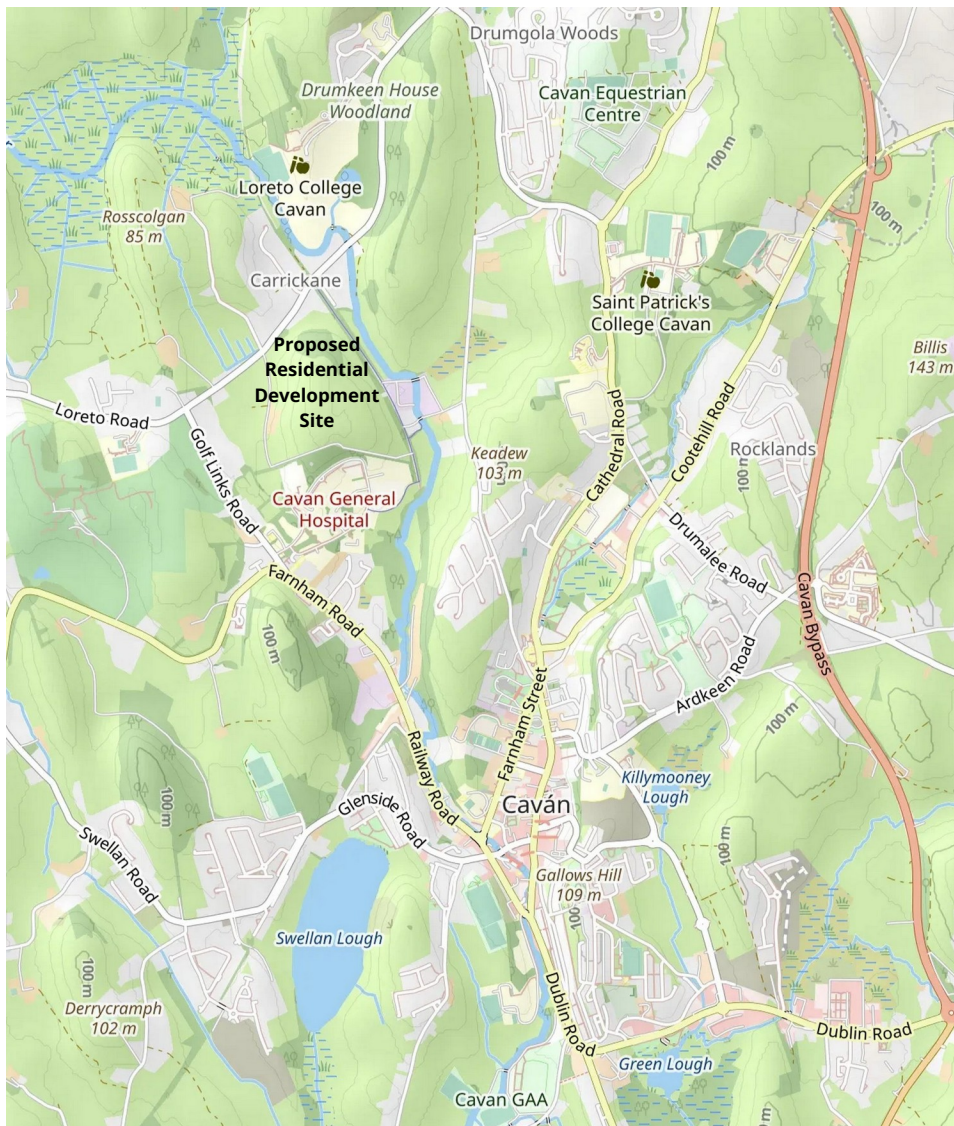
1 Introduction

1.1 This Outline Mobility Management Plan

1.1.1 The background to this Outline Mobility Management Plan

This Outline Mobility Management Plan has been developed as part of planning documentation for a proposed residential development at Lisdaran, Cavan, Co. Cavan. The proposed development comprises 109 residential units and a two-storey crèche, and will be accessed off the south-eastern side of the L1513 Loreto Road, approximately 350m to the east of the existing Golf Links Road/Loreto Road mini-roundabout junction.

Figure 1.1: Proposed Residential Development Site Location at Lisdaran, Cavan, Co. Cavan



Base-mapping © OpenStreetMap contributors

1.1.2 What is a Mobility Management Plan?

A Mobility Management Plan is a package of measures resulting from a collaborative process in which organisations and individuals can work together to reduce the negative impact which their travel and transportation related activities have on the environment. This is achieved by promoting the use of the most appropriate mode of transport for each journey. Mobility Management Plans are not 'anti-car', but typically result in reduced car-dependency. The concept originated in the USA during the 1980s and has become established business practice. Put simply, a Mobility Management Plan is the start of a new and better way of living and working.

1.1.3 What policies inform the development of a Mobility Management Plan?

Local policies related to Mobility Management Plans are covered within Section 7.5 of the '*Cavan County Development Plan 2022-2028*'¹, objective MMP01 of which, requires '*Mobility Management Plans for proposed, existing and established trip intensive developments, to be submitted with applications*'.

At a national level, the National Transport Authority (NTA) document '*Achieving Effective Workplace Travel Plans: Guidance for Local Authorities*'², seeks to implement policies such as the '*National Sustainable Mobility Policy*'³ which has the target of '*a 10% reduction in kilometres driven by fossil fuelled cars by 2030*'. The National Climate Action Plan⁴ seeks to achieve a '*51% reduction in overall greenhouse gas emissions by 2030 and setting us on a path to reach net-zero emissions by no later than 2050, as committed to in the Programme for Government and set out in the Climate Act 2021*'.

1.1.4 Who has developed the Outline Mobility Management Plan?

This Outline Mobility Management Plan has been developed by Traffic Transport and Road Safety Associates Ltd. (TTRSA), a specialist traffic and transport consultancy, who have worked in collaboration Lisdaran Developments Ltd. including its design team and agents.

It is intended that this Outline Mobility Management Plan will cover all aspects of the proposed residential development, including: those living and working within, and visiting the proposed residential development. Because these people are not yet in place, the Outline Mobility Management Plan has been prepared as a strategic framework document, intended to be developed further based on the outcome of travel surveys to be conducted following the occupation of the proposed development.

1 <https://www.cavancoco.ie/file-library/planning/development-plans/development-plan-2022-2028/>

2 <https://www.nationaltransport.ie/wp-content/uploads/2012/03/Achieving-Effective-Workplace-Travel-Plans-Guidance-for-Local-Authorities11.pdf>

3 <https://assets.gov.ie/220939/15aab892-f189-4ab6-8448-0c886176faac.pdf>

4 <https://www.gov.ie/en/campaigns/2f87c-climate-action-plan-2021/>

1.1.5 What are the main benefits resulting from a Mobility Management Plan?

The main benefits resulting from implementing of a Mobility Management Plan typically include:

- Helping to minimise potential parking and accessibility related issues;
- Reducing car use on the local highway network, for example, improving air quality;
- Promoting active access, for example by walking and cycling which helps people establish and maintain a healthy lifestyle;
- Promoting other sustainable access, for example by public transport; and,
- Contributing towards addressing the challenges associated with climate change.

1.1.6 The structure of this Outline Mobility Management Plan

This Outline Mobility Management Plan comprises a number of sections as follows:

- Section 2 outlines the roles and responsibilities for the management and implementation of the Outline Mobility Management Plan;
- Section 3 reviews travel related data from national Census and existing sustainable transport provision in the vicinity of the site;
- Section 4 sets out the objectives of the Outline Mobility Management Plan and provides indicative targets and indicators to guide the successful implementation of the Outline Mobility Management Plan;
- Section 5 details the initial range of Outline Mobility Management Plan (Action Plan) measures that are intended to be implemented; and,
- Section 6 provides a framework for monitoring and evaluation of the Outline Mobility Management Plan.

2 Roles and Responsibilities

2.1 Responsibility and Commitment to Delivery

The organisation with overall responsibility for delivery of this Outline Mobility Management Plan will be Lisdaran Developments Ltd. who will work collaboratively with: residents; the crèche facility; and visitors to the proposed residential development, to deliver this Outline Mobility Management Plan through a Mobility Management Plan Working Group consisting of the following team:

- An identified Mobility Management Plan Co-ordinator (within Lisdaran Developments Ltd.);
- A representative of the crèche;
- Representatives of the residents on site; and,
- A representative of Cavan County Council.

2.2 The Role of the Mobility Management Plan Co-ordinator

Lisdaran Developments Ltd. will nominate an identified Mobility Management Plan Co-ordinator⁵. The Mobility Management Plan Co-ordinator role is not a full-time position, but the Mobility Management Plan Co-ordinator should receive appropriate training, support and resources to enable successful delivery of this Outline Mobility Management Plan. The role of the Mobility Management Plan Co-ordinator will include the following:

- Day-to-day management of the Outline Mobility Management Plan;
- Taking responsibility for implementation of the Outline Mobility Management Plan measures, including regular dissemination of travel related information;
- Liaising with Cavan County Council and transport operators/providers such as TFI Local Link Cavan Monaghan;
- Ensuring that traffic and transportation implications are considered within decision making related to the operation, maintenance and management of the proposed residential development;
- Acting as the focal point for the Mobility Management Plan Working Group; and,
- Coordinating Outline Mobility Management Plan monitoring and evaluation (with third party support as necessary), including undertaking related traffic and travel surveys.

⁵ Prior to Phase 1 of the proposed residential development being fully occupied, Lisdaran Developments Ltd. will provide the contact details of the Mobility Management Plan Co-ordinator to Cavan County Council.

2.3 The Role of the Mobility Management Plan Working Group

Before full occupation of Phase 1 of the proposed residential development, the Mobility Management Plan Co-ordinator will establish a Mobility Management Plan Working Group (comprising those listed within Section 2.1). Lisdaran Developments Ltd. will work with the Mobility Management Plan Working Group to define its remit and operating procedures, but the principal role of the Working Group will be to support the implementation of the Mobility Management Plan. The Mobility Management Plan Working Group should meet as often as required, but not less than once every six months.

3 Travel Data and Existing Sustainable Transport Provision

3.1 Background to available travel data

As this Outline Mobility Management Plan has being development prior to the construction of the proposed residential development, and therefore in the absence of travel surveys, 2016 Census commuting data⁶ and 2022 Census Population Data⁷ prepared by the Central Statistics Office (CSO) provides useful baseline information on car ownership and commuting patterns to inform the development of this Outline Mobility Management Plan.

3.1.1 Car ownership

The proposed residential development is located in Census small area A027024015⁸, comprising Lis-daran, Drumelis and Carrickane. In 2022, 95% of households within this area owned a car, with 62% of households owning two or more cars. The average number of cars owned per household was 1.8.

3.1.2 Main mode of travel to school and work for Census small area A027024015

Table 3.1 shows the main mode of travel stated within the 2022 Census by those living within the aforementioned Census small area. The data shows that travel within the area is currently car dominated.

Table 3.1: Main mode of travel for journeys to school and work in the 2022 Census small area (A027024015) which includes the area of the proposed residential development

Journey to/from	Walk	Bicycle	Public Transport	Car (alone)⁹	Car share¹⁰
School	14%	0%	5%	3%	78%
Work	6%	2%	4%	83%	5%

Data rounded to whole percentages

3.1.3 Journey time for travel to school and work for those living within Census small area A027024015

A journey time of 'under 15 minutes' was reported by 59% of respondents living within Census small area A027024015 in the 2022 Census. Based on the information provided within the 2022 Census the average journey time for travel to school and work by those living within this area is likely to be under 20 minutes.

6 https://www.cso.ie/en/media/csoie/census/census2016/powscar/Commuting_data.zip

7 <https://www.cso.ie/en/statistics/population/censusofpopulation2022/>

8 <https://visual.cso.ie/?body=entity/ima/cop/2022&boundary=C04172V04943&guid=4c07d11e-025c-851d-e053-ca3ca8c0ca7f>

9 Car Driver

10 Car Passenger

3.1.4 Residential locations for those working within the Census Cavan Rural ED

The CSO did not release commuting location data as part of its dissemination of 2022 Census data. Census 2016 workplace locations at electoral district (ED) level, for those living within the Cavan Rural ED of which the proposed development is part, are shown in Table 3.2.

Table 3.2: Workplace locations of residential living within the 2016 Census Cavan Rural ED (as a percentage of total residents)

Workplace Location	Percentage of Total Employees
Cavan Town & Environs	74%
Butlersbridge	4%
Cootehill	2%
Ballyjamesduff	2%
Dublin	2%
Co. Meath	2%
Virginia	1%
Bailieborough	1%
Belturbet	1%
Elsewhere in County Cavan	8%
Elsewhere	3%

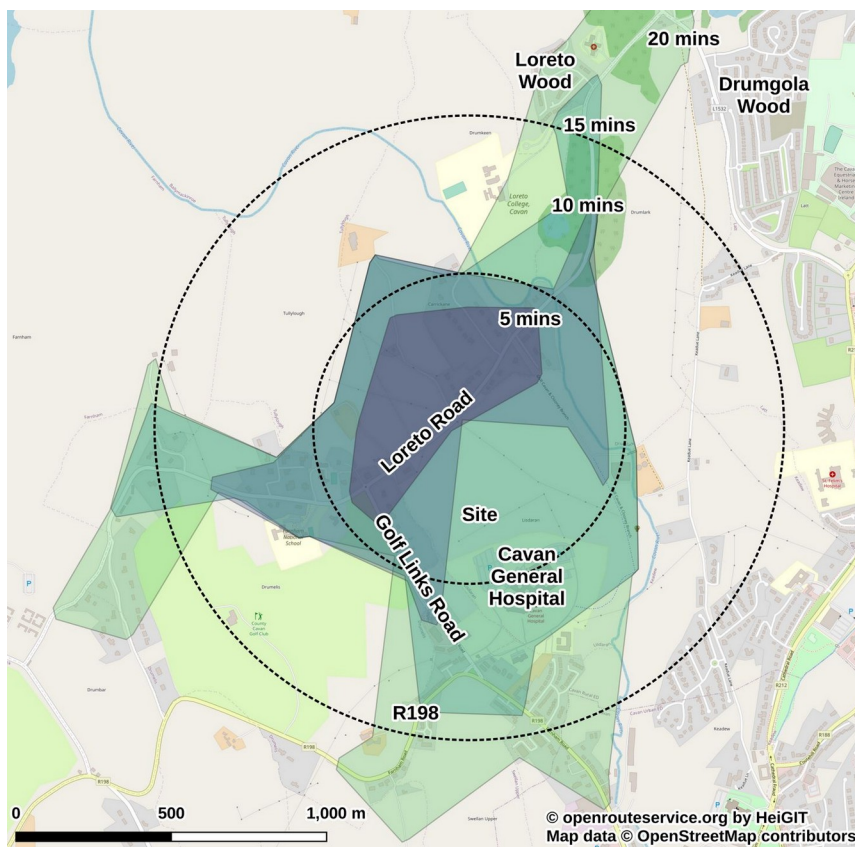
Data rounded to whole percentages

3.2 Existing sustainable transport provision

3.2.1 Walking accessibility

Figure 3.1 depicts the existing walking distance/time from the proposed residential development access onto the L1513 Loreto Road to the immediately surrounding area. Whilst additional footpaths have recently been provided on the L1513 Loreto Road by Cavan County Council, and further footpaths are being proposed as part of the proposed residential development, pedestrian access through the grounds of the Cavan General Hospital would enhance pedestrian permeability. This potential access route is further covered within Section 5.2.2.

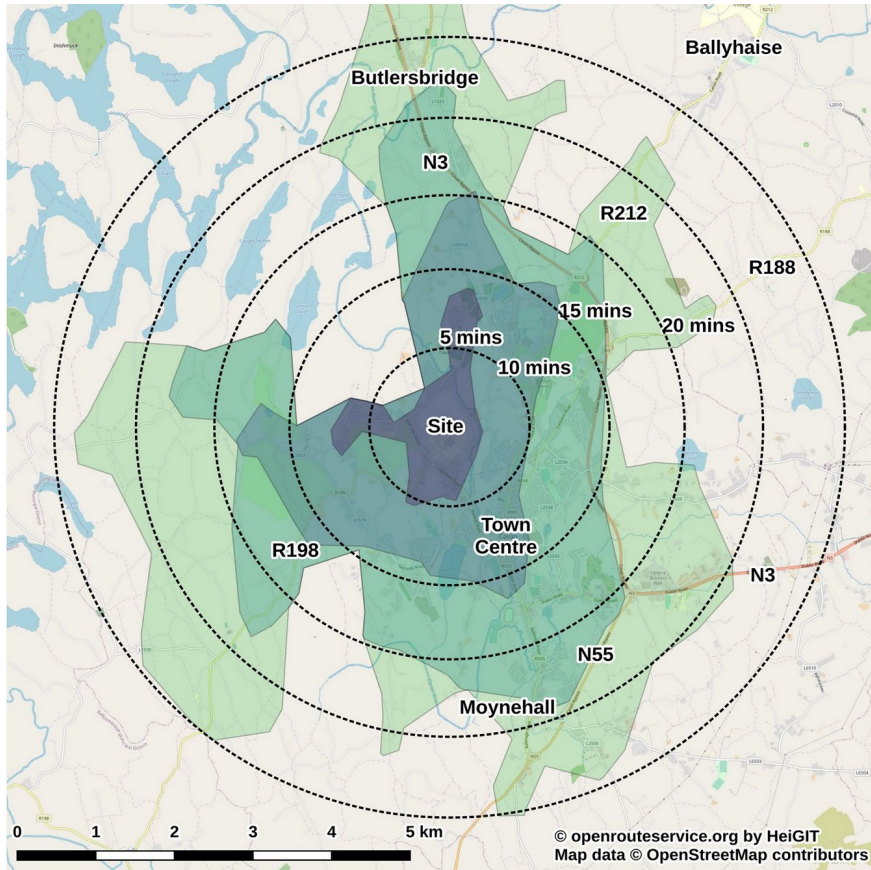
Figure 3.1: Walking Isochrones from the proposed residential development site access on Loreto Road



3.2.2 Cycling accessibility

Figure 3.2 depicts the cycling distance/time from the proposed residential development site access on L1513 Loreto Road to local areas within and beyond Cavan Town. It shows that most of the town and its immediate hinterland are within 20 minutes cycling time of the proposed residential development. The completion of the Cavan Urban Greenway on the eastern boundary of the proposed development site will assist in reducing cycling times to and from the direction of Cavan Town centre.

Figure 3.2: Cycling Isochrones from the proposed residential development site access on Loreto Road



3.2.3 Public transport accessibility

The L1513 Loreto Road is not currently served by scheduled public transport services with the exception of school buses serving Loreto College. The Cavan General Hospital site is served by the Local Link routes C2 and C3 which operate in part as town bus services. Route C2 links the hospital to Swel-lan, Cavan Town Centre, the Bus Station, Moynehall and Ballinagh, and route C3 links the hospital to the Farnham Estate, the Bus Station, Cavan Institute, Breifne College and Ballyhaise. The provision of pedestrian access between the proposed development and Cavan General Hospital would result in walking distance of approximately 200m from Phase 2 of the proposed residential development to access these bus services.

4 Objectives, Targets and Indicators

4.1 Objectives

The main objective of this Outline Mobility Management Plan is to *'Implement all necessary measures to provide and promote active and sustainable travel options, and reduce car dependency for those living in and working within the proposed development'*.

The secondary objective of this Outline Mobility Management Plan is focused on ensuring that individuals make informed travel choices by *"Promoting walking, cycling and public transport as the primary modes of travel to the proposed development"*.

4.2 Outcome based indicators and targets

4.2.1 Being SMART

The difficulty in setting relevant indicators and targets has been recognised for decades. However, it is generally accepted that if indicators meet certain criteria then they are more effective at guiding a team or organisation towards their ultimate goal. The criteria are given the acronym 'SMART', which can have several interpretations. For the purposes of setting the indicators and targets within this Outline Mobility Management Plan, the traditional interpretation developed by Doran¹¹ has been applied.

- **Specific** – target a specific area for improvement.
- **Measurable** – quantify or at least suggest an indicator of progress.
- **Assignable** – specify who will do it.
- **Realistic** – state what results can realistically be achieved, given available resources.
- **Time-related** – specify when the result(s) can be achieved.

4.2.2 Being focused on outcomes

Being SMART is not enough. In the past, targets related to SMART indicators were often written in the form, for example, *'for a developer to install one hundred bicycle stands within the development prior to the completion of construction'*. Whilst this meets the requirements of being SMART, the provision of a certain number of bicycle stands by a certain date or point in time by a specific entity, this does not necessarily result in an increase in the number of people living within the proposed development cycling regularly, or an increase in the number of cycling journeys being made to and from the development by those living and working within it.

The starting point for selecting outcome-based indicators and targets is understanding the desired outcome itself. For example: a more sustainable mix of travel modes being used to access the pro-

11 Doran, G. T. (1981). "There's a S.M.A.R.T. way to write management's goals and objectives". Management Review (AMA FORUM) 70 (11): 35–36

posed development; an increased level of active travel by those living and working within the proposed development; or, an overall reduction in the number of car parking spaces required within the proposed development, allowing space to be reallocated to other uses over time.

4.3 Primary indicator and targets

4.3.1 Modal split

The primary outcome-based indicator in terms of the effective delivery of this Outline Mobility Management Plan will be the modal split of access to the proposed development, expressed as a target percentage by main mode of travel. Table 4.1 shows indicative modal split targets based on: the 2022 Census; an opening year (completion of phase 1) of 2027; a full completion year (all phases) of 2029; and future target years of 2031 and 2033. The targets focus on increased walking, cycling and public transport use, which are consistent both with: the location of the proposed development; the proximity to primary and secondary education facilities; and, the percentage of residential likely to be working within Cavan Town. Public transport by its nature is multimodal in that access on foot or by bicycle will be encouraged, including to and from the bus station.

Table 4.1: Indicative Modal Split Targets for the proposed residential development site location at Lisdaran,

Year	Walk	Bicycle	Public Transport	Car (alone)	Car share¹²
<i>2022 Census¹³</i>	9%	1%	4%	51%	34%
2027 Target	12%	2%	5%	50%	31%
2029 Target	15%	4%	6%	47%	28%
2031 Target	18%	5%	7%	44%	26%
2033 Target	21%	6%	8%	41%	24%

Data rounded to whole percentages

¹² Including for example parents giving their children lifts to school or GAA as well as shared journeys to work

¹³ Combined modal split for travel to school and work

4.4 Secondary indicators and targets

Secondary indicators are useful in assessing trajectories towards the primary indicator where additional data can be collected without incurring significant time or cost penalties that could impact on delivery of a Mobility Management Plan. Some suggested indicators are listed below. These can be developed further by the Mobility Management Plan Co-ordinator and the Mobility Management Plan Working Group once baseline information is available.

- The number of cars entering the site – with an aim of reducing the number over time;
- The occupancy of cars entering the site – with an aim of increasing the number over time;
- The number of cars owned by those living on the site – with an aim of reducing the number over time;
- The percentage occupancy, duration of stay and turnover of car parking spaces at the crèche;
- The number of pedestrians and cyclists accessing the site; and,
- The usage of any car-club vehicles based at the site.

It is likely that due to its scale, the proposed residential development will impact on the Small Area statistics within future Censuses. This may facilitate the creation of additional indicators and targets based on publicly available census output.

5 Actions and Measures

5.1 The Action Plan

The actions and measures included in this Outline Mobility Management Plan have been developed as a package (Action Plan) to specifically deliver the overall objective of the Mobility Management Plan, as stated in Section 4.1. Many of the measures contained within this Outline Mobility Management Plan are designed to promote rather than force behavioural change. The measures contained within Section 5 are illustrated diagrammatically, with timescales for implementation, in Appendix 1.

5.1.1 The role of the action plan

The main roles of the Action Plan are: to provide focus to the delivery of the Outline Mobility Management Plan for the proposed residential development to achieve the objectives detailed in Section 4.1; to ensure that maximum benefit is derived from the investment in Mobility Management Plan related measures; and, to ensure that the end-users of the proposed residential development are provided with travel choices including the optimal modes for their individual journeys, for example, facilitating journeys on foot, by bicycle and by public transport.

5.1.2 Amendments to the action plan

As the Outline Mobility Management Plan has been prepared in advance of construction of the proposed residential development, it is intended that the Action Plan will be further developed and updated by the Mobility Management Plan Working Group based on the initial travel surveys to be conducted following construction and occupation. Thereafter, the Outline Mobility Management Plan will be developed into a full Mobility Management Plan and continue to be a 'live' document which is updated annually. Inability to deliver a specific measure to the timescale indicated, should not in itself be considered to be a failure of this Action Plan or the travel planning process as a whole, particularly if progress is still being made towards the targets set within Section 4.3. Conversely, if measures are not being delivered as intended and targets are likely to be missed, the priorities and timescales within this Action Plan should be altered by the Mobility Management Plan Working Group as part of the monitoring and evaluation process detailed in Section 6.

5.1.3 The role of communication in delivery of the action plan

Communication and openness is critical to the successful implementation of this Action Plan. The measures contained within the Action Plan may challenge the pre-conceptions of those living, working at and visiting the proposed residential development in terms of their travel choices and entitlements. Due to the size and nature of the proposed residential development, communication will need to be managed through a number of channels including direct communication through paper-based and electronic newsletters, and interactive social media, the latter being harnessed for more regular two-way communications and marketing.

5.2 Measures to encourage and promote walking

5.2.1 On-site walking routes and access

A network of accessible walking routes is to be provided within the proposed residential development including a mix of roadside and amenity routes, connectivity also being provided by the latter to the Cavan Urban Greenway. The walking routes within the proposed residential development will be lit and maintained, and a process for reporting and addressing defects will be established by the Mobility Management Plan Coordinator.

5.2.2 Footpath link to Cavan General Hospital

Prior to the development of Phase 2 of the proposed residential development, Lisdaran Developments Ltd. and the Mobility Management Plan Co-ordinator will liaise with the Health Service Executive (HSE) and management of Cavan General Hospital with a view to securing and providing a footpath link between the proposed residential development and Cavan General Hospital through the [adjacent] hospital grounds.

5.2.3 Promotion of walking

The proximity of local services and wider connections, makes the locality of the proposed residential development ideal for promoting walking as a mode of transport, particularly to local schools and for residents working at Cavan General Hospital. The Mobility Management Plan Co-ordinator will arrange and promote walking activities for participation of those living and working within the proposed residential development such as: organised lunchtime or weekend (group) walks; activities such as the Irish Heart Foundation's 'Move More Walking Challenge'¹⁴; and, the (Cavan Town) 'Con Smith Parkrun'¹⁵. Promotion will be included within the dissemination of information particularly through the use of social media.



www.getirelandactive.ie

5.3 Measures to encourage and promote cycling

5.3.1 Cycle routes

As part of the proposed residential development it is intended to complete an off-road cycle route between the site access junction off the L1513 Loreto Road and the crèche of the proposed residential development. It is also proposed to provide direct connections onto the Cavan Urban Greenway which will align the eastern boundary of the proposed residential development.

¹⁴ <https://irishheart.ie/your-health/our-health-programmes/healthy-communities/slaite/move-more-walking-challenge/>

¹⁵ <https://www.parkrun.ie/consmith/>

5.4 Measures to encourage and promote the use of public transport

5.4.1 Providing public transport connectivity

Two options exist for improving providing public transport connectivity to the proposed residential development, firstly providing access between the development and bus stops on foot as covered in Sections 3.2.3 and 5.2.2, and secondly direct service provision. The form of the proposed development would allow bus access and circulation. Following completion of Phases 2 and 3 of the proposed development the Mobility Management Plan Co-ordinator will liaise with TFI Local Link Cavan Monaghan to investigate the potential of extending existing bus services.

5.4.2 Promotion of public transport related measures

The Mobility Management Plan Co-ordinator will promote public transport by providing route maps and timetables to new residents of the proposed development. The Mobility Management Plan Co-ordinator will also publicise TFI Apps that increase the convenience and ease of bus travel, for example the TFI Live app¹⁸ which allows passengers to access live real time departure and journey planning information across the TFI network; and, TFI Go app¹⁹ which allows the purchase of tickets for Local Link bus services directly by smartphone, also saving money compared to cash fares. Using the app, the purchased ticket is activated before a journey and is shown to the driver upon boarding the bus. In addition to the direct provision of information to residents, public transport information will be communicated through social media, for example in relation to short term public transport service changes, delays and/or promotions.



5.5 Measures to reduce individual car use

5.5.1 Car club

Publications by the NTA reference research which indicates that over ten private cars can be removed for each car club vehicle as users' dispose of their cars, and that a further 22 private cars are not purchased for each car club vehicle, because members would not buy a car as a result of their need for a car being satisfied by car club membership. The nearest car club facility available to residents of the proposed development is currently located at the Cavan Retail Park on Dublin Road. The Mobility Management Plan Coordinator will assess the potential demand for car club provision from residents within the proposed residential development and the immediately surrounding area including for example Cavan General Hospital, and engage as appropriate with car club providers such as GoCar²⁰ to facilitate providing car club parking spaces within the proposed residential development or local area. Typically a number of grouped or visitor car parking spaces would be dedicated to car club use, providing access by the hour and/or day to cars and small vans.

¹⁸ <https://www.transportforireland.ie/available-apps/tfi-live/>

¹⁹ <https://www.transportforireland.ie/tfi-go-app/>

²⁰ <https://www.gocar.ie/>

6 Monitoring and Evaluation

6.1 Monitoring

Monitoring of the implementation of this Outline Mobility Management Plan (and successor Full Mobility Management Plan) will be a key role of the Mobility Management Plan Coordinator.

The primary form of monitoring will be through conducting travel surveys of those living and working within the proposed residential development. These travel surveys will be carried out annually during the same month each year, and will be focused on travel behaviour and the monitoring of action plan related measures. These surveys will also be used to monitor the uptake of Mobility Management Plan measures.

An annual monitoring report, including current trajectories towards established targets, will be prepared and submitted to Cavan County Council within three months of completion of the travel surveys.

6.2 Evaluation

This Outline Mobility Management Plan will be reviewed annually (until the full occupation of the proposed residential development) by the aforementioned Mobility Management Plan Working Group, taking full account of the results of the travel surveys and the trajectories toward established targets.

The review of the Outline Mobility Management Plan may involve:

- Changing priorities within the implementation of the Action Plan based on progress and experience to ensure that the Mobility Management Plan modal split targets are achieved;
- The setting of increasingly challenging targets if the proposed targets are achieved ahead of schedule; and,
- The introduction of additional activities and/or measures to the Action Plan through the following of national best practice or local innovation.

If the trajectories towards established targets suggest that the targets will not be met, the Mobility Management Plan Working Group should, as appropriate, recommend the level of annual budget increase required to meet the targets in the following year, for example to fund the implementation of additional Action Plan measures.

The findings of this Outline Mobility Management Plan review will be disseminated to those living and working within the proposed residential development, and to Cavan County Council, within three months of completion of the review.

Appendix 1 – Indicative Outline Action Plan

Action / Mode	Measure	Infrastructure	Management	Promotion	Individual / Organisation(s)	2027	2028	2029	2031	2033 Onwards
Overarching Coordination	Establish the MMP Working Group and define its remit and operating procedures				MMP Coordinator					
	Monitoring and evaluation including travel surveys				MMP Coordinator					
Walking	Ensure appropriate footpath provision for the development (as per any associated grant of planning)				Lisdaran Developments Ltd.					
	Liaison between relevant parties with a view to securing and providing a link between the development and Cavan General Hospital				Lisdaran Developments Ltd. / MMP Coordinator / HSE					
	Promote organised walking activities				MMP Coordinator					
Cycling	Ensure appropriate cycle track provision for the development (as per any associated grant of planning)				Lisdaran Developments Ltd.					
	Provide secure covered cycle parking facilities on-site				Lisdaran Developments Ltd.					
	Assess the level of demand for, and provide, annual courses on safe cycling and bicycle maintenance				MMP Coordinator					
	Establish and support a Bicycle User Group (BUG)				MMP Coordinator					
	Promote cycling events during National Bike Week				MMP Coordinator					
Public Transport	As per the 'Walking' section above, providing a footpath link between the development and Cavan General Hospital to facilitate access to existing bus stops and services				Lisdaran Developments Ltd. / MMP Coordinator / HSE					
	Liaise with TFI Local Link to investigate the potential of extending existing bus services into the development				MMP Coordinator / TFI Local Link					
Reducing Car Dependency	Assess the potential demand for car club provision and engage as appropriate with car club providers				MMP Coordinator					
Communication	Regular communication with those living and working within the proposed development to promote, and ensure the implementation of this MMP and Action Plan				MMP Coordinator					

HSE - Health Service Executive
MMP - Mobility Management Plan