

Lough Boora Discovery Park Enhancement MRTT-20

Bord na Móna
LoughBoora
DISCOVERY PARK

[Plan your visit](#) [Things to do](#) [Sculpture](#) [Nature](#) [Book a Tour](#) [Gallery](#) 

The Planning & Development of a Velo Rail at Lough Boora Discovery Park



Overview

- The Development of a unique Velo Rail Route.
- On industrial rail beds formerly used in the transportation of peat pre transition.
- Constructed using the same methods and skill sets previously deployed in rail infrastructure.
- Utilising machinery made redundant following transition.
- Constructed by Bord na Mona employees transitioning from previous employment associated with peat extraction and peat transportation.
- To be operated by locally employed seasonal staff.
- For the enjoyment of all across the region.
- Facilitating access to a rehabilitated landscape abundant in Biodiversity.

Velo Rail Explained

- A development that has become popular in France is the *velo-rail* or *cyclo-rail*.
- The concept of the velo-rail is that it is a cart ('draisine') on rails.
- A cyclo-draisine is equipped with pedals and chains of transmission like a bicycle. It has space for two drivers on saddles operating pedals and two passengers on seats who do not pedal. This makes the machine accessible to all.
- There are two types of draisine operated in France: 144 cm standard track, and 60 cm track. The transmission is made by chains, the propulsion is made with two independent wheels. There are two brakes located on the front wheels.
- Typically a draisine measures 1m 80 cm long and 1m 90 cm wide. Its total height is 1 m 13 cm. It weighs 102 kg.
- The Lough Boora Velo cars will be specifically designed to suit Bord na Mona narrow gauge rail line which is 91.44cm wide.

Velo Rail Images



Bord na Mona Designed & Constructed Rail Layer



Velo Rail Experience

- Velo Car looped route with viewing bays, passing bays, picnic areas and terminus.
- Traversing a wetland area of Lough Boora not normally accessible.
- In close proximity to a wide range of aquatic wildlife and biodiversity.
- Creating opportunities for photography, education, exercise and general wellbeing.
- Adjacent to an internationally recognised outdoor Sculpture Park.
- Presenting an opportunity for patrons to experience travelling on what in time will be one of the last remaining Bord na Mona narrow gauge rail lines.

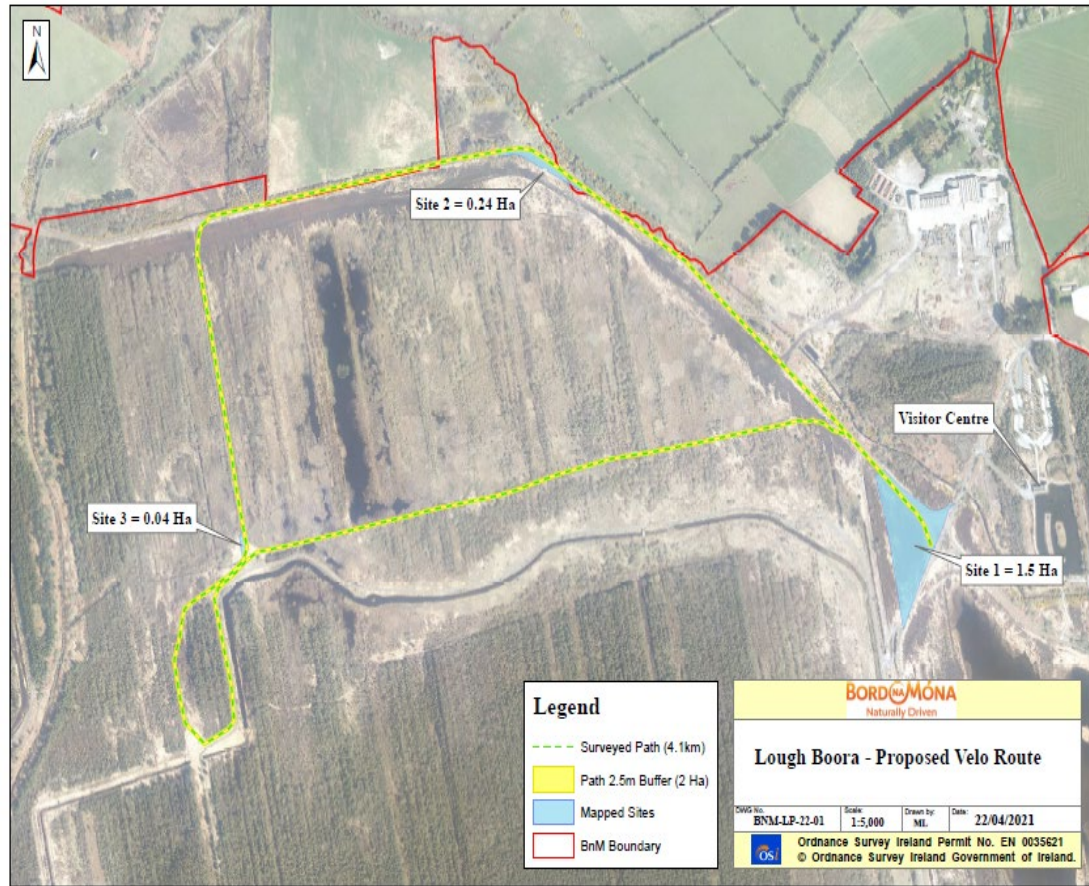
Velo Rail Experience Images



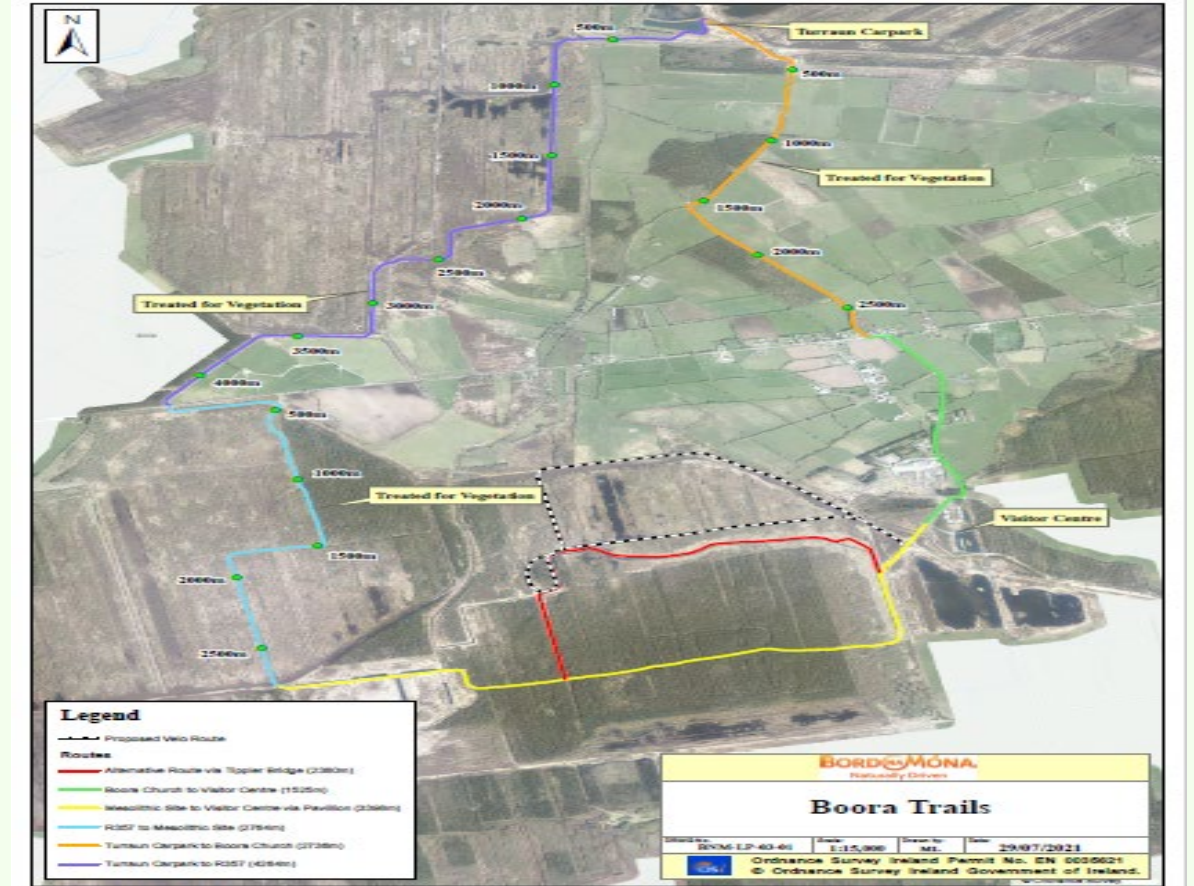
Velo Rail Experience Images



Velo Rail Route Maps



Velo Route



Velo Route Within the Parkland

Velo Rail Milestones & Timeframes

- Stage 1.

Quarter 4 2021: Establish Steering Committee & Engage Partners and Stakeholders.

- Stage 2.

Quarter 1 2022: AA / EIA – Submit Planning – Secure Lands.

Quarter 3 2022: Procure Raw Materials & Velo Rail Supplier – Review of Stage One Design and Technical Installation.

- Stage 3.

Quarter 4 2022: Construction Management and commence Velo Rail installation.

Quarter 1 2023: Construction Management and Velo Rail installation – Complete Purchase of Velo Cars.

- Stage 4

Quarter 2 2023: Construction Management – Complete Velo Rail Installation and Commission.

Velo Rail KPI's

KPI	Figure		
1 - Direct jobs created during project delivery	FT:		
	PT: 12		
<i>These are jobs created in the Grantee organisation directly. Please indicate the number of full-time jobs and part-time jobs.</i>			
2 - Indirect jobs created during project delivery	FT:		
	PT: 2		
<i>These are jobs created by the project outside of the Grantee organisation and may include jobs created by suppliers, contractors, consultants etc., through a contract with the Grantee. Please indicate the number of full-time and part-time jobs.</i>			
3 - Bord na Mona/ESB employees involved in project - Yes/No			
<i>Will any employees of Bord na Mona or ESB (either current or former) be involved in project delivery?</i>		Yes	
4 - Annual greenhouse gas emissions savings p.a.			
NA			
<i>Estimates of greenhouse gas emissions saved in CO2-equivalent over the project delivery period where known or applicable.</i>			
5 - Additional investment leveraged by the Just Transition Fund (€)		119,715	
<i>This should include the match funding amount and any additional funding that will be invested in the project during the project lifetime.</i>			
6 - County Impacted			
<i>Please select ONE of the below options. If one county will be primarily impacted and benefit from the project, select the county from the dropdown in option A. If a number of counties (up to three) will benefit equally, select these from the dropdowns in option B. If the project will impact all counties in the Wider Midlands Region equally (i.e. a genuine cross-regional strategic impact), put an X beside option C.</i>			
A) One county will benefit from the Project in the Region	Blank		
B) Up to three counties will benefit in the Region	Blank	Blank	Blank
C) All counties will equally benefit in the Region	X		