



FALKIRK WHEEL

With the growing success of the Falkirk Wheel a number of improvements were required for general amenity, customer facilities and operational needs.

Attenuation ponds to the south side of the tunnel suffered from storm damage in the winter of 2002. Improvement works undertaken included the use of rip rap and puddle clay with the pond itself increased in size and new outfalls constructed.

To prevent a repeat of the damage occasioned to the wheel following vandalism to the locks, a side weir and overflow route was built on the north side of the tunnel. The canal side was lowered to within 100mm of the water level and

a 500m long channel excavated to take flood water down to the Forth & Clyde Canal.

The pathways around the wheel area are quite steep in places and to improve access for disabled visitors a number of rest areas were constructed.

For the maintenance staff of the Wheel, a storage area was constructed to house plant and material and a secure steel workshop was provided and kitted out.

Around the existing boaters' building, new block paving replaced gravel pathing, all weather access roads across grassed areas were laid and further block paving laid as part of the scheme to upgrade the towpath.



CLIENT

British Waterways

CONTRACT VALUE

£144,000

DURATION OF WORKS

November 2003 – January 2004