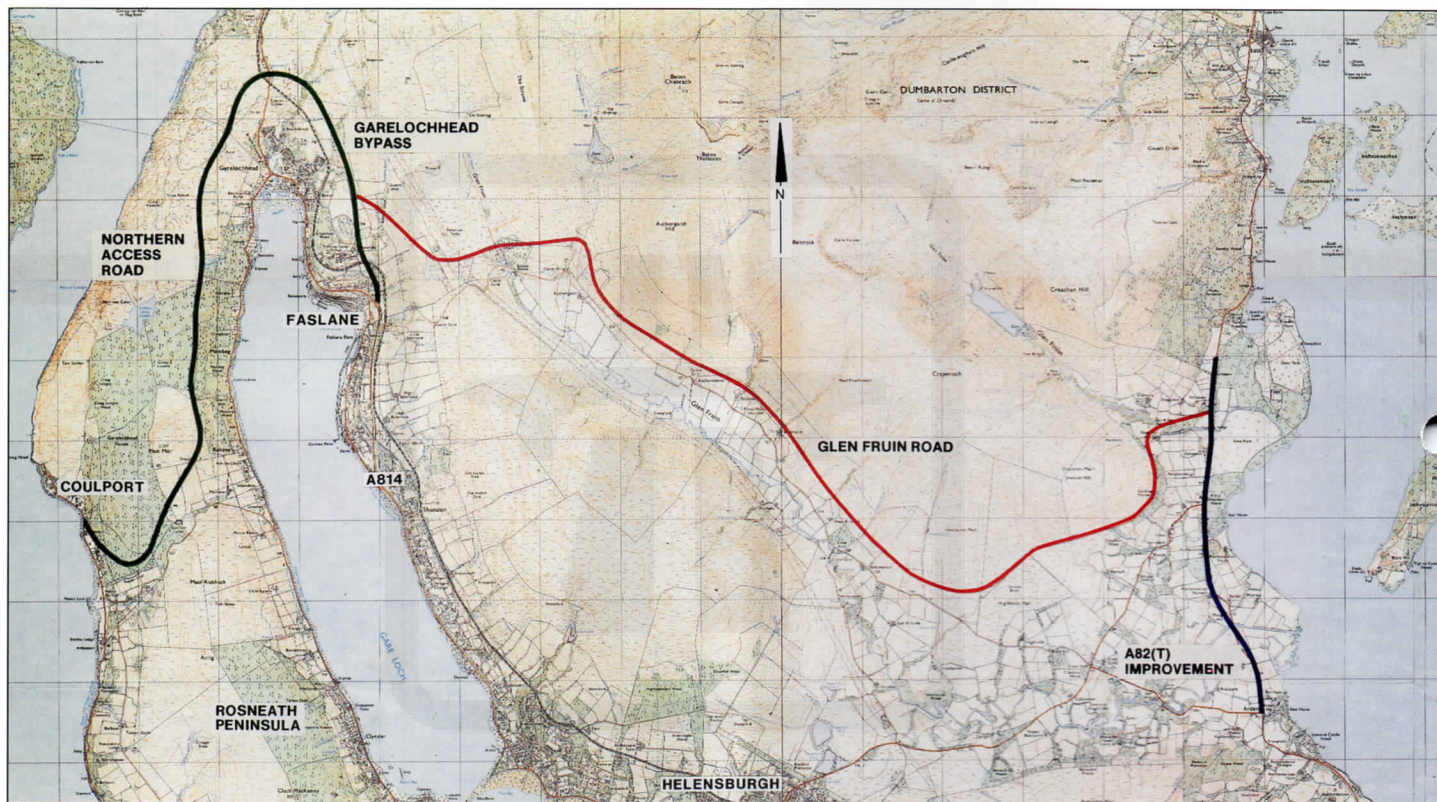


*JP McCarthy*

**GARELOCHHEAD BYPASS  
NORTHERN ACCESS ROAD  
GLEN FRUIN ROAD**







The Property Services Agency is about to complete a new road network to relieve local communities of construction traffic involved in the extension of the Clyde Submarine Base.

In January 1988, 24.0km of road open in time to take from existing public roads the construction traffic associated with the main construction phase of the Clyde Submarine Base development. In mid-February the entire 25.7km network will be open.

The network consists of the Garelochhead Bypass, the Northern Access Road and the Glen Fruin Road — a direct route from the A82 to both Faslane and Coulpport.

Together, these remove construction traffic from Helensburgh, Rhu, Shandon and Garelochhead as well as the Peninsular communities of Mambeg and Rahane. By mid-February, they will also remove most MOD traffic from Garelochhead and from other roads on the Rosneath Peninsula.

The Garelochhead Bypass runs from Whistlefield to Faslane. It was constructed on behalf of the Secretary of State for Scotland, and paid for by the Ministry of Defence. It is part of the public road network. By taking construction, public and Royal Naval Armament Depot Coulpport traffic out of Garelochhead, it answers a long-term need and will be a permanent benefit to the locality.

To relieve the Rosneath Peninsula, the Northern Access Road is being built linking the Garelochhead Bypass at Whistlefield with RNAD Coulpport. Most of the construction and long-term operational traffic to Coulpport will use the road instead of the twisting narrow B833. Although not a public highway, it will be open to the public.

The temporary Glen Fruin Road completes the network by linking the A82 on Loch Lomondside to the new Bypass. It is a private road, dedicated to the construction traffic travelling to and

from Coulpport and Faslane which would otherwise have had to go through Helensburgh, Shandon and Rhu.

Great care was taken over environmental aspects of all three roads. Their routes were selected to take advantage of the lie of the land and to minimise visual intrusion. Prior discussions about landscaping and planting took place with the Countryside Commission for Scotland.

The project manager for the Northern Access Road and the Garelochhead Bypass is A J W Scott ARICS, and the main contractor is the Miller Group. The project manager for the Glen Fruin Road is A Barker BSc CEng MICE, and the main contractor Balfour Beatty Construction (Scotland) Ltd. The consulting engineers for the road network are Scott Wilson Kirkpatrick & Partners (Scotland).





**Garelochhead Bypass — BR Bridge 21A crossing the West Highland Railway.**

## Garelochhead Bypass

Work on the Garelochhead Bypass started in April 1986 and was completed in January 1988. The £6 million road was funded by the Ministry of Defence and is a public highway. It begins south of Garelochhead at Faslane where a new roundabout connects the Bypass with the A814 and a new entrance to the Clyde Submarine Base. From here it passes behind Faslane Cemetery, crossing the West Highland Railway on a single span bridge. It crosses open moorland in cuttings designed to minimise visual impact before reaching a roundabout giving construction traffic access to the Glen Fruin Road. The road gently curves from the Glen Fruin Roundabout over the culverted McAulay Burn and through a deep cutting before rejoining the A814 at the Whistlefield Roundabout.

The road is 3.5km long, single carriageway, 7.3m wide and constructed in flexible pavement. The Faslane Roundabout to Glen Fruin Roundabout section is 10m wide to include a crawler lane for heavy vehicles.

## Northern Access Road

Construction of the Northern Access Road started in April 1986. The first phase of the £8 million road was completed in September 1987 and opened by the Chief Executive of the Property Services Agency, Sir Gordon Manzie. The new route from Whistlefield to Peaton Hill brought immediate relief to the communities of Cambeg and Rahane from Coulpport construction traffic. It includes a bridge over the West Highland Railway line.

The remaining section, from Peaton Hill to Coulpport, will open in February 1988 and most of the Depot traffic will use the new road. Although a private road, it will be open to the public. From the top of Peaton Hill, where the construction traffic turns into the Coulpport development area, the road sweeps down towards Loch Long and Coulpport.

The road is 7.8km long, single carriageway, 7.3m wide and constructed in flexible pavement.



**Construction of a rock cutting on Northern Access Road.**





Auchengaich Burn Bridge on Glen Fruin Road.

## Glen Fruin Road

This road provides a temporary route for construction traffic only, between the A82 on Loch Lomondside south of Luss and the new Garelochhead Bypass. It removes traffic pressure from communities along the A814 for the duration of development work at the Clyde Submarine Base.

It took less than a year to complete the Glen Fruin Road, its three bridges, culvert and underpass, at a cost of some £5.5 million, and for landscaping to get well under way.

During construction, great care was taken to preserve features along the route. Holly and maple trees were protected and an ancient stone with cup and ring markings saved. Dry stone dykes were built by Scottish craftsmen to help blend the route into the Glen Fruin landscape.

The road is 14.4km long, single carriageway, 7m wide and constructed in flexible pavement.



Whistlefield Roundabout —  
connecting Garelochhead Bypass,  
Northern Access Road and A814.