

JP McCafferty

VISIONS RE-VISITED

GLASGOW INNER RING ROAD

by

James P McCafferty  
Scott Wilson Kirkpatrick & Partners

Notes prepared for the Visions Re-Visited Conference  
University of Glasgow, Saturday 10 October 1992.

## Visions Re-Visited

### INTRODUCTION

I am not a traffic engineer or transportation planner and cannot, therefore, claim any credit for the overall planning of the Ring Road. I was, however, involved in much of its design and construction.

When I left University and joined Scott Wilson Kirkpatrick in 1967, a product of the 'white heat of technology', it was still the swinging 60's: Mini skirts, the pill, new towns, The Beatles, flat roofs, tower blocks and urban motorways. It was a time of great change and excitement. Everyone wanted to be 'where it was at'. As far as urban motorways were concerned, 'where it was at' was 6 Park Circus, Glasgow, home of SWK. For the next 10 years, I mixed with a group of energetic and innovative engineers from many parts of the world. We also worked closely with Holford Associates Architects & Planning Consultants and, of course, with our clients, the corporation of the city of Glasgow. In the beginning, where no standards existed, we invented them. We felt that we were involved in the greatest work in Scotland. When it was all over, we scattered, like the remnants of the seven Samurai to far off parts to share our experience with others.

I propose to give you a potted history followed by an evaluation and a view of the future.

I shall then flash through a large number of slides to give you some impression of what the vision was and how it looks today.

## VISIONS RE-VISITED - GLASGOW INNER RING ROAD

### 1. THE VISION

- \* 1945: Robert Bruce, Master of Works and City Engineer, proposes two ring roads and several radial motorways.
- \* 1949: Abercrombie's "Clyde Valley Regional Plan" recommends:-
  - The Bruce roads concepts (extended)
  - Rehousing in New Towns.
  - New Industries for old.
  - A coordinated transportation plan.
- \* 1954: The Glasgow Development Plan proposes:-
  - Two ring roads and nine dual carriageway arterial roads.
  - Road improvements to relieve the city centre.
- \* 1956: - Average journey speed in Glasgow is 8.2mph.
  - Stopped time accounts for 1/3 of travel time.
  - Traffic is focused on the city centre.
  - Many of the roads are overloaded.
  - Use of public transport is falling.
  - Private vehicle ownership is increasing dramatically.
  - Traffic volumes are expected to treble in 15 years.
  - Road safety record is worsening.
- \* 1960: From the Review of the Development Plan:-
  - "The future social and economic health of Glasgow will depend basically on a successful attack on the interlocked problems of Housing, Employment and Communications. In this respect, the campaign in the 1960-80 period should be centred on the redevelopment of 29 comprehensive development areas and on the traffic proposals for the Central Area".
  - The road system was described as "a plethora of radial routes with multitudinous interchanges and a complete absence of specially designed ring roads which would link the main radials and enable through and cross city traffic to steer clear of the city centre and inner residential areas".
- \* 1960: The Review of the Development Plan includes 29 CDA's involving 2700 acres, 2500 industrial and commercial concerns and 300,000 population.

### 2. THE VISION MADE FLESH

- \* 1960: SWK commissioned to study the Inner Ring Road.
- \* 1961: Lord Provost Jean Roberts leads a visit to the USA to study redevelopment of urban areas:-
  - They visit Washington DC, Baltimore, Philadelphia, New York, New Haven, Pittsburg, Detroit and Chicago.
  - They are convinced that comprehensive development, mass transportation and urban motorways will halt Glasgow's decline.

- \* 1961: SWK are asked to undertake a more comprehensive study.
  - SWK bring in New York Consultants Tippetts-Abbott-McCarthy-Stratton to advise on American experience.
  - Initial proposals for the Inner Ring Road published in 1962.
- \* 1963: The Highway Plan is completed (published in 1965).
  - Car ownership predicted to be 3 times higher by 1990.

Proposals include:-

  - Three ring roads plus radial motorways and expressways.
  - Target 1, (the M8 across the city) to be completed by 1975.
  - Pedestrianisation of principal shopping streets.
  - An effective parking policy.
- \* 1965: Work on the North Flank at Townhead commences.
  - Scottish Office provide 50-75% of funds for contracts.
  - Target 1 completed by 1981 in 10 contracts.

### 3. PLANNING

#### PRINCIPLES

- \* The approach was similar to the Buchanan Report which it predated.
  - Primary roads would be built for main traffic flows.
  - Most traffic would be diverted from city streets.
  - Large travel and environmental benefits would result.
  - Traffic diverted to well designed new roads would cause less environmental harm than the same traffic on narrow city streets.
  - City centre environment would be improved by limiting traffic.
  - Traffic would be limited by control of parking spaces.
  - Short term parking was to be encouraged and car commuting discouraged.

#### TECHNIQUES

- \* Origin - Destination surveys established travel patterns for 1961.
- \* Travel patterns were predicted for 1990 taking account of traffic growth and changes in population and employment.
- \* Future road proposals were tested for the predicted traffic flows.
- \* Predicted traffic flows were up to 4 times higher than 1961 flows.
- \* These models provided a rational basis for the design of new roads.
- \* Primary routes were located so as to cause least environmental harm.
- \* Such harm could arise from, noise, visual intrusion and severance.
- \* Where possible, motorways were located in CDA's, along disused canals, adjacent to railways or adjacent to industrial areas.

## CONSTRUCTION

- \* Construction was staged.
  - the worst areas of congestion were relieved first.
  - the roads were located in the early CDA's.
  - a sensible coherent system would exist at all times.
- \* The utmost effort was made to ensure that the system would be safe, user friendly and aesthetically pleasing.
- \* Buildings of historic or architectural merit and important industry were to be preserved.

## EVALUATION

- \* Traffic flows forecast for 1980 proved to be accurate.

### User Benefits (1980)

- \* Traffic speed increased from 18 mph (1961) to 50 mph (1980 - M8).
- \* Time savings due to M8 alone - approximately 20%.
- \* Fuel savings - approximately 9%.
- \* Reduction in street congestion produced similar savings.
- \* Large reductions in accidents and fatalities.

### Environmental Benefits

- \* Reduction in noise, fumes, visual intrusion and vibration.
- \* Reduction in heavy vehicles in the city.
- \* Elimination of traffic from main shopping streets.
- \* Improved operating conditions for buses.

## 4. THE DOWNFALL

Greater Glasgow Transportation Study (GGTS) was set up in the mid 1960's to produce a coordinated transportation plan.

- \* 1968: GGTS recommends a highway network similar to the 'Highway Plan'.
- \* 1973: The Land Compensation Act gives rights to compensation if property values fall due to road construction.
  - Labour win GLC, London abandons its motorway plans.
  - Other cities follow suite.

\* 1974: GGTS reports a 30% drop in predicted 1990 traffic.

- In the declining economic conditions and changing political climate the proposals appear over ambitious and expensive.
- There is more emphasis on jobs and urban deprivation.
- Transportation policy encourages the use of public transport.
- The optimism of the 1960's is faltering.
- Attitudes towards urban motorways change.
- Roads are blamed for the clearance of the CDA's.
- Environmentalists and conservationists lead the protest.
- Confidence among politicians and officials wanes.

\* 1975: Strathclyde Regional Council inherits Glasgow's Roads.

\* 1981: Stage 1 is completed but there are to be no more urban motorways.

## 5. THE FUTURE

\* Traffic volumes continue to rise (currently 155,000 vpd on Kingston Bridge against 120,000 predicted)

\* Because the ring road wasn't completed, Charing Cross section cannot cope.

\* Something needs to be done.

\* SRC propose to introduce various measures including:-

- bus priority routes
- traffic zones to prevent cars crossing the city
- twin bridges over the Clyde at Kingston Bridge
- additional capacity on west and north flanks
- one way street systems
- Townhead - London Road Link
- M74 connection to Kingston Bridge via Polmadie
- New LRT system and improved rail links.

## 6. CONCLUSION

In the excellence of its concept design and landscaping, Glasgows Motorway System is without parallel in the U.K., perhaps also in Europe. Heroic engineering, sympathetic alignment and attention to structural form and detail have resulted in a motorway that works, is user friendly and is aesthetically pleasing.

There has been a significant reduction in accidents and fatalities; the quality of life and environment in the city centre has been vastly improved, and the system has contributed in no small way to the regeneration of Glasgow and its image abroad.

Arriving in Glasgow by motorway confirms that this is a thriving metropolis with confidence in its future.

Unfortunately the traffic predictions are correct and the decision to defer completion of the ring road has resulted in predictable congestion at peak hours. Innovative improvements to the public transport system are proposed but there is, nevertheless, a requirement for further motorway construction.

## APPENDIX 1 : EARLY ATTITUDES AND REACTIONS

\* 1960: public reaction to an Inner Ring Road is generally favourable.

- Glasgow Herald 22 February 1960

"The timing and the logic of the proposals are both right. Redevelopment of the central areas provides the opportunity for road building on the boldest lines".

- A strong element of civic pride is evident:-

"The most extraordinary thing, perhaps, about the inner ring road proposals is that they have sprung from local initiative. While Mr Marples, Minister of Transport, is considering what powers he possesses or can acquire to make a departmental assault on London's traffic problem, Glasgow has produced a blue print for the first urban motorway in Britain probably in Europe and is turning now to consider the prospects for an outer ring route".

- Some were not so keen. Glasgow Herald 19 February 1960.

Councillor Harry J Crone complained that the planning committee were "bulldozing the individual members of the corporation". A S Warren complained of being "pulled by the nose".

- Bailie W L Taylor was doing the "bulldozing" and "nose pulling"

"Purely negative restrictions on traffic do not meet the basic functions and needs of the city and severe restrictions could eventually lessen the importance of the central area as a business centre..... Unless our road system matches the potential challenge, then the centre of Glasgow is going to die of slow strangulation".

\* Mr S Hamilton Town Clerk & Chief Executive of GDC (retired) noted later:-

- The labour administration was well prepared and took maximum advantage of Government funding.
- The public were opting for private transport and they decided to provide for it.
- There was concern that decentralisation and traffic congestion would lead to the demise of Glasgow city centre.

## APPENDIX 2 : THE COMPREHENSIVE DEVELOPMENT AREAS (CDA's)

\* The 1947 Town & Country Planning Act gave local authorities powers to secure land for Comprehensive Development.

- Originally intended for reconstruction of war damaged areas.
- Could be used to further Development Plans.
- Land within CDA's could be compulsorily purchased.
- Public Inquiry at Ministerial discretion.

\* Slum clearance was the initial impetus for Glasgow's CDA's.

\* Later, economic objectives and evolving roads proposals became related to the CDA's.

References :

- A Highway Plan for Glasgow; Scott Wilson Kirkpatrick June 1965
- The Glasgow Motorway System; J M Cullen, Scott Wilson Kirkpatrick June 1965
- Travelling in Strathclyde, An Integrated Transport Strategy for the Region. Consultation Brochure; Strathclyde Regional Council February 1992

Acknowledgements :

Scott Wilson Kirkpatrick & Partners for archive material.

My colleagues at SWK for assistance in the preparation for this talk, particularly Susan E Briggs for extensive research.

\* The slides and images used in this presentation are lodged in the Scott Wilson (URS/Aecom) Archive currently under the control of Michael MacLean, Glasgow Office.

JP McCafferty 2014.



**HISTORIC****SCOTLAND**

20 Brandon Street Edinburgh EH3 5RA  
Telephone 031-244 2970 Fax 031-244 3187  
or 041 242 5520

Mr J. P. McCafferty  
Scott Wilson Kirkpatrick  
6 Park Circus  
GLASGOW G3 6AX

17 August 1992

Dear Mr McCafferty,

VISIONS RE-VISITED GLASGOW 10 OCTOBER 1992

Many thanks indeed for your help the other day.

I am enclosing a list of speakers (excluding Professor Robertson whose CV we don't yet have to hand) and a specimen invitation.

We will be very grateful to have your selection of the material from your archive which will form part of the exhibition at the conference.

SB

I will let you know as soon as possible about whether or not the slide projectors at the Boyd Orr are carousel type or otherwise.

Yours sincerely,

*Ranald MacInnes*

Ranald MacInnes

SWK(S) RECEIVED	
18 AUG 1992	
JOB No.	92BQG-X
ACTION	
COPY	CIRC
<del>SB</del>	<del>PH</del>
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	<del>RTT</del>
	<del>SMH</del>

for info

Possible, it is in the  
chairs

interested in  
attending?

Saturday!

would like to attend  
if free!

I'm on leave.

I will attend.

R.m.

**HISTORIC SCOTLAND**

20 Brandon Street Edinburgh EH3 5RA  
Telephone 031 244 2970 Fax 031 244 3187  
or 041 242 5520 041 242 5404

RANALD MACINNES  
MA(Hons) FSAScot  
Principal Inspector of Historic Buildings

International working-party for  
**documentation and conservation**  
 of buildings, sites and neighbourhoods of the  
**modern movement**

**docomomo-scotland**  
 department of history of art  
 university of glasgow  
 glasgow G12 8QQ

Tel. 041-339-8855 ext.5626  
 Fax. 041-330-4808

Dear

5 August 1992

VISIONS RE-VISITED: GLASGOW 10 OCTOBER 1992

I am writing to give you and your colleagues advance notice of this major symposium, which will mark a watershed in the evaluation of Modern architecture and building in this country.

'VISIONS RE-VISITED' has been planned to appeal both to specialised academics, in fields such as social or architectural history, and to people interested more generally in the environment of our towns and cities - in the question of how they came to look the way they do today. The aim of the conference is to begin a fundamental re-appraisal of the modern period, now that a full quarter century has elapsed since it was so suddenly and dramatically brought to an end by a reversal in organised 'public opinion'. With this aim in mind, we shall delve into the dramatic and hitherto neglected story of the postwar rebuilding drive, resurrecting and re-opening to debate the energetic and often violently conflicting values and passions which fuelled this vast enterprise. To give as representative a spread of opinion as possible, 'VISIONS RE-VISITED' will be addressed by a wide range of speakers, including participants at the time - such as key politicians and designers - as well as present day researchers. These papers, and accompanying discussions, will be augmented by an exhibition and a guided coach tour, on the following day, Sunday 11 October, of key sites, including Cumbernauld Town Centre, Hutchesontown 'C', the Inner Ring Road and St. Peter's Cardross: the trip will cost 4.50 (four pounds and fifty pence) and this amount should be included with the conference payment if you wish to take the tour.

Full details of this pioneering event, including cost and booking arrangements, are set out on the attached leaflet: also enclosed is an accommodation booking form. I very much hope that you will be able to attend. Early booking is advisable as applications will be dealt with on a first-come, first-served basis.

Yours sincerely,

Ranald MacInnes  
 Conference Co-ordinator

Please reply to Paul Stirton, Secretary, DOCOMOMO-SCOTLAND

Tel. 31-40-472433  
 Fax. 31-40-452432  
 31-40-434248  
 Telex. 51163

DOCOMOMO International  
 Eindhoven University of Technology  
 BPU Postvak 8  
 P.O. Box 513  
 5600 MB Eindhoven  
 The Netherlands

## VISIONS REVISITED: SPEAKERS

MARK BAINES: Architect, lecturer in architecture and architectural history and Year Master at the Mackintosh School of Architecture.

RONNIE CRAMOND CBE: senior Administrator (Assistant Secretary, then Under Secretary) in the Scottish Development Department during the 1960s; his work was concerned especially with the administration of the public housing drive.

MILES GLENDINNING (HORSEY): Honorary Fellow, Department of Social Administration, University of Edinburgh. Works in RCAHMS Threatened Building Survey. Researching the history of postwar Modern housing and planning, and of the Conservation Movement.

RT. HON. DR J. DICKSON MABON PC: MP for Greenock/Greenock and Port Glasgow 1955-1983. 1964-7: Joint Parliamentary Under-Secretary of State (Minister in charge of the Scottish Development Department: included responsibility for housing, planning, roads and local government). Subsequently Minister of State at the Scottish Office and the Department of Energy.

JAMES P. McCAFFERTY: Partner, Scott Wilson Kirkpatrick, Consulting Engineers. Worked on motorway and other road schemes in 1960s, particularly Glasgow Inner Ring Road. Subsequently involved in projects in UK, Middle East, Hong Kong and Nigeria. Designer of Gogar and St. James Interchanges and numerous M74 bridges.

DAVID PAGE: Partner in Page and Park, commentator on contemporary architecture and lecturer in architectural theory at the University of Strathclyde.

PATRICK ROGAN: Councillor for Holyrood Ward, Edinburgh Corporation, 1954-73 (Bailie 1966-9). Police Judge 1975-84. Chairman of Housing Committee 1962-5 (first Labour member to occupy that post).

Mr Ranald MacInnes  
Historic Scotland  
20 Brandon Street  
Edinburgh EH3 5RA

92BQGX/JPMcC/SSB

1st June 1992

Dear Mr MacInnes

VISIONS RE-VISITED : GLASGOW 10 OCTOBER 1992

Many thanks for your letter of 14 May 1992 and apologies for the delay in my response; I have been in Czechoslovakia and Hungary where the enforced 'Visions' of yesteryear did not turn out quite as expected!

In response to the various points you raise, I am pleased to respond as follows:-

- You and colleagues would be most welcome to look through the archive material in our possession. I suggest that we agree a mutually convenient date following which I will arrange for some of the material to be set aside. If this leads to further delving into the archives we can arrange as required.
- The Royal Commission on Ancient and Historical Monuments may, by agreement, copy any of our archive material for their archives which, we understand, form part of a public record.
- The paintings were commissioned by Scott Wilson Kirkpatrick from the quite well known Glasgow artist Ernest Hood, recently deceased. I would be pleased to provide further background information and captions for each of the paintings on request and confirm that we would have no objection to them being used for a small exhibition on their own.
- You will recall that Oscar Marzarroli was responsible for shooting the cine film of Renfrew Motorway Stage 1 and for editing the original film of the video you saw in my office.

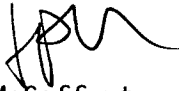
/Contd.....

-2-

You may also be interested to know that at least one of the photographs in the Oscar Marzarroli book "Shades" is of part of the Ring Road under construction.

I suspect that the Oscar Marzarroli photographic archive, which I understand to be in the care of his family, will contain more photographs of parts of the Ring Road under construction.

Yours sincerely

A handwritten signature in black ink, appearing to be 'JPM', written over the printed name.

James P McCafferty

92BQGX

HISTORIC



SCOTLAND

20 Brandon Street Edinburgh EH3 5RA  
Telephone 031-244 2970 Fax 031-244 3187  
or 041 242 5520 or 041 242 5404

Mr J.P. McCafferty  
Scott Wilson Kirkpatrick  
6 Park Circus  
Glasgow G3 6AX

14 May 1992

Dear Mr McCafferty,

VISIONS RE-VISITED: GLASGOW OCTOBER 10 1992

It was a very great pleasure to meet you the other day and I thank you very much indeed for your kindness. We are delighted that you have consented to participate.

The material which you have preserved is of great interest. I would be very grateful for an opportunity to look through it at your firm's convenience, although your own choice of what is suitable will be better than mine. The strategy of CDA clearance allied with the road is of particular relevance to the conference. On this point, it occurs to me that the Royal Commission on Ancient and Historical Monuments may wish to copy the material for their archive, which then forms part of a public record. Would you have any objection to my mentioning its existence to them?

I will enquire about insurance for the paintings which you have kindly offered to lend and, indeed, the photographs and books. If there is any doubt about their security we will, of course, not use them. I was speaking to an art historian, Paul Stirton (Senior Lecturer in Art History at Glasgow University and Secretary of DOCOMOMO-SCOTLAND), who was very interested in the paintings and I began to wonder if they were actually worthy of a small exhibition in their own right. I have been assuming that they were commissioned by SWK but I would be very grateful for confirmation of this, and any background information that might come easily to hand, so that informative captions can be made up.

Thank you for enclosing your CV. I have altered the conference programme as you suggest.

Once again, may I say that we consider ourselves very fortunate to have your agreement to address the conference. I will be in touch very soon with the full details of the event.

Yours sincerely,

*Ranald MacInnes*

Ranald MacInnes

SWK/SL/SECRETIVES	
15 MAY 1992	
JOB No.	
ACTION	<i>mc</i>
COPY	<i>mc</i>

Historic Scotland  
20 Brandon Street  
Edinburgh EH3 5RA

92BQGX/JPMcC/SSB

Attention : Mr RanaId MacInnes

15th May 1992

Dear Sir

VISIONS RE-VISITED : GLASGOW 10 OCTOBER 1992

Thank you for your letter of 14 May 1992.

As Mr McCafferty is presently overseas and will not be in the office again until Tuesday 26 May there will be a delay in his replying to your letter.

If, in the meantime we can be of any further assistance please do not hesitate to contact us.

Yours faithfully  
for SCOTT WILSON KIRKPATRICK & PARTNERS (SCOTLAND)

A handwritten signature in dark ink, appearing to read 'J Brown', is written below the typed name.

cc: RTH  
JPMcC

Mr Ranald MacInnes  
Historic Scotland  
20 Brandon street  
Edinburgh EH3 5RA

92BQGX/JPMcC/SSB

8th May 1992

Dear Mr MacInnes

VISIONS RE-VISITED : GLASGOW 10 OCTOBER 1992

I refer to my letter of 29 April 1992 and to our subsequent meeting on 8 May 1992 and am pleased to confirm that I would be pleased to contribute to the Conference by giving an illustrated talk on the Glasgow Inner Ring Road.

I propose to give a brief historical background followed by an explanation of the data collection for, and the logic behind, the proposals contained in The Highway Plan for Glasgow. I would then go on to explain the various stages of design and construction, how accurate the traffic predictions were, some of the reasons as to why the Ring Road was not completed and what the consequences of that decision have been.

As discussed, we can make available for the exhibition, a wealth of photographs, slides, film, video and other material. I would be pleased to choose a selection of material but would be pleased to allow you to browse through all that we have with a view to allowing you to influence the selection. Also available are one or more of the Hood paintings of parts of the motorway under construction. I should point out, however, that we would require satisfactory insurance against damage, theft etc of the paintings and any other materials which may be included in the exhibition.

A synopsis of my standard C.V. is attached; please advise me as to whether or not it's content suits your requirements.

I suggest that you add the 'P' to my name in the final version of the programme.

Yours sincerely



James P McCafferty

Enc.



File Please

steila

cc : RTH

Mr Ranald MacInnes  
Historic Scotland  
EDINBURGH  
EH3 5RA

Sheet?

92BQGX/JPMcC/AE

29th April 1992

Dear Mr MacInnes

VISIONS RE-VISITED : GLASGOW 10 OCTOBER 1992

Many thanks for your letter of 22nd April 1992 inviting me to address the conference on the subject of the "Planning and Building of the Glasgow Inner Ring Road in the 1960's and 1970's".

Before accepting your invitation, it would be helpful if you could be more precise as to the nature and purpose of the conference and why, exactly, you think that this is a suitable subject. I cannot help noting that some might consider the general subject matter controversial. In this respect, I am conscious of the possibility that it may be prudent, or necessary, for me to obtain approval from Strathclyde Regional Council, Department of Roads - a current client and successor to Glasgow Corporation which commissioned us to prepare the Highway Plan for Glasgow.

I propose, therefore, that you telephone me to arrange a meeting at this office at which we could discuss the above and show you a selection of material that could, in any event, be made available for the exhibition associated with the conference.

Yours sincerely

  
James P McCafferty

HISTORIC



SCOTLAND

92BQG X

20 Brandon Street Edinburgh EH3 5RA  
Telephone 031-244 2970 Fax 031-244 3187  
or 041 242 5520 or 041 242 5404

Mr J. McCafferty  
Scott Wilson Kirkpatrick  
6 Park Circus  
Glasgow G3 6AX

22 April 1992

Dear Mr McCafferty,

**VISIONS RE-VISITED: GLASGOW 10 OCTOBER 1992**

You will recall that we recently discussed this event. I am now writing formally to ask if you would consent to address the conference, in person, on the subject of the planning and building of the Glasgow Inner Ring Road (and other associated road schemes) in the 1960s and '70s. Your own key role in this massive undertaking puts you in a marvellous position to recall the debates and theories of the time, for the benefit of an audience who may be unfamiliar with this period.

One of the central themes of the conference will be the relationship between the design and the 'patronage' of Modern architecture and engineering: we would be very interested, therefore, in your recollections not only of the processes of designing and laying out such a major engineering project (on a scale rarely found today), but also of the background, within Glasgow Corporation, to its inception and implementation - in other words, which were the departments and individuals who 'pushed through' the project, and how did they achieve this?

I was very interested to learn of the archive of original drawings and photographs which your firm has preserved. The conference delegates would, I am sure, be fascinated if your lecture were accompanied by illustrations: the venue has slide projection and video facilities.

You very kindly offered to lend material for the small exhibition which will accompany the conference and I would be very grateful to take up the offer. Perhaps I could visit your office at a time suitable to yourself. The original drawings or large-scale reproductions from your 'Highway Plan for Glasgow' would be particularly interesting.

Very many thanks again for your kind assistance.

Yours sincerely,

*Ranald MacInnes*

Ranald MacInnes  
Principal Inspector of Historic Buildings

27 APR 1992	
JOB NO.	
ACTION	JME
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RMH	

Please see  
me soonest.

## VISIONS RE-VISITED

A day conference on postwar Modern architecture and building chaired by Kirsty Wark.  
University of Glasgow, Boyd Orr Building, Saturday 10th October 1992.

During the first three postwar decades, this country experienced a dramatic wave of re-building and new construction on a scale unknown since the early Industrial Revolution, driven by powerful political, social and architectural forces. The conference will attempt to examine these influences, on their own terms. Key central and local Government figures from those years will recall the tremendous pressures for re-housing and re-planning; while the afternoon session will investigate, in greater detail, the role of architects in Scotland's Modern architectural revolution.

### Morning session: Patrons

- 9.15 Registration: coffee  
9.30 Welcome  
9.35 Introduction...Miles Glendinning  
10.00 Rt. Hon. Dr. J. Dickson Mabon..  
    ..Scottish 'Development':  
        the Role of Government  
10.30 Ronnie Cramond..  
    ..The Housing Drive  
11.00 Pat Rogan..Re-housing Edinburgh  
? 11.30 James McCafferty..  
    ..Glasgow Inner Ring Road ?

12.00 Discussion

12.45 Lunch

The cost of the conference will be L15.00. Students L8.50  
This will include a light lunch.

.....  
Name.....

Address.....  
.....  
.....

I enclose a cheque made out to 'Visions Re-visited' to the value of.....  
signed.....

Please send the completed form to: Paul Stirton  
DOCOMOMO-SCOTLAND  
History of Art Department  
7 University Gardens  
University of Glasgow  
GLASGOW G12 8QQ  
SCOTLAND

### Afternoon session: Architects

- 14.00 Mark Baines... Post-Coia Coia  
14.35 David Page.... The Censorship  
                            of Neglect.  
15.05 Charles Robertson..  
            ..Basil Spence  
            and Hutchesontown 'C'  
15.35 Miles Glendinning  
            ..Sam Bunton and  
            Red Road  
16.10 Discussion

## FAX REQUEST

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SWK(S) RECEIVED

- 3 APR 1992

JOB No.

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CIRC.

## VISIONS RE-VISITED

DRAFT

One day conference on postwar Modern architecture and building chaired by Kirsty Wark.

University of Glasgow, Boyd Orr Building, Saturday 10th October 1992.

During the first three postwar decades, this country experienced a dramatic wave of re-building and new construction on a scale unknown since the early Industrial Revolution, driven by powerful political, social and architectural forces. The conference will attempt to examine these influences, on their own terms. Key central and local Government figures from those years will recall the tremendous pressures for re-housing and re-planning; while the afternoon session will investigate, in greater detail, the role of architects in Scotland's Modern architectural revolution.

## Morning session: Patrons

- 9.15 Registration: coffee
- 9.30 Welcome
- 9.35 Introduction...Miles Horsey
- 10.00 Rt. Hon. Dr. J. Dickson Mabon..  
...Scottish 'Development':  
the Role of Government
- 10.30 Ronnie Cramond..  
...The Housing Drive
- 11.00 Pat Rogan..Re-housing Edinburgh
- 11.30 To be advised
- 12.00 Discussion
- 12.45 Lunch

## Afternoon session: Architects

- 14.00 Mark Baines... Post-Coia Coia
- 14.35 David Page.... The Censorship  
of Neglect.
- 15.05 Charles Robertson..  
...Basil Spence  
and Hutchesontown 'C'
- 15.35 Miles Horsey...Sam Bunton  
and Red Road
- 16.10 Discussion

The cost of the conference will be £15.00. Students £8.50  
This will include a light lunch.

Name.....

Address.....

I enclose a cheque made out to 'Visions Re-visited' to the value of.....

signed.....

Please send the completed form to: Ranauld MacInnes  
Historic Scotland  
Room 354  
20 Brandon Street  
Edinburgh EH3 5RA