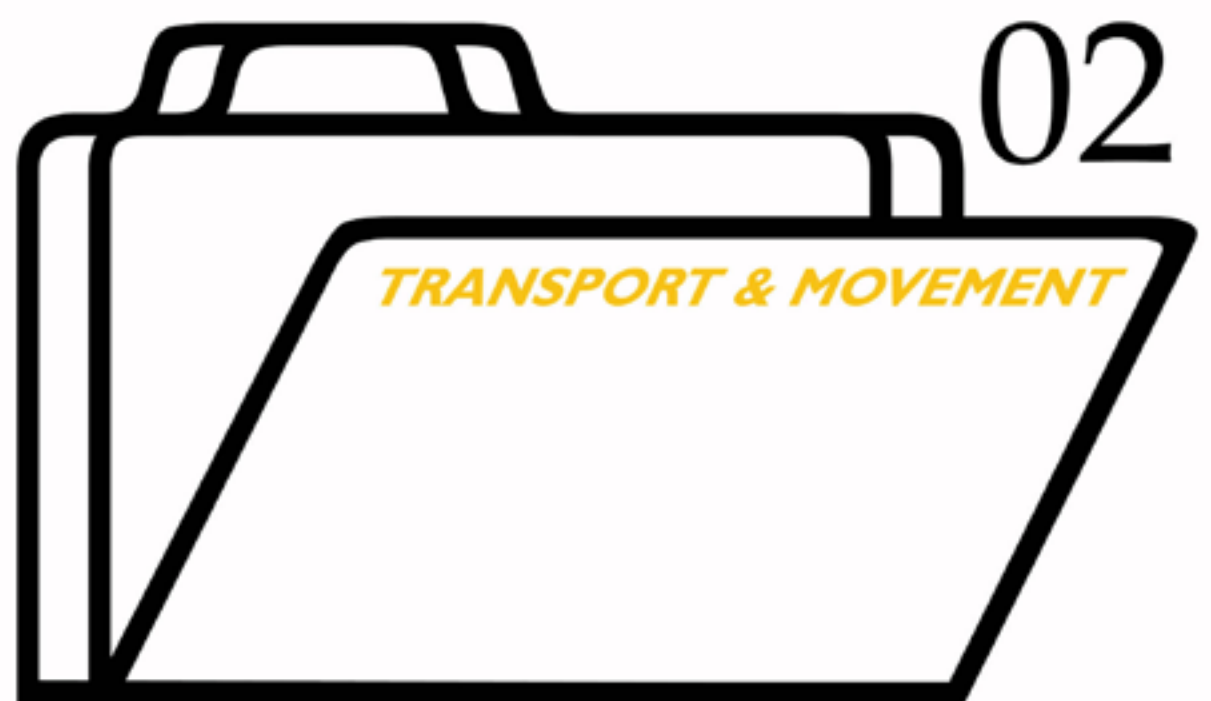


glaspaper

critical writings on architecture and space - Winter 2001/2002



Capital and information can reach any corner of the globe within seconds yet only 0.4% of international trade is shared with the poorest countries of the world whilst 70% remains in the hands of the G8 nations.

In Europe today highly motivated migrants are forcibly detained to prevent the free flow of peoples around our economically imbalanced world whilst schools and hospitals struggle to find qualified labour.

Liberating technology accelerates daily life in the richer nations of the world reducing the time needed to fulfil everyday tasks, yet the proportion of time we spend at work is rising, resulting in stress, anxiety and fatigue. We thirst for speed and access at every turn yet construct barriers and obstacles to prevent universal rights of access and movement from being realised. Our environments are shaped by these and many other contradictions.

Road building programmes, such as the M74 extension passing through the city of Glasgow, are given the go-ahead whilst those denied the freedoms of car ownership through poverty wait in vain for crucial improvements in access to affordable public transport which could dramatically improve their quality of life.

This issue of glaspaper on transport and movement visits many of these issues with comments from G.L.A.S. members, guest writers and interviews with prominent figures engaged in struggles to transform their environments.

Inspired by the responses to the distribution of glaspaper 01, this issue is 50% bigger and includes a free colour poster documenting the successes of Urban Cabaret which reached into every corner of Glasgow during September 2001.

If your copy does not include this supplement or if you would like to support glaspaper with a subscription please complete the coupon below.

SUBSCRIPTIONS

glaspaper is produced quarterly and will be sent via 1st class post to you. The next issue will be published in spring 2002 around the general theme of the Production of the Built Environment, issue 04 is due to be published in summer 2002 with a main focus on Education.

G.L.A.S. relies on the support of friends and sympathetic organisations around the world as we wish to continue distributing the majority of copies to community groups for free.

glaspaper is produced by
Glasgow Letters on Architecture + Space Limited.
All material in **glaspaper** may be reproduced in full with the prior consent of G.L.A.S. Ltd.
editorial address:
Glasgow Letters on Architecture and Space Ltd.
31A Errol Gardens
Glasgow G5 0RA
phone: 0044 141 4239004
e-mail: info@glas-collective.com
www.glas-collective.com

ISSN 1476-3206

printed by Scottish County Press Ltd.

G.L.A.S. is a workers co-operative of architects, designers, teachers and activists. Its objectives are to construct a theoretical and practical critique of the capitalist production and use of the built environment and through design activity, graphic works, and writings to question and suggest alternatives to the dominant manner in which our built environments are put together under capitalist conditions. In short building and urban design is already a political event, the point is to change it's politics.

As a way of doing this G.L.A.S. consciously draws not just on the history of building but on the history of communes, avant gardes and practical experiments in liberated labour and space, in brief the history of praxis. This includes the classical revolutions of European history, but also looks to learn from the historic struggles of architects, construction workers and tenants to develop a socialised building economy. This inclusive agenda also embraces the concept of the "heterotopia", the "temporary autonomous zone", the "independent collective", the smaller but politically profound attempts to carve in the interstices of capitalism embryonic forms of a new social space, whether it be a sit-in, a protest march, or a shabbeen.

Some of these ideas were first explored by the founder members of the co-operative as post graduate students at the Department of Architecture, University of Strathclyde. Over a period of five years a number of attempts were made to develop a practice that sought to develop strategies for interventions and critical frameworks for thinking about them. The effect that a small organisation like G.L.A.S. can have on some of the profound socio-spatial contradictions thrown up by the consequences of neo-libertarian economic regimes and the growing legitimisation crisis of western democracies is of course strictly limited. Besides which there is a strong argument to suggest that as long as the production of the built environment is controlled by private capital, there is little chance that the uneven development of the built environment and the continued massive discrepancies in the resources that are deepening social and spatial divisions locally and globally will be arrested.

This makes it all the more important to find ways of making a critique in what appears to be a dearth of imaginative political thinking in the popular press and media about how we might make better use of existing buildings and cities and of developing improved ways of making them. G.L.A.S.' newspaper is hopefully a contribution to that struggle. Below is a declaration of principles, a modest statement of intent. Opposite, in a regular feature this is expanded upon to cover the issue of movement and transport. As in all manifestos there is a mixture of romantic idealism and overinflated aspirations. Slogans are in many ways empty vessels, they say everything and nothing, it is after all the practice that counts.

This said, it seems important at an historical moment when there continues to be a strong ideological putsch to identify capitalist social relations as the natural form of human organisation to remember a different ideological agenda. In the same manner that the Ant-Capitalist Movement is taking on the institutional power of global finance capital, the idea that the construction of a giant specifically capitalist complex commodity is the only legitimate way of organising the built environment needs to be challenged.

Jonathan Charley

GLAS is a co-operative of architects, teachers, writers and urban activists

GLAS is committed to fighting all manifestations of socio-spatial inequality, exploitation and deprivation

GLAS produces multi-media critical works and design ideas that promote a radical social and political rethinking of how we make and experience buildings and cities

GLAS is engaged in a critique of the capitalist production and use of the built environment

GLAS is committed to the dissemination of it's ideas to as wide an audience as possible, exploring a broad range of communication techniques

GLAS aims to offer free advice and assistance to individuals and social groups engaged in struggles to transform their environment

GLAS is organised around the political principles of temporary existence and of collective self management and ownership of assets and ideas

G.L.A.S. are
Rosalie Adams, Allan Atlee, Judith Barber,
Jason Bell, Gary Boyd, Jonathan Charley,
Alistair Clements, Tony Dunworth,
Florian Kossak, Carole Latham,
Apostolos Kalfopolous, Gillian Lockyer,
Alan Pert, Tatjana Schneider, Adrian Stewart.

☐ I want to subscribe

☐ £10/ EUR 17 Reduced Rate
☐ £20/ EUR 35 Standard
☐ £50/ EUR 80 Institutions (3 copies)
☐ £50/100+/ EUR 80/160+ Friends

Name _____
 Address _____
 City / Postcode _____
 e-mail _____

Please make cheques payable to Glasgow Letters on Architecture and Space Ltd.

I am a member of a Community Group and would like G.L.A.S. to contact me.

Community Group _____

Name _____
 Address _____
 City / Postcode _____
 e-mail _____



GLAS believes that all citizens have an equal right of access to a range of essential services and amenities without the need for car travel

GLAS demands the democratic restructuring of all planning processes to guarantee that this right of access is central to the city's development

GLAS supports the prioritisation of pedestrians and zero emission transport systems over all forms of petrol driven vehicles

GLAS proposes forms of progressive taxation that make car ownership in urban areas expensive and unattractive, simultaneously financing a co-operatively owned and operated transport network

GLAS believes that these transport networks should be free at the point of use





Florian Kossak

DEVIANT DUBLIN VISIBILITY, CONTROL AND THE CHANGING GEOGRAPHY OF PROSTITUTION

Contemporary street prostitution has qualities and characteristics which are specific to here and now, but behind this specific nature lie a series of power structures and ideologies, which impact not only on the mechanics of the practice but also on the way in which it is considered and represented. These considerations also come to control and limit the spaces which prostitution appropriates. There are hidden pressures influencing modern street prostitution, the roots of some of these lie in history, in medical and military discourses as well as religious and moral questions. Others reflect contemporary concerns regarding the imaging and marketing of the city - as certain areas come to facilitate a narrowing band of 'formal' activities, the sites of prostitution have also tended to become highly defined areas, albeit with a certain distorted temporality.

The practice of streetwalking in contemporary Dublin and other cities consists of women waiting in certain areas to be picked up by clients in motor vehicles and taken to another place where they exchange sexual services for cash payment. This means the geography of prostitution is divided into two discrete but complementary sites: - the soliciting site and the site of the sexual act. Despite being component parts of the same practice, the two have tangible differences. In general, the soliciting sites are known to the public through their manifestation in the city and also through periodic media reports. An integral part of the function of these sites is to allow the prostitute to be seen. The locations within the city of the sexual act are less well known, the knowledge of such sites tends to be solely within the domain of the prostitutes themselves. It may take place in the public sphere, within the client's motorcar parked in an underused area of the city, or in a flat rented by the prostitute, or more rarely in a hotel room. These sites, in which the actual 'act of prostitution' takes place are virtually always secluded, invisible within the city. In Dublin the soliciting sites are fragmented and dispersed but can be divided into two areas: on the north side of the city around Benburb Street and Blackhall Place and on the south side, Fitzwilliam Square, along the Grand Canal at Herbert Place/Mount Street and Burlington Road.

The geography and characteristics of the soliciting place is closely linked to the use of the motorcar, the contemporary mechanics of the practice are characterised by vision and display. All the Dublin sites consist of, or contain linear strips of roadway, allowing at the outset a visual communication of the prostitute to the client. The site accommodates the moving of the male gaze to survey any prostitutes on display. Prostitutes position themselves where they can be seen. Streetwalking tends to be temporal, most contemporary soliciting in Dublin takes place at night and, especially in

winter, after the fall of darkness. The visual communication between prostitute and client is reliant therefore on the headlights of the client's car. From the perspective of the client, the gaze travels from the private sphere of the motorcar to the object. The client is within the zone of prostitution but located in his own private realm; insulated and isolated from the space and linked only by a visual connection.

Since the initial communication between client and prostitute is purely visual, the practice involves a series of signifiers to convey or confirm the identity and therefore the availability of the prostitute to the potential client. The place they occupy, the time at which they occupy it, their movements and actions. The soliciting locations assume then, at certain points during the twenty four hour period, a highly defined identity. They become solely concerned with the practice of prostitution - any woman in these zones at certain hours is likely to be considered a prostitute. Soliciting sites are characterised by their temporal nature; the appropriation of sites for soliciting depends upon a drop off in 'formal' activity, the built environment around the sites tends to contain activity which ceases at a certain point in the day. For example, during daytime Benburb Street contains a museum, Herbert Place contains a series of offices which are converted Georgian town houses and Blackhall Place contains a building site, offices, a law school and various other workplaces. Soliciting sites in Dublin therefore tend to be located in non-residential areas - this means that they are not really within neighbourhoods as such but appropriate 'neutral' territories, distinct from characteristics of either affluence or poverty.

Street prostitution is a spatial practice - by analysing its position within the physical landscape and characteristics of the space it requires in which to function, we can begin to position it within a wider cultural landscape. The history of prostitution in Dublin has been characterised by its dynamic nature - the practice has appeared somewhere in the city, only to disappear and reappear somewhere else - moving from a centralised structure to fragmentation and back again. If the city centre area of the city can be characterised by the commercial and tourist districts then we can see by comparison that the historic geography of prostitution was located at moments in the nineteenth century precisely within this zone - the back alleys and lanes off main thoroughfares, St. Stephen's Green and Grafton Street as well as Merrion Square, one side of O'Connell Street and the Temple Bar area. The most infamous site of prostitution however, was 'the Monto', an area located within the streets and alleys off O'Connell Street [Sackville Street] a short distance from the docks. Towards the end of the nineteenth century the practice had more or less been cleared from

central areas and became almost exclusively located within the 'Monto' with a small scattering of outposts in non-central areas such as the canals and Benburb Street.

James Joyce describes part of the Monto [which he calls Nighttown] in *Ulysses* [1922]: 'The Mabbot street entrance to nighttown, before which stretches an uncobbled transiding set with skeleton tracks, red and green will-o'-the-wisps and danger signals. Rows of flimsy houses with gaping doors. Rare lamps with rainbow fans. Round Rabaiotti's halted ice gondola stunted men and women squabble. They grab wafers between which are wedged lumps of coal and copper snow. Sucking they scatter slowly. Children. The swancomb of the gondola, highreared, forges through the murk, white and blue under a lighthouse. Whistles call and answer.'

Certain characteristics emerge from this depiction which would contrast with the present day geography of streetwalking. There is a specific entrance to the area which seems to imply that it has a physical or at least metaphorical boundary. There are sounds - whistles, groans, grinding, growling, oaths, mutter, roar, screams. There is a heterogeneity of activity - a van selling ice cream, a 'slut' combing the hair of a 'scrofulous child'. In other words the notion of the domestic everyday is entwined with an air of abnormality - the combing of a child's hair is carried out by a 'slut'. The daily life of the prostitute is present and part of the 'exotica' of 'the Monto'. Deviancy and normality overlap, the boundary between them collapses. The presence of the child in an area of notorious sexual deviancy strikes the modern reader as odd. Within the physical fabric of the spaces are located 'warrens' and 'lairs' each implying a space of diminished visual importance, where the gaze struggles to penetrate and where other sensual qualities are heightened. The words also imply a certain communality of living, a warren of mutually supporting animals, coalescing into a sub-section of the 'dangerous classes'. The place is inextricably associated with poverty. Many people living in the Monto at least during its earlier manifestations were not directly involved in prostitution. The sexual act took place in proximity to the soliciting site and certainly within the same area - street soliciting itself was more like an adjunct to the activities of the brothel where the sexual act would be carried out.

Soliciting in these spaces is carried out by direct vocal confrontation with the client and often tactile communication. To enter one has to pass from the familiar to the unfamiliar and this transition concurs with a diminishment of personal power. 'The Monto' was a zone characterised by its relative anarchy, where prostitution was of lesser importance than drink and the robbery of clients as the main source of profit. Prostitutes by this period themselves lived communally in lodging houses either within or out with the confines of the 'Monto'. When the Monto was finally suppressed by the police in 1925 there was a genuine fear its contents were going to spill out and pollute the city. In the last hundred and fifty years soliciting techniques have narrowed from a combination of verbal, tactile and visual to a purely visual mechanism. Likewise, the sites have moved from ambiguous central areas towards more specific and highly defined zones. Some sites such as Benburb Street and the Grand Canal have continued to function; these zones have survived because they fit certain criteria - they facilitate the moving gaze, they are not within tourist areas etc.

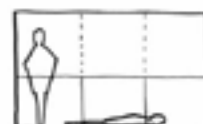
Some of the characteristics of contemporary streetwalking can be traced to a series of legislative acts in the nineteenth and twentieth centuries of which The Contagious Diseases Acts [CDAs] were the first and perhaps most influential. The CDAs [1864, 1866 and 1869] attempted to curb the spread of venereal disease within the British Armed Forces which had reached such a proportion as to be seen as a matter of national security. The measures the Acts advocated included the registration of prostitutes, their regular internal examination and their subsequent incarceration in Lock Hospitals if found to be infected (Soldiers and other members of the British Armed Forces were not obliged to undergo similar examinations). The effects of the Contagious Diseases Acts and the furore surrounding the campaign to have them repealed was such that prostitution moved from an informal temporal form which was entered into according to needs and very much within and part of working class society to become a 'profession', separate and distinct from working class society. These acts then, conspired to create the unambiguous identity of the prostitute. This has a direct correlative in spatial terms - the centralisation of distinct areas and the production of an increasingly sophisticated built environment in which to reform 'deviancy'; the creation of asylums and hospitals and 'Examination Houses' in which prostitutes could be held within their specific category under continual surveillance.

Prostitution is a complex social construction - its spatial patterning and mechanics, changing and shifting not only in relation to local conditions concerning the physical unfolding of the built city but also in relation to wider shifts within the moral or even economic landscape. The Contagious Diseases Acts were borne from a military and medical discourse, a discourse which at that time was heavily imbued by a patriarchal hierarchy and sensibility but which appeared to be based on objective scientific reasoning. Similarly, the slum clearances of the late nineteenth and early twentieth centuries which destroyed many of the 'alleys' and 'warrens' and incidentally the remnants of 'the Monto', can not only be read in relation to the theories concerning the spread of disease but also to the making visible and subsequent surveillance and control of certain sections of the working class.

The aspiration of nineteenth-century policies to determine unambiguously the identity of prostitutes by their examination, surveillance and the positioning of them as objects within space continues to be realised within contemporary streetwalking. Central to all this is the notion of visibility and display - the 'neutrality' and homogeneity of contemporary soliciting sites means that not only do the women who inhabit them become instantly recognisable but also the social origins of prostitution and of individual prostitutes themselves tend to be concealed behind display and exchange. The soliciting sites become pure market places, in which prostitutes' bodies are inscribed with the indelible qualities of commodities. The prostitute then, has moved from active soliciting involving vocal and tactile confrontation to a passive soliciting where she is subject to an one-way gaze; within this gaze, she is reduced to an object in space, her character and her history obscured. Within the gaze she has no voice, she mutely waits for the car to slow down or the next headlights behind it.

5 YEARS 5 MONTHS 11 DAYS

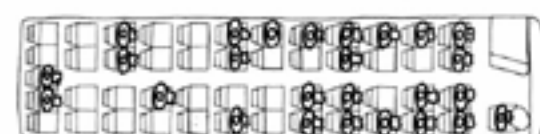
by Craig Thomson



12th February 1996 - 12th May 1998
Tent, Refugee Camp
Afghanistan/Pakistan Border: 27 months



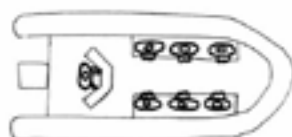
12th - 15th May 1998
Mini-Bus
over border to Peshawar, Pakistan: 3 days



15th May - 15th June 1998
Bus
Pakistan to Tabriz in Iran (Turkish border): 1 month

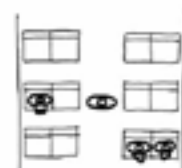


15th - 17th June 1998
Oil Tanker (secretly fitted with seats)
across Turkey to Istanbul: 2 days

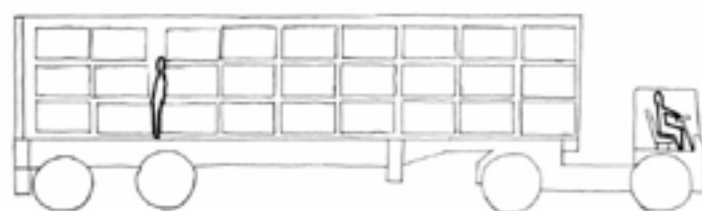


17th June 1998 - 17th October 1998
Istanbul, Turkey: 4 months

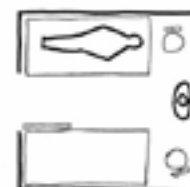
17th-20th October 1998
Speed Boat
Istanbul, Turkey to Bari, Italy: 3 days



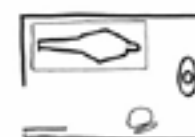
20th - 21st October 1998
Train
Bari to Rome: 1 day



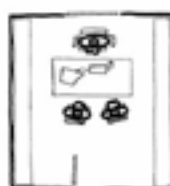
21st - 24th October 1998
back of lorry
Rome to Dover: 3 days



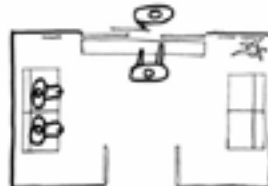
24th October - 7th November 1998
Induction Centre
Heathrow + Croydon: 14 days



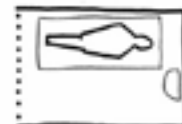
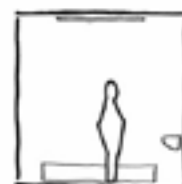
7th November 1998- 7th November 2001
Accommodation Centre
around country: 36 months



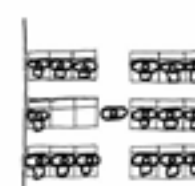
7th November 1998- 7th November 2001, 12 times
Lawyer office
around country: once every 3 months



7th November 1998- 7th November 2001, 78 times
Reporting centres
around country: once every 14 days



7th - 21st November 2001
Removal centres
Chambridshire, Oxfordshire: 14 days



21st November 2001
Removal Flight
Heathrow to Afghanistan: 1 day

CEDRIC PRICE ON DELIGHT, MISMATCHING RESOURCES AND THE SPEED OF A BUILDING

In the last forty years the work of Cedric Price has been a constant reference for generations of architects in Britain and abroad, regardless of whether they have actually been aware of this reference or not. This is even more surprising because his built oeuvre is comparatively small and most of his projects don't match the publishing criteria for today's glossy architecture magazines. The reason for this may lie in Cedric Price's much broader concept of architecture which is more concerned about enabling activities for the user than it is interested with form, material and detail. Although his thinking and his projects incorporate all sorts of technologies he was never interested in any stylistic expressions such as 'High-Tech'. Technology is rather used to allow a constant change and prepare a building to react according to the requirements of the user. This led to a great emphasis on mobility, movement, speed, time and timing in his architecture and thinking.

This interview with Cedric Price took place between 8am and 10.30am on Friday, November 16th, 2001 in the White Room of Cedric Price's office in Alfred Place, London.

Florian Kossak: Mr Price, I would like to start our conversation by picking up on one of our topics from the last issue of glaspaper, the closure of the Govanhill Pool in Glasgow. On the one hand swimming is of course one form of physical movement but probably more important here is the provision or rather the withdrawal of local facilities. This seems to be crucial regarding the accessibility of these resources and hence the question of mobility that arises from this lack of accessibility.

Cedric Price: I read about the Govanhill Pool in Glasgow which is different from one in Hackney, but it's the intention of supporting needs that often seems to go wrong quite early on. Hackney is a very poor local authority just bordering on the City of London, the richest local authority. Hackney have decided to build a new swimming pool when they still have an old one. It is an improvement on the old one. I don't know who the architects are and I am not criticising Hackney as such because I don't know anything about it but it seems to me that it has seeds of mismatching resources and needs already.

FK: Could you explain what you mean by mismatching?

CP: Well mismatching real needs and promised resources. It is always a danger that there is a lack of matching needs to resources and allowing that equation to change all the time.

FK: The decision in Glasgow of the City Council to close down the Govanhill swimming pool had to do with new resources that they provided by building new swimming pools in other areas, one in the Gorbals and another one at Bellahouston. Both are almost five kilometres away from Govanhill. This is not necessarily a distance you would want your kids to walk. Another problem with the new pools is that they have glazed facades onto the streets which doesn't allow the Asian women to go there because they can be seen. Even when there are women only days they can't use the pool any more. So you deprive a large proportion of an already quite poor area of Glasgow of their facilities. The argument of the Glasgow Council is of course: 'Well, we just built these two beautiful new pools now use them.'

CP: Sounds very disturbingly familiar.

FK: If you have a car and you can drive there and if you belong to the young and beautiful people you might prefer these pools. But then in Glasgow only 40 % of the households have a car and the proportion in an area like Govanhill is even smaller.

CP: That gets on to mobility and the lack of it. The question of Asian women for instance. That is a lack of mobility. Which must be realised by the people who are providing these facilities. That's what I meant by mismatch. It might not just be money, it might be location or it might be just the attitude of those who normally are associated with providing sporting facilities. Not realising that the actual awareness of such facilities also cuts against changing ethnic and social patterning of an area. We won't start on religions, - I find religion, any kind of religion rather questionable when associated with beneficial social change - assumed religious morals are usually a hundred years out of phase. So you got yourself a problem there. Very often women get the short end of the stick. They have it rather worse than assumed age groups, social age groups. I think they have a rotten deal. Just generally. And ally that with various religious prejudices which are usually a hundred years out of phase. Because once talking particularly in relation to things like sport you are permanently talking about the younger age section, whatever their ethnic patterns. But it is interesting to raise this. Because that problem that you raised is occurring in relation to all urban concentrates. I avoid the word city these days. In this office we don't talk about cities. Too many people in architecture schools talk about the problem of the city. It ignores the business of urban concentrates. Which might be cities but they are not necessarily always cities.

FK: Would you then see the urban concentrate as a rather bigger or smaller entity than the city or is it just something...

CP: ... different. It can not be based on numbers or numbers that are recorded as static evidence of people being in a particular locale. It ignores people changing their mind. which is the right of everyone to do at least once every twenty-four hours. So the concentrate is a better word, although it is open to discussion. 'City' is too static.

FK: Static because we have too many prejudices about the city?

CP: No, static because people take strength in numbers recorded. They don't actually find out the condition of those numbers. For instance, - you can't add the number of passengers on the move at London airport. They are there, they are real live people, they are dying sometimes if there is a crash, they are an inconvenience if you live near an airport. People on the move like air passengers are not necessarily Londoners. They might be on a tarmac of an airport that isn't their own. So, that has got to be included in concentrates. It's people in traffic jams whether they are waiting for an aeroplane or using a car to get out of the airport to somewhere else. They would be included in the concentrate. You have a new way of charting that.

FK: And where would that lead us in relation to a different understanding of planning the provisions for a city or concentrate?

CP: Mostly the subject matter of this particular issue of glaspaper. And so perhaps it is best if we take some of your themes that you are mentioning in the issue, - mobility, movement and transport. Which obviously involves the equation of time and distance. And it's a different sort of distance if one is moving. The equation between time and distance and resulting speed must be addressed.

FK: Movement is probably almost the opposite concept of architecture. Architecture by nature is quite static. And movement is actually something which goes against that concept of staticness. On the other hand most paths of movement are defined by architecture in a way that they enclose the movement or that the path of movement is actually a building. One may think about all those building types that have been created just for transport and movement, starting from bridges and not ending with airports.

CP: Yes, but then if you bring into that equation time and movement it relates to speed. You can put a speed on the life of every building that you design.

FK: You don't mean life span when you say speed?

CP: No it is speed. It is time related to location. There is a speed associated with everyone's life if you measure it between when they are born and when they die. There is an associated speed and the movement can be defined at any one time.

FK: Which would mean that there is no such thing as an absolute speed and our inventions for measuring speed are precise but inaccurate.

CP: There is a bit of Alice's 'Through the Looking Glass' or 'Alice in Wonderland'. The queen is dragging Alice over the countryside, faster and faster. And Alice says: 'I can't go any faster'. And the queen says: 'Of course you can because we are changing location'. It is a marvellous bit. They are actually running over a chess board. And Alice says: 'You are getting to fast'. And the queen says: 'Nonsense! Absurd! I can't be going too fast'. And Alice says: 'Well in my country it would be too fast.' And the queen says: 'What an absurd country you're in. In my country you have to move very quickly to stay in the same place'. This is a wonderful bit in 'Through the Looking Glass'. The definition of speed must relate to the actual place, that is time and movement.

FK: I thought that it is almost impossible to define your position in movement. If you are constantly moving you have no possibility to actually locate your position because you have just left the position in the very moment you were going to define it.

CP: Well, let's take a wet sandy beach and you are in a car with patterns on the wheels. After you've passed over it the patterns are crisp in the sand. They should be blurred all the time but they are not. The wheel is moving and yet it leaves a static track in the sand, it isn't a great smear. It leaves a pattern. And that's a moment in time.

FK: The pattern is probably not much different whether you drive just very slowly or very fast. So the effects of the movement or the imprint of it are always the same.

CP: They are fixed. At any one time they are fixed. It is a progression of patterns but at any one time they are fixed. That is what the queen said. That is why she has to stay in the same place. I mean it is a rather good argument. When you are translating your concepts in the written word, which is when it is type set or computer set, it is a moment in time. Even the physical process of recording your interest in conclusions in this paper. There are moments in time when it has to be still. But it is not. It is still legible.

FK: How do we transfer this onto buildings?

CP: Well they all have a speed. But we have a questionable language for describing speed and movement and therefore in equating movement to time and speed. There are machines in a cricket match that can tell you how fast the bowler bowled the last ball. But the business is that it is in a fixed period of 22 yards. So the speed doesn't matter before or after that period. That's why it is so ridiculous when the test match special on the radio tells you that the ball was travelling at sixty miles an hour. Miles per hour on a cricket ball that has only some effect over twenty two yards. Miles per hour is a junk language for using to talk about a cricket ball. Or a building.

FK: What would be the right language for a building?

CP: You write that equation in relation to what you are designing and how long it is going to last. So the life of a building has speed. Just like the life of a human being has speed. And it occurs all the time but we don't have the language for it. We talk about stars and we can talk about light years, we say 'oh it is 30 000 light years away from us. We talk about seeing and we talk about cause and effect. We have a good language for astronomy but we haven't a language in relation to cricket.

FK: It seems to be a problem to me that we usually measure the quality of movement with the term speed. It is the emphasis of speed within movement and the fact that it is almost the only quality that we associate with mobility and the way we judge it.

CP: One shouldn't ignore the delight that can be achieved for the individual through wasting time. Through spending longer, rather than spending shorter. So that's another equation. Rather like Japanese Zen gardens where their are just pebbles and they rake the sand. Now, I watched that for hours. I watched it even longer than the Japanese watched it because I was interested in the person raking the sand and how soon he got bored. The foreign observer not realising the delight or realising another delight.

FK: Probably we should start to invent elements that enhance the slowing down process or even the possibility of wasting time.

CP: I don't know if there is one, but I like to think that there is someone in some department of some university somewhere in the world that designs big rocks that you can put on the road way because it makes it more difficult to go on the road way. Because of the delight of getting around those rocks and the time it takes to get round them.

FK: Most people will relate pleasure to speed rather than slowness. The rocks on the road may be the element that shifts this relation and one might find pleasure in quite some unexpected elements.

CP: There is a wonderful example, in the capital of Albania, Tirana. This is long before the present troubles. In Western terms it was a rather illiterate population. That is a nasty term to use but anyhow, I explain why. We in the west, - and God knows they are in the west as well -, we look down on Albania because a lot of people couldn't read at the age that we assume that they should be able to read. But a by-product of this was that the local busses had in front of the headlights a thing which could block the light and on that hinge piece of metal which would flip down there was a painting done by the local bus driver. A simple painting of the next town that bus stopped at. Now, they wouldn't turn this thing down, showing this painting if they needed the light, if they were moving. Only when they've stopped they then turned it down. There would be a church or there would be a castle or a rock. The people were looking at the message that was important to them. They didn't look at the lamp that wasn't on. They didn't want a painting of where they had been, it wouldn't be turned down. They looked at the picture of the next stop, of where they wanted to go. So it was an equation which related recognition, desire, intention and

direction i.e. the next one. That was a marvellous system. It controlled the lights, it talked about the future, it talked about wish and it encompassed the current state of literature, which was all visual literature.

FK: We talked about time and pleasure. This brings up the term 'pleasure time'. Pleasure time implies the luxury of arranging your own time or as you called it, the luxury of self-controlled time. In German pleasure time would be translated into 'Freizeit', the free time, which is the time you don't work. The English expression is not necessarily bound to this notion of working or not working but still raises the question whether you can have pleasure time if you are unemployed and you can have this luxury of self-controlled time more or less all of the time.

CP: Of course you can. Do you know what they used to do in the public libraries in the north to stop pleasure? During daytime the public libraries were largely occupied by unemployed people. They came into the library to read the new racing lists for that day. There were three lending libraries, they had all the time in the world and the library was warm and they hadn't got any work to do so they read the racing lists. But then the local so-called do-gooders, the governors, they tore out the racing pages of the daily papers. So that everyday the newspaper was perfect except that the racing pages were torn out. The librarians were instructed by their bosses to tear out the racing pages because they were unemployed people. It happens now, in public libraries. I bet it happens in Glasgow. So that's a lot of things against pleasure. Including against the pleasure of being unemployed. And there is a pleasure. You can read in peace and with more time. You can read the racing results. But ,oh no, the Victorians and the Victorian minded tear the racing pages out.

FK: This brings us back to the issue of the connection between time, leisure and entertainment which again might either lead to delight or boredom.

CP: Two or three years ago I was going to Helsinki, it was probably with Finair. I hadn't been on this particular aircraft before. The nice thing about this one was the little chart where you could see the progress of your flight that you get on the back of the seat in front of you. On Finair they have a camera on the nose of the plane and on the underside and on the top. So when you are landing it is quite different. It is marvellous. You weren't just looking at a chart but it was as if you were flying the plane. But, if they catch on, in a few years time the kids will switch that off and read their comics. The bits about interest are also related to time. The business between interest and boredom and intrigue and newness all of which should be particularly related in relation to movement.

FK: Another issue in relation to aircrafts, time and boredom is food. It seems that the airlines only serve food to make the time that you spend on the plane appear to be shorter. You are eating the food and it is not necessarily that you want it, it just helps to pass the time.

CP: Now that's the point about wasting time. The distortion is worth thinking about. I mean beneficial distortion. Artists used to do that. The distortion in the Japanese paintings of rain or waves are wonderful. And that is purely through delight. But it is a delight you get of a static visual image of the real thing

that you are not experiencing but remember. So memory comes into distortion. Beneficial distortion through memory.

FK: A last question, which I would like to ask you - and I know that you worked on that one a lot - is information technology. It allows us today to be almost everywhere in a so called real time by transmission of video imagery, the internet, emailing etc. Yet our urgency to move around, to be mobile to actually have a vagabond's life is stronger than ever. On the one hand you have the possibility to actually not move at all if you wanted to. On the other hand people are moving more than ever.

CP: Well one thing has a far shorter interest span than another. That is this, you find that in the repetition or the alteration of magazines let alone e mail and the internet. When you become bored with information, that is when the dispensers drop it. The internet is the most boring thing. I mean, there is a terrific lot of information available at all times but the human boredom is constantly recharging what people put on the internet. But it's changed so, they know it won't be read because it's so boring. So that's the other bit of your equation of the well heeled nomad and the information explosion. What you've got to realise is that there is a big boredom factor, constantly rewriting the usefulness of being somewhere else.

FK: And then in the end it is much more interesting just to come here, sitting face to face ...

CP: ... and listen to this boring old chap. Exactly. I think we've said enough.



Cedric Price was born in 1934, 1958 - 1964 part-time teaching at the Architectural Association, London. 1960 foundation of Cedric Price Architects Projects and buildings include:

- London Zoo Aviary, 1961
- Fun Palace, 1961
- Potteries Thinkbelt, 1964
- Generator, Florida, 1976
- Inter-Action Centre, London, 1981
- Duck-Land, Hamburg, 1989
- Magnet, various sites, 1994

further reading on C.P.:
Cedric Price, AA Works II, London, 1984

WELCOME TO FORTRESS EUROPE

People trafficking is the world's fastest growing criminal business. The western Balkans is now one of the main transit routes into Europe for illegal immigration and people-trafficking. In the first 10 months of the year 2000, more than 50,000 migrants are estimated to have passed through Bosnia en route to the West. Organised crime is involved in almost all of that migration. Many of the criminals involved also deal in drugs, prostitution, slavery and pornography. (...) Every day we hear of the horrors illegal immigrants endure at the hands of the people-traffickers. (...) The EU must act decisively to ensure that the western Balkans, so long prey to ethnic conflict, does not become captive to organised criminal structures. This is why European governments must work more closely to tackle the flow of illegal immigration. It is essential that we show both traffickers and carriers transporting illegal immigrants that we mean business.

(source: Tony Blair and Giuliano Amato, *The Observer* 04.02. 2001)

By 2004 Spain will be finished installing a \$120 million radar system that will form a 550 km electronic wall across the Mediterranean Sea which will detect boats up to a distance of 11 km. An estimated 3000 people have died in the past five years in their attempts to cross the Straits of Gibraltar and reach the Spanish coast.

(source: Rory Carroll, *The Guardian*, 31.08.2000)

July the 28th, 1951: Delegates from 26 countries had been gathering at a special UN conference in Geneva, Switzerland to discuss and solve one of the most urgent problems of post-war Europe - the situation of millions of refugees and misplaced people wandering through foreign countries. The outcome would be known as the '1951 Convention relating to the status Refugees' or short the Geneva convention. In the following years more than 140 nations have signed this convention. The first paragraph of the 1951 convention defines a refugee as " a person who is outside her/his country of origin (or habitual residence in the case of stateless persons) and who, owing to a well-founded fear of persecution for reasons of race, religion, nationality, membership of a particular social group or political opinion, is unable or unwilling to avail herself/himself of the protection to which s/he is entitled." The Convention also contains provisions on the rights and obligations of refugees. In particular it states that refugees should not be expelled or returned to territory where their life or freedom would be threatened and that they should not be penalised for having entered into or being illegally in the country where they seek asylum.

(source: UNHCR, 'Refugees', Volume 2, Number 123, 2001)

We have to modernise the practice (of the 1951 Convention) because the world today is different from what it was 50 years ago.

(source: Jack Straw quoted in Ian Black, *The Guardian*, 09.02.2001)

December the 25th 2001, 6pm: The normal Christmas dinner in the UK will be composed of a turkey, runner beans, carrots, mangetout, potatoes, and sprouts. Bought in a local super market nearby these ingredients will have travelled over 24,000 miles before they reached the table. The turkey came from Thailand (1,000 miles), runner beans from Zambia (5,000 miles), carrots from Spain (1,000 miles), mangetout from Zimbabwe (over 5,000 miles), potatoes from Italy (1,500 miles) and the sprouts from Britain (1,150 miles).

(source: Felicity Lawrence, *The Guardian*, 11.12. 2001)

In 2001 the British government has commissioned two subsidiaries to run detention centres for asylum seekers. Harmondsworth near Heathrow has a capacity of 500 and Yarl's Wood in Bedfordshire a capacity of 900. Yarl's Wood is run by the private security company Group4. The centre has the equivalent security measurements of a category B prison with three lines of 5 meter high walls. The centre is situated in the middle of an exposed tract of Ministry of Defence land. The compound is ringed by a chain-link fence topped by three lines of barbed wire. Half of the asylum seekers kept in Yarl's Wood will be families with small children. The asylum seekers are expected to stay so long in the detention centres that the Home Office will provide teaching for the children held there. Under article 2 of the UN Convention on the rights of the Child children may not be punished for the activities of their parents, which would include seeking asylum.

(source: Jay Rayner, *The Observer*, 04.11.2001)

Europe has closed its borders, built up its defences, and stands united to battle off an apparently threatening influx of people who want to live and work here. Every single so called 'illegal immigrant' that is sent back in a plane, caught at the passport control, stranded on their way with no money left is seen as a success in the official policy of deterrence. Today it is now possible for an asylum seeker to legally arrive in Europe and make an asylum pledge. To travel he would need a passport with a visa, but European embassies do not issue visas for people who disclose that they will claim asylum on arrival in Europe. Airlines or ferry companies are severely penalised if they are carrying refugee passengers without sufficient travel documents. The thirteen Romanians will probably have paid traffickers up to \$ 2000 per head to smuggle them from their country to Ireland. But did these Romanians have another choice? Mr. Ahern, is involved as much as any other government in the EU and the greed is on the side of those unwilling to share the wealth they accumulated by exploiting underdeveloped countries. If these Romanians are the victims then our immigration policies are their perpetrators. Welcome to Fortress Europe.

Florian Kossak

December the 8th, 2001, 10am: 8 dead bodies, among them three children, are found by the Irish police in a container on the back of a lorry. Five survivors in critical condition are brought to a nearby hospital for emergency treatment. The Irish police has launched a murder inquiry. The police believe that the 13 people are Romanians. The container imported Canadian furniture from Italy to Ireland. The cargo travelled from Italy via Cologne in Germany to Zeebrugge in Belgium by train. There it was loaded onto a ship to Watford Port in Ireland where it finally had been picked up by a lorry to be driven to Drinagh Business Park in Wexford. At what point the 13 people entered the container, how they got in it and for how long they have been in it remains still uncertain. The Irish Prime minister Bertie Ahern is quoted in the Glasgow Herald: "Those involved in the cruel trade of trafficking in human beings have perpetrated yet another atrocity on the victims of their greed."

(source: Jennifer Johnson, *The Sunday Herald*, 09.12.2001)

Compared to the 200 million people world-wide who are presently residing outside their country of origin, the illegal migrants in western Europe form a tiny minority. They and their legal counterparts are treated with suspicion and hostility although such a reaction makes no economic sense when considering the estimate of the UN population division study which reports an annual in-take of 1 million immigrants for the next 50 years is necessary for Britain to maintain the current potential support ratio (age 15-64/age 65+). The western European countries do not need less but more immigrants to survive.

(source: Jonathan Steele, *The Guardian*, 30.10.2000)

Last year the European Union renewed the Lomé Convention with African, Caribbean and Pacific countries on trade relations. The ACP countries were given the choice of accepting either the repatriation of people 'illegally present' in Europe or loosing out on £8.5 billion in aid and trade. They accepted the former.

(source: Nick Cohen, *The Observer*, 11.02.2001)

It took Williams Osunde more than two months to travel the 2000 miles from Lagos, Nigeria to the Spanish enclave Cueta on Morocco's coast. 2000 miles on trucks and by foot, crossing four frontiers where he had to bribe either the guards or a trafficker or both, two months through hostile deserts and mountain ranges. Five of his friends that had travelled with him had died of thirst and exhaustion on their way through the Sahara desert before they reached the barbed wire fence around Cueta. William Osunde had studied in his hometown Lagos. A lack of funding put an end to it. Europe seemed to be the right place for him, a place where someone with his ambition would find a job, could make a living. Nigeria offered no future for him.

(source: Jeremy Harding, *The Observer*, 07.05.2000)

Zambia: Travelbag Adventures is offering a nine-day Christmas adventure on the Zambezi from December 23 featuring mountain biking around the Victoria Falls, a two-day canoe safari and a day's white-water rafting. Optional activities include horse riding, elephant safari and bungy jumping. £ 1,229 including flights, transport, activities, fixed-tent accommodation and most meals.

(source: Best Offers, Travel supplement, *The Guardian*, 08.12.2001)

In 1993 the EU approved funding of £25 million for a defensive wall round Cueta. The wall is composed of two high parallel wire fences running for five miles around the territory, a roll of razor wire, a line of electronic sensors and 33 closed-circuit cameras. Since then the defence has been constantly improved according to the rise in sub-Sahara Africans who tried to enter Europe through Spain's colonial reminiscence in Morocco. Despite all those defence measurements 7000 people managed to enter Cueta in 1999. Once they surmounted the defence wall, most of them with severe cuts and bruises from the razor wires fence, they are held in a detention centre waiting to be processed from the camp to the Spanish main land. In the last two years Spain has - prompted by their European partners - further increased the defence around Cueta and made it now almost impossible to overcome.

(source: Jeremy Harding, *The Observer*, 07.05.2000)

PROXIMITIES OF FEAR

It's been a strange couple of years for the human flight programme. Were the Wright brothers around today they might be wondering how their liberatory leap of 1903 could have developed into today's incarceration nightmare. As with so many of the incredible scientific achievements of the past 200 years, passenger flight has well and truly 'blown back' in our faces. Far from wakening up to this fact in the aftermath of the televisual spectacular that was 9-11 we have been living our airborne nightmare for decades. Consider the following: air traffic control chaos, bank holiday weekends spent sleeping on airport floors, lost luggage, flightpath noise pollution, anti-runway protests, the abolition of duty free, Heathrow airport, deep vein thrombosis, passport control, immigration control, customs officers, airline food, air rage. It is with a nostalgic grimace that we look back to Hollywood portrayals of passenger flight in the forties, fifties and sixties where cigarette smoking gentlemen and pearl clad ladies indulged their desires for freedom and luxury, voraciously making use of their newfound license to explore the world.

Projections of Force

Once the flagship industries of any pretentious nation state, airlines and aircraft manufacturers have lost their romantic allure. Thousands of manufacturing and service jobs destroyed, the supersonic experiment stalled, plans for a 'super' jumbo shelved, passenger space travel left to an increasingly desperate Russian space agency and equally desperate middle aged millionaires who've grown tired of the simulacrum of Sun City and Las Vegas.

Global Capital, fast abandoning the tribulations of attempting to lure once travel hungry North Americans back onto planes shall soon resettle in more lucrative branches of the economy in our 'new world order'. The customer interface between attack helicopter and Palestinian internee or between Iraqi farmer and F-16 bomber is far less susceptible to the market vagaries of business class air travel, with its executive lounges, in-flight movies and scented serviettes. Billions of speculative US dollars and Euros are already shifting into conventional defence industries. The worlds major aircraft manufacturers are 'scaling down' their civilian operations to 're-focus' on defence work. For now the menace of Islam can be blamed for the way in which our aviatory dreams have turned sour, indeed millions of Afghans and Iraqis now have a crystal clear understanding of our lust for air supremacy having marvelled at the undercarriage of Stealth Bombers and B-52s day after day after day.

The conundrum that is the (illusory) globalised freedom of movement offered by the spread of passenger air travel means that the bogey man has to be guarded against at home as well as abroad - wherever that is. The rapid growth in domestic and corporate security in North America and Western Europe is swelling out of control. Anyone with a dot-com million lying around has invested heavily in re-fortifying their lives, employing ever more CCTV, door chains and low wage goons in one-way glasses and clip-on ties. The physical consequences and transformations we can expect in our built environment as a result of these developments are significant. We will see increasing numbers of security personnel and technological devices such as surveillance equipment and access barriers. Our bunker mentality will no

doubt be reflected in a corporate architecture which increasingly rejects the street. It is only a matter of time before cities suffering from the collapse in the tourism market, promote themselves as 'secure' destinations for the anxious traveller. Thus how we arrive at, move through and inhabit cities will be irrevocably altered.

Spread your Wings

*"Did you pack your own luggage today?"
"Do you have any sharp objects on your person?"
"What is the purpose of your visit?"*

Alfred Hitchcock's 1959 thriller 'North by Northwest' contains a scene where the protagonist, Cary Grant, arrives at an airport, passes through one set of double doors to reach the ticket desk and then through another to the airfield. No checks, no questions, no searches, no delays.

Compare this forty year old portrayal of rapid transit with our contemporary experiences of trans-urban passage. Long before you reach the airport, let alone the aircraft, a process of voluntary surveillance and incarceration is commenced. If you're an American citizen, when you purchase your tickets, you will be subjected to a 'credit check' where attempts will be made to identify possible 'undesirables' whose details will be passed to the military and security services. Having skipped under this first wire, upon packing your smalls you enter into a contract with the airline authorities to both pack your suitcase yourself and thereafter never leave the innocuous object unattended until check-in. On the day of your flight you will find it increasingly difficult to approach the airports solitary entrance in anything other than the prescribed manner. Heavily armed personnel and the occasional armoured vehicle are positioned and trained to identify 'unusual' behaviour (such as arriving on foot, or dressing in an 'unusual' manner). Once within the precinct of the airport building the previous regime of self regulated surveillance is transformed into an all encompassing internment for the duration of the journey. Efforts are of course made to retain the impression of freedom, you shall intermittently be offered a wide range of consumables to distract your attention from this transitory detention - novelty socks and ties, nicotine and alcohol by the hundred weight, air sealed cuisine. Your baggage and person shall be scanned, sniffed, frisked and watched by a hundred pairs of eyes, noses and hands. All being well your fellow passengers shall enter into the now customary "getting to

know your neighbour" conversation (sussing out your religion, place of birth, political persuasion). By the time you have disembarked and reached your intended destination every last vestige of privacy or clandestine intent should have been cleansed or exposed in the course of your journey. Credit card trails, bag checks and customer loyalty accounts all prohibit the modern day trans-Atlantic adulterer, runaway or recluse from attaining some measure of covertness.

Air Supremacy

Our paranoid desire to create a risk-free society is imbedding itself in our buildings and cities in the form of spatial patterns and programmes which limit our movements, expand our gaze and expose the other. The complex systems we have created to accelerate our everyday lives at every level are fast becoming incomprehensible mēlées subject to control and manipulation by the state and the ruling class. We have increasingly grown to accept that everything proceeding the present is progress. Modern airports become incoherent suburban structures, like malls, theme parks and penitentiaries, into which we submit ourselves, passively trusting their impressiveness to deliver increased efficiencies and opportunities. When the system falters or deliberately slows our headlong passage we accept that those standing against progress are to blame and consent to ever more control and manipulation.

A limitless appetite for nostalgia coupled with a disconcerting collective amnesia could well be the defining contradiction at the heart of contemporary life. Intimate knowledge of pop chart number ones and World Cup winners appears to have replaced rudimentary historical inquisitiveness and perspective. Matters haven't been helped by political leaders who have declared that we live in a 'new world order', reminiscent of the wild west (or east) depending on your cinematic references, where we're the good guys and they're the bad guys. In assessing the stress-filled experience that has become air travel it is worth remembering that scene from 'North by Northwest'. Long before the events of 9-11 more than a few restraints had been placed upon the heralded arrival of air travel and the opportunities it presented. ...double doors to reach the ticket desk and then through another to the airfield. No checks, no questions, no searches, no delays...

Allan Atlee

Airports as glass palaces

For the building of airports, also, glass-iron construction has much to recommend it; airports must be visible and identifiable from far off and this is best achieved by coloured ornamental glass. This will reach its full effect at night, when the entire building is crowned by a diadem of projected lights, delighting not only the aeronauts, but also the people who have no airship at their bidding.

Militarism and brick architecture

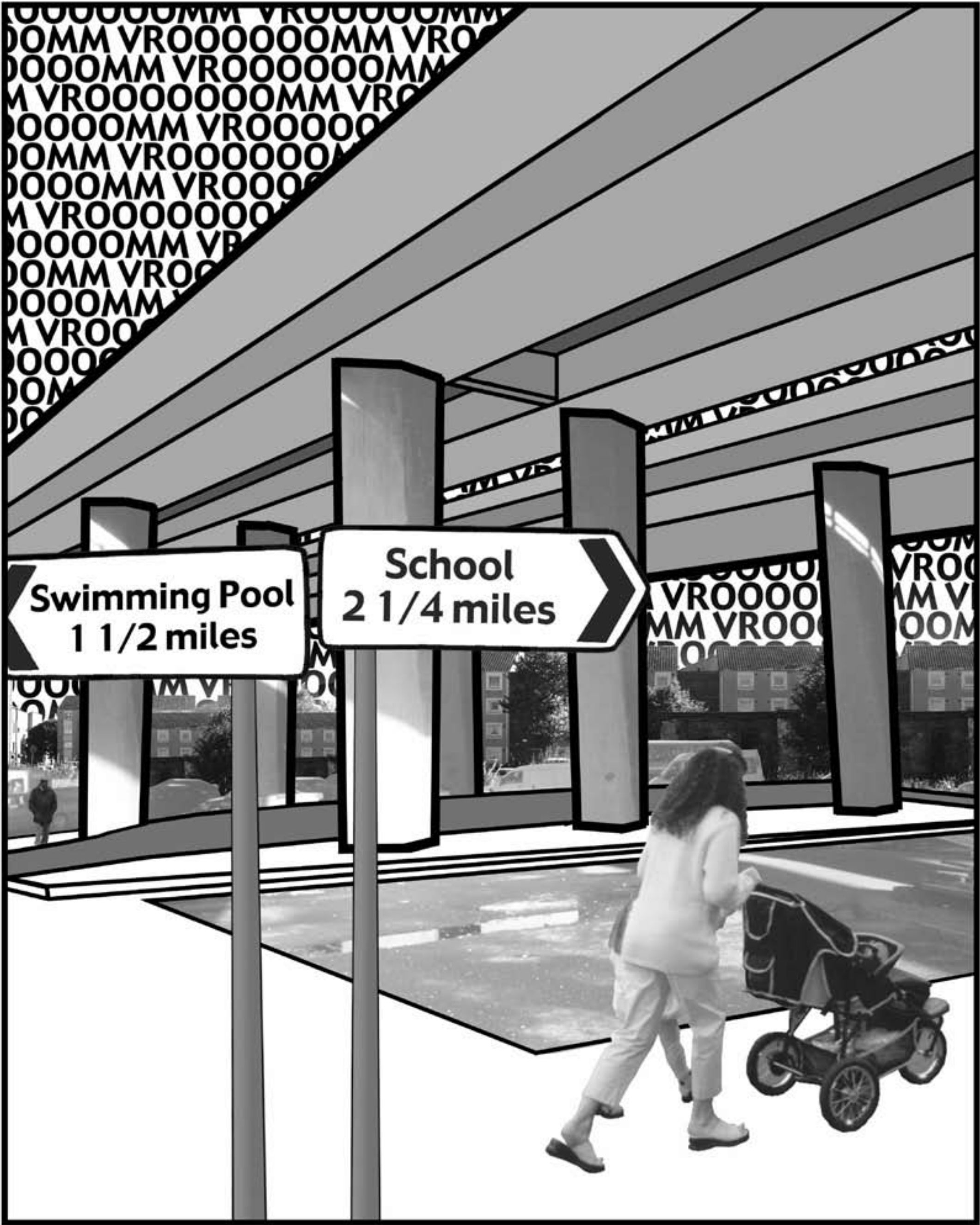
So often only the obnoxious side of militarism is alluded to; but there is also a good one. It consists in the fact that, with the significant advent of the 'dirigible' aerial torpedo, it inevitably draws attention to the dangers of brick architecture; if a brick church tower is struck low down by a torpedo, it will in every case collapse, kill many people and reduce an entire group of buildings to rubble.

If, therefore, militarism evolves logically, it is bound to bring our brick culture into disrepute; this is its good side, and one constantly emphasised, especially by those tired of living as 'brick-dwellers'. A glass tower, when it is supported by more than four metal piers, will not be destroyed by an aerial torpedo; a few iron members will be bent, and a number of glass panels will have holes or cracks, but such damage is simple to repair.

Paul Scheerbart

Glass Architecture, Berlin 1914





Special Feature: M74 Extension

MOTORWAYS, NEW TOWNS, AND TOWERBLOCKS

The first motorway in Great Britain was opened officially for traffic only some 43 years ago. In 1959 the south stretch of the M1 (London Edgware to Birmingham) became the first motorway to actually carry traffic.

In the same year, an independent study recommended an urban motorway through the City of Glasgow and plans for it were approved by the City Corporation. The approval had followed various reports and development plans dating back as far as 1945, when Robert Bruce, by then City Engineer, published the first of two reports, the *Bruce Report*. Bruce had proposed the complete demolition, in fact eradication of the City Centre to allow for new housing and commercial developments, open spaces, two new main train stations, and a new transportation system based on a network of arterial and subarterial motorway-style roads. The starting point for the Bruce Report and other studies commissioned in the early 1940s were Glasgow's rate of unemployment (72% in 1932) and its housing situation, with highly populated areas in poor condition (average 450 persons/acre). With the end of the Second World War these facts became even more apparent as bomb damage contributed immensely to the housing shortage and heavy industry was shrinking even further. In 1943 the Scottish Office on behalf of the central government commissioned the Clyde Valley Plan which was then conducted by Patrick Abercrombie. Also in charge of the Greater London Plan, Abercrombie tackled Glasgow's problems of overpopulated areas by proposing the relocation of vast amounts of the urban population to New Towns.

Neither the Bruce Report nor the Clyde Valley Plan (1949) were executed as such, but the Bruce Plan's key features concerning road developments and Abercrombie's housing and relocation strategies survived into Glasgow's urban planning policies that were developed from 1960 onwards. Although initially turned down, Abercrombie's recommendations from 1949 were finally incorporated into Glasgow's development plans in the early 1950s as the city accepted the New Town policy as the only solution towards its overpopulated areas, with East Kilbride to become the first New Town in 1947. In 1956, 40,000 Glaswegians were relocated to Cumbernauld, the second New Town. The relocation of population to New Towns was preceding in accordance with the designation of comprehensive development areas (including Hutchesontown, Gorbals, Pollokshaws, Sighthill, Anderston Cross) from 1957 onwards. The overspill or relocation was made possible by the Housing and Town Development Act, Scotland (1957), while a different report, also dating from 1957, was produced to develop the idea of

Comprehensive Development Areas (CDA). The proposals made within this report were part of the bigger plan to reduce existing housing densities from an average of 450 to 164 persons/acre. In order to achieve this, almost 100,000 houses were to be demolished and almost 60% of the population had to be removed from the redevelopment areas.

Although New Towns were capable of accommodating the overspill or relocated population from the city, it could not provide an answer to Glasgow's problem with unemployment, which began to rise again from 1957 onwards. New commercial and industrial estates had been built outwith the city's boundaries (i.e. Hillington Industrial Estate, 1938) and continued being built there and adjacent to the new New Towns. The city itself simply had not enough space for large scale projects and investing in 'out-of-town' developments proved to be the cheap alternative chosen by many multinational firms. This type of industry preferred to be located in healthy working environment and should be easily accessible, next to modern roads or even motorways, in short something which the city of Glasgow itself lacked.

In 1959 an independent report about an Inner Ring Road for Glasgow was undertaken. This study picked up on Robert Bruce's layout and design of a network of motorways around the centre of the City of Glasgow and its recommendations were approved by the City Corporation in the same year.

The image of motorways and the automotive era alongside Comprehensive Development Areas and New Town schemes became symbols for a modernist and forward looking city. Glasgow's commitment to rapid change led to the building of 129 tower blocks within the CDA framework, the relocation of about 200,000 people to New Towns (until 1976, when the scheme finally was abandoned), the complete dismantling of Glasgow's tramway system in 1962 and the building of an urban motorway whose route and junctions dominate large parts of Glasgow's inner city appearance of today.

Initially envisaged as a circular road around the centre of Glasgow, only the North and West flank of the motorway, the M8, were built. The South and East flank still remain the subject of a heated debate. In January 2001, former Transport Minister Sarah Boyack announced the intention to finally take forward the M74 Northern Extension, the south flank of the ring road. The new link will be a 5 mile long, three-lane motorway with hard shoulders along the route from Fullarton Interchange on the M74 to the M8 west of the Kingston Interchange. The Scottish Executive is committing £214 million towards the

estimated cost of £250 million, while Glasgow, South Lanarkshire and Renfrewshire Councils will provide the additional £36 million. The link is targeted to be finished by 2008. Completing the M74 extension, as put by Glasgow's council leader Charles Gordon at a business conference in September 2001, will "help keep us economically competitive with so many other places in the UK, Europe and beyond." Glasgow's Department of Land Services vision for 2020 states that: "the planned completion of the M74 will be the strategic link in Glasgow's road network. This will create economic development opportunities (...) by improving access to a range of sites suitable for industrial, commercial and other developments. (...) This will further enhance the economic development potential of the city by providing employment opportunities for those who may otherwise be excluded as a result of the gaps identified in the city's road and motorway network." And again Sarah Boyack who said, that "it will encourage investment and connect communities at the same time as ending years of irritation and uncertainty

for road users in west central Scotland.", also "this scheme will also provide many construction jobs", and "we are committed to delivering an integrated transport system which meets Scotland's economic and social needs without threatening our environment."

50 years ago the car was seen as the mode of transport for the future. Motorways were thought to be the answer to economic prosperity and modernism. However, with society facing immense environmental and spatial problems that have not only been prompted by this ideology, but also by wasteful and insensitive use of resources, there is a necessity to change strategies. Failure to address this issue has social, economic and ecological costs. Yet there are solutions - and they are being applied elsewhere. Many cities already have done so.

Tatjana Schneider

(for further reading: Glasgow: The Forming of The City edited by Peter Reed; Glasgow, by Irene Mavet)



above: Glasgow: Existing city centre in the 1940s; below: Glasgow: Charing Cross, 2001.



Special Feature: M74 Extension

ROSIE KANE

“I HOPE, THE MOTORWAY WILL NEVER BE BUILT.”

Rosie Kane acts as a representative for Residents Against the M74 Northern Extension. This interview is about herself, her interest in the environment, her personal motivation and the action that she takes to make other people aware of things that happen in their surroundings. It is, of course, also about the M74 Northern Extension, a £250 million motorway that will cut through Govanhill in Glasgow, the area in which she lives.

Tatjana Schneider: How did you become involved in local struggles and protest in the first place?

Rosie Kane: Personally for me, I was never involved politically, environmentally at all until I was going up to visit my mother who lives in Pollok and that's where the M77 was being constructed. I was passing on the bus, saw some people in a camp, and I went to my mother and said: "What's going on in the park, what's happening?" She said: "Oh, there's a motorway or something." And that's as much as she knew. So I thought, I must go and ask. There was a guy from Sweden, people from Coventry, people from Newbury, people from everywhere told me what was happening on my doorstep. So my first question inside my own head was: "Why don't I know about this?"

TS: What was your personal motivation to participate in the protest against the M77?

RK: I was coming at it from a sort of democracy point of view. Why don't we know? Why weren't we asked? I was angry and annoyed about that and I kept visiting the camp. During that period people were looking at maps and showing to me the layout of the M77, and trying to explain the maps to me and the whole process and that's when I said: "So, that's a motorway, that's an intended motorway." And then I said: "What's this?" And they said: "Oh, that's another intended motorway." And I said: "But that's near where I live!" And they said: "That's the M74 northern extension." Again, people telling me about something that was very close to where I live. I remember saying: "What can we do about this?" And they said: "Well, we're busy. What can you do about it?" So they were handing me a pile of things: the maps and things like that and said: Go and do something about it!

TS: What did you do then? How did you start to work on this issue?

RK: Well, I didn't know what to do. I went home and sat for a while and thought: "I need to find somebody who's active in the community!" Now, I had lived in Govanhill for a couple of years at this point. That was in 1993. I went to the community centre and I found a group in the Larkfield Centre in Govanhill who were

Southsiders Against The Criminal Justice Act. So I went to these guys and said to them: "Do you know about this road?" And they said: "No, we know nothing! What can we do?" And I said: "I don't know, I don't know what we can do. We need to tell people." That was the first step. We decided within the next couple of weeks, that we need the media, we need to get attention somehow, we need to be imaginative, and if you can be funny that helps. So we called a press conference, and we called it on the path of the motorway, just outside the Larkfield Centre. I don't know where all of this came from. We had no experience, any of us. We underestimated ourselves, that plus the fact that we were on the route of the motorway plus the fact that the M77 was a hot issue at the time, brought out the entire press. We made our statements and it was on the front pages of the newspapers! It got on the front of The Evening Times, it got a place in The Herald, it got really high coverage.

TS: What were your strategies to get attention from the people that would be affected by that road?

RK: We went to Eglington Toll at the St. Andrew's Prints because we felt it was a major site of activity, where the road would be massive, and where the land has been left blighted for such a long time. That's where we took our first direct action. It was tied up with Burns's night. We said: "If Burns was alive, he'd be on this motorway protest. This is a man who would support us." So, instead of a Burns supper we had a Burns scupper. We made an effigy of Allan Stewart, a Scottish Tory MP in London of that time. He lived in Newton Mearns, and he came out with his sons on the M77 protest and they had air rifles with them and threatened the protesters. So we used him. We made his head, took it to the site and we had a poem about Allan Stewart and democracy. That was our first direct action. And it got lots of coverage. Lots of people came when we blocked the road. The police came on horses. You realise that you were never meant to speak up, you were never meant to know, were never meant to complain. The agenda is much greater than you and that's what became apparent within the period of six months.

Florian Kossak: You mentioned direct action. Did you also investigate how directed action historically worked or precedents or did you look at other cities or other movements?

RK: We realised in our minds that we had to do it in a certain way. We live in Glasgow, we live in the city, people have a certain way of looking at things. Something comical or ironical can say so much more than a book. You can say it in a sentence. Especially in Glasgow. And being a Glaswegian myself, I knew what that meant. It was important to us to let people know that we

were ordinary people from this city. And we felt that we should be brave. This may be scientific, this may be complicated, but we must not let that stop us. So, these were the issues and at that stage I hadn't gone and looked at the whole direct action history. The following February, I was to do something that said: here is a women from the community doing something she wouldn't normally do. That's what I wanted people to realise. So, I got my brother to make me some chains out of elevator cable, elevator cable being really hard to cut through. Shine a light on those who are guilty! Let people know who the problem is. The problem in this case was the Chamber of Commerce, who had said: "Build the motorway, it's good for jobs and everything!" So, let's talk about what they do! On a Wednesday morning, I phoned the press and said: "I am gonna hit the Chamber of Commerce." We went up to the Chamber of Commerce and the press again assembled, TV, Radio, Newspapers. I grabbed the chains and a padlock, ran up the stairs in the Chamber of Commerce, burst through the doors, heart pounding, I had noticed a metal spiral stairwell, and I just quickly put my chains all around it, all around me and latched onto it and the assembled press were there, cameras, the lot. So here was me, not very big looking, very small looking, with these ridiculously big chains. The police were called instantly. And I realised: "I have really hit a powerful place!" For me, the Chamber of Commerce were people who needed to be exposed for their agenda on the M74 Northern extension. But I never knew the power that they then obviously had. The building was surrounded by the police. They closed the building down. So I was locked in for two hours with the press. I had live TV, I had live Radio. And then, the police stormed in very heavily, the fire brigade had to cut my chains with hydraulic cutting equipment, and I was arrested. The very next day it was in the papers. Also the next day, there was a small enquiry about the road, because we created such a fuss. That was when the STUC (Scottish Trades Union Congress) joined up with Complete to Compete which are the Electronics Industry who are collectively called SPEED, the Chambers of Commerce, the CBI, Glasgow Airport, and a few others. Powerful men, with big presentations, promoting the M74 Northern Extension. I was there with cardboard, with asthma statistics and things, and this was my presentation. The difference between us was huge. They were powerful, and they had influence and contacts. So, you can see, where I was getting angry and more empowered. I could see the enemy clearly.

TS: How effective were your actions in terms of the numbers of people who knew about the M74 Northern extension by then?

RK: Well, we got a good response. At the time people were going: "I've heard about that road,

what's it about?" Many people were becoming aware of the road, bearing in mind, people had known nothing.

TS: Was it then that you also got actively involved in politics as well?

RK: At that point, the Scottish Socialist Alliance was set up, coming from the M77 and people who were involved in it, Scottish Militant Labour, the Left in Scotland were coming together, and they invited me to be part of that. And I said: "Well, I know nothing about politics." And they said: "You're doing this thing. You do know what you're doing. Come and get involved if you're interested." I did. Suddenly, the councillor for the Toryglen area died and it created a by-election. And the Scottish Socialist Alliance said: "Let's stand a candidate. Rosie Kane should be the candidate." And I went: "Oh no, I can't do that." And they were like: "But you must, you must, you must!" And before I knew, I did. So, here was me, now going into Toryglen. I went along to public meetings, I was going around with posters which were just saying: Scottish Socialist Alliance - No M74! Now, the Scottish Socialist Alliance was a brand-new organisation, standing in a red hot Labour seat. We got 20% of the vote. I came in third. And all I was saying was "No M74".

TS: Which of your strategic actions was 'the' most successful regarding the M74 extension?

RK: Well, we found that a petition counts as one complaint, even if there's 4000 signatures on it. So, we got little postcards made. We went round the doors or in stalls outside Supermarkets. And, ultimately the Scottish Office got over 4,000 postcards. Each one of them had to be addressed by the Scottish Office, they had to respond to it! So that was the amount of people who were not getting off their butts, not coming out marching, or protesting as such, but were clearly responding to the M74 in a negative way.

TS: What consultation has the Glasgow City Council undertaken on the M74 extension?

RK: The planning department had a huge display about the M74. It cost some like £60,000. Business were invited, but people were not invited. So I said: "Can you bring this display into the community?" They said: "No, we can't. It's too big. We can't move it." So, what I did was I took myself into the display and put a sign up saying 'Rosie Kane, Motorway consultant'. I sat there for 3 days before the planning department even knew I was there. I got really fed up with nobody knowing that I was there. So, I made a huge toxic bomb out of cardboard and took it into the planning department. I invited The Herald and The Evening Times. I set off a smoke bomb inside the rocket and there



was lots of smoke filling the whole of the planning department. And again it got on the front page of the Evening Times, which goes through lots of doors of ordinary people. There is this issue about toxic waste along the route. So, I got mud from plant pots in my house, put it in bags, put in some stuff, made it look like toxic waste. I went up to City Chambers, they were having a meeting about the M74. I went in and got my two bags with 'toxic waste', just tore them open, spread them all over the table and said: "If this is good enough for my community, it's good enough for you." I said: "It's chromium, it's arsenic, it's lime. Deal with it!" And I walked out and again, I had a story in the papers. But the best story about that was, that they had to remove what they thought was toxic waste. They sent in men in white suits, they closed off the room, and we got photographs of that, and said: "So, it's not dangerous? Look how they deal with it! It is dangerous!" So again, that was a way for us to get a point across.

TS: What are your next steps? Are there any public hearings, enquiries coming up?

RK: In March 2002 we've got some sort of consultation. I suspect it will be a consultation about how we deal with the road once it's built though. I don't think they're being honest. They've already got the funding saved. March 2002 is an opportunity. That's what we're building for now. If I had a dream, it would be that there will be real cry from the people, saying: "No! We now know what the motorway looks like, we know what it smells like, we know all about it. And we oppose it. We don't want it!" It's a big dream, isn't it. But you need to have the big dream.

FK: Have you ever been prosecuted for your actions?

RK: No. I've been held in prison, and I have never been prosecuted. And I have a theory that that's because they don't want to drag a mother of two to court. I've been charged for other actions, but not the M74. And I think that there is definitely a thing saying: "Don't!" Because: "What will she do? Will she go to jail? Yes, she will!" Cause if they fine me, I won't pay the fine, I'd go to jail. And that again would get people going: "That's not right!" And it would help the issue. Regarding the toxic waste, I wasn't even questioned. I once hung banner off the Kingston Bridge and the Police phoned me after a week and said: "About your banner on the Kingston Bridge." And I was like: "Do you want to move it to another site for me?" And they were like: "We are gonna take it down. Do you want it?" So, I think there is a reluctance to charge me. But, I keep pushing.

TS: If you want to sum up again the consequences that the motorway would have for your community, for Govanhill. How do you think it will effect your life and life in the community?

RK: We will have a huge structure which will be on stilts, 50 feet high. It will create a wall, between Govanhill and the Gorbals community. But if you go anywhere where the motorway is on stilts at the moment, in the Kingston area for example, it becomes a wasteland. It's a place you don't want to walk or cross through. These two communities will be divided although families live in both communities. They're both very big communities which are traditionally linked. And this road will cut right through them. The second thing is the noise intrusion. There will be a 110,000 car journeys per day

over the motorway. I don't care what kind of tarmac they use. You cannot get away from that sort of noise. Many of these 110,000 car journeys will be local journeys, less than 5 miles, cat-lead converters don't work unless you have driven for 5 miles. The motorway is 5 miles long. So, you cannot avoid the pollution that'll come from that. It's an urban motorway. Very close proximity to many playgrounds, many community centres, many schools, and many people just getting about their everyday business. Bristol University did a study and found: where children play by motorways, benzene is found at the top of their teeth, just at their gums. It is known to cause cancer. The motorway will cut through some of the poorest communities in this country, in the Shettleston constituency. These people already are disenfranchised, living in a stinking community, have poor housing and they have the difficulties of unemployment and poverty and everything else. They will now have this added problem of pollution and sickness related to it, which will show increases in asthma figures and increases in cancer figures. The schools in the Gorbals were closed down by Glasgow City Council. The secondary school, John Bosco's was closed down. They displaced the children at the school and they now go to Holyrood School, which is in Govanhill. These children will then have to walk underneath this motorway to get to school. The Council closed down our swimming pool in Govanhill. The danger to the community is that on/off ramps will bring increased traffic directly into the community. It will not be local people who are aware of the schools and the make-up of the community. So, people coming through our community for fast track will be driving in motorway-psyche. Motorway-psyche is if you've driven along a motorway at 70mph, you come off that motorway, and it is hard for any motorist to drive sensibly. There's a good chance that most of those cars will go onto our Govanhill one-way road system at speed. That's gonna increase the risk of accidents, but it's also gonna increase the risk of intimidation to the community. It stops people from getting about their business. So, you actually start to drain the community of its local economy, of its pedestrians. What you then get is less of a community, because there are less pedestrians. People then tend to fight less for their community, and use their resources less. So you cut an artery and we bleed dry. It's not a good future for what is a community which is diverse, interesting, and traditional. We've got beautiful red sandstone buildings, we have wonderful areas in this community, so much potential. And instead of that we're getting this great big slab put right through it.

The motorway will change the way we get about. Things that exist in the community at the moment will no longer exist. We will no longer buy things like paint, wallpaper, jewellery in the area, because big business will set itself up 5 miles up the road. And if you don't have a car, then you won't have access to MFI, the local leisure, the cinema. We used to have a cinema in this community. It's gone. And so we will need to travel to these things. Only 40% of households in Glasgow have a car. 60% don't. So what about those 60%? Do they get excluded from the normal stuff that they used to be able to do because they are poor? Go and look at where motorways already are. That's what's happening! Economically nothing. Pollok has got nothing. Easterhouse has got a motorway next to it, and it's got nothing. They never created jobs, they never created enterprise, they never did any good. They create a fast track for people who live outside the community, who don't even pay Council Tax within the Glasgow

area. And we effectively become drive-through ghettos.

TS: Would you only see a change in the way of thinking about this road, when there is a change in politics itself?

RK: That would be one catalyst. Another catalyst would be taking more direct action soon. Motorways are no longer being built, Glasgow is the last bastion. We're gonna stand every seat, we're gonna take on the Council on this issue, right along the route, and we will not take No for an answer. We need to see a change at the top in Glasgow City Council. Charlie Gordon has got to be toppled. The Council were elected with a manifesto which opposed the motorway in 1996. They said: "We regret the construction of the M77, we will oppose the construction of the M74 Northern extension." The next elections for the Council are 2003 and that is set to be something where the Scottish Socialist Party for instance and the SNP are gonna be taking more seats. So it will be interesting to see how that goes.

TS: Do you see any alliance outwith the local residential community of Toryglen and Govanhill which is opposing the motorway?

RK: Some businesses along the route are against it. People's Cars are opposed to it. They think it's gonna be too disruptive. Keystone Construction, a construction company and a car company opposed to a motorway, I mean, come on. They say, they create jobs on this motorway: 7,000 and then it's 2,000, and then it's 6,000. And you're just like: Who, where, when? Nobody is able to argue with it. But, what we did find out, is that industry who said they would set up along the route, would set up along the route anyway as long as there was communications to get their staff to work there. I didn't have to be a motorway!

TS: What changes have occurred within the community since the approval of the M74 extension?

RK: The hospital has gone, the synagogue has gone, the gym has gone. It's all turned into private housing. So, you see that whole line. Private housing is all coming up adjacent or parallel to the proposed route of the motorway. Each of these houses has two car spaces below it. So, most of these people will be affluent and well off, they're gonna have one or two cars. What's that's gonna do for a community? It's gonna feed McDonald's. But nothing else. We need housing. But we don't need private housing, we need Council funded housing. But the Council doesn't want to talk to us, because private housing is worth a fortune. They don't want to build houses for Glasgow City Council when they can sell it for £75,000 or £100,000.

TS: How would you envisage the role of architects and urban planners? How would you want architects and planners to operate?

RK: Accessible. I would like to have access to them. We want the right to be involved in what's happening to our community. We do not want to be handed: "Here's the motorway, here's the poison, here's the sugar, get on with it!" We don't want that. That's how I feel and I think that's how people will feel when they become more knowledgeable about the road. Buildings just come to us. Architects and construction companies bring them. Imagine if we, the community, were coming and saying: "Can we have?" "Wouldn't it be

great?" "We would like! And "could we possibly change?" "Could we create?" And I think, if people were running around looking for architects and planners and going: "Hello, hello, we need you!", that would be brilliant. Architects and planners are shaping peoples' lives. And as much as possible it has to benefit the most people. And the only way to do that is to talk to as many people as you can, market research, displays, suggestions, and be open to that. The Council and the planning department need to consider other things, other than the engineering, technical things. These seem to be the things they consider. So, they don't seem to consider things like the physical view. And I think they should, because it can create depression or happiness.

TS: What are the issues at the moment, what are your plans for the next couple of months? What are your current activities?

RK: We need to be out there, talking about this motorway. We're taking the JAM74 roadshow as far as we can to different areas. Just keep doing stuff. That's my way of coming at it. I still feel in my heart, that this motorway will not be built. I have to feel like that, the evidence is contrary to that, I must say, but I feel in my heart, that it is so wrong, that it won't be built. In fact, they need to re-look at the entire network anyway. So, that's what I say: "Go backwards and look at the network again. See how you can improve upon it. And we've got simple suggestions about that as well. And I think people really feel pride when they're included in these processes. What I mean, they'll take care of their buildings, so it'll feel like theirs. Cause people let things go. You want to try and provoke in them that feeling that they belong to something bigger. And I think that that would help enormously in every way. I've ended up with this vision how I'd like my life to be, what I would like to have access to. So, that's what's grown from just being angry about a motorway. And, if everybody could get so angry that they felt like that, it would be brilliant! I just think it would empower people so much. Especially women. Women are the main users of the community. So for me, it's about that as well, that would tie up with the whole issue of empowering women and bringing them more into the processes. And then, they would demand greater things of their community.

TS: What are your visions about the area between Govanhill and the Gorbals?

I see the great building, the St. Andrew's Prints, I think it's a really beautiful building. And, the thought of that being demolished! And I just keep thinking, this city, the whole pull towards this city centre, these museums and everything else. To knock down a building that once generated trams, to create a motorway is a crazy irony. And you just think, why don't we have something else that relates to what the community is all about? But instead of that we gonna get Hewlett Packard, sticking a building up nearby the motorway, creating crap jobs, for a handful of people that'll depend on the Japanese economy. There's a real shortage of gardens in the Gorbals and Govanhill. And we were thinking about organic allotments, where people could be growing food for themselves. This is not an ugly space of land. Here is what could happen! And all of those homes who are without gardens, whose children have never ever dug mug in their lives, could suddenly do it. And that's what I really hope will happen. I hope, the Motorway will never be built.



Joint Action against the M74 (JAM74) is a coalition of community and environmental groups in Glasgow that is fighting the M74 northern extension and promoting alternatives, such as better rail freight and passenger transport.

Proposed timescale (as given by Alastair Young, Director of Land Services at Glasgow City Council)

- July 2002 - Commence Voluntary Process, Workshops, etc.
- April 2003 - Publication of Draft Road Orders and CPO. This is the start of the Statutory Consultation process and associated Public Exhibitions.
- September 2003 - Potential Start of Public Local Inquiry
- September 2004 - Reporting outcome of Public Local Inquiry
- September 2005 - Construction Start
- September 2008 - Motorway opens

Special Feature: M74 Extension

THE MISSING LINK?

by Donald Matheson of JAM74

Go into the Lighthouse in Glasgow's Mitchell Lane, take the escalator to the third floor and have a look at the display there on the regeneration of Oatlands. It is a shining example of the way Glasgow City Council shows contempt for its citizens. Because what the colourful models and maps don't show is the 100ft wide ribbon of concrete that will be the M74 Northern Extension, cutting across the edge of New Oatlands on 40-foot stilts, carrying around 100,000 vehicle trips a day into the heart of the city, and destroying the hope of high quality urban living offered by the regeneration scheme. Nor do they show the massive nearby Polmadie Road motorway interchange which will generate thousands of extra vehicle movements over residential and shopping streets in and around Oatlands.

Consulting the people ?

If you ask people on the street in Oatlands, or in Govanhill, Rutherglen, Cambuslang or any of the other places that the motorway will go through, you will find very few people who know the motorway is coming. The council has done little to inform them, and has indeed stretched planning law to the limit to allow plans for the motorway written five years ago to be simply renewed for another five years. There has therefore been no consultation and no new environmental impact assessment.

So let's do a little public consultation for the council and for the Scottish Executive (Scotland's devolved government) which, after long backroom lobbying by the West of Scotland political and business establishment, has taken over the motorway project. We would encourage you to let council leader Charlie Gordon and transport minister Wendy Alexander know your thoughts on the following issues:

Would you prefer the £245 million committed to this motorway to be spent on public transport, walking and cycling improvements? There is a long list of public transport schemes throughout Scotland that could be built, given the funding, including plans for 30 new railway stations in the Clyde Valley and a tram system for Glasgow.

Does the £21.5 million that Glasgow City Council is spending, the £3 million that South Lanarkshire Council is spending and the £2 million that Renfrewshire Council is spending on the motorway strike you as a priority? Or would you prefer that councils reversed their cutbacks to swimming pools, children's playgrounds, social services and the like? In Glasgow, 60 percent of families have no access to a car, but rely on public transport, walking, cycling and locally based amenities. Does it worry you that, of all Britain's cities, Glasgow has the highest number of days on which it

exceeds maximum nitrous oxide emission levels, as well as high levels of other polluting gases, and one of the highest levels of deaths due to respiratory problems in the UK?

The M74 extension would greatly expand road space in inner Glasgow. Its supporters claim that pollution would decrease, because cars would not be stuck in traffic, revving their engines. But experience elsewhere shows that, because people quickly fill up new road space by making more and longer journeys or switching from public transport, pollution levels will rise as car use expands. Scotland is also way behind England in reducing the CO2 emissions which contribute to global warming. About 30 percent of those emissions come from cars. Does it strike you that areas of the city with urban motorways going through or alongside them have suffered to the point where communities have died? Think of Springburn, Townhead, Dennistoun, Anderston or Kinning Park.

Supporters of the motorway claim that it will bring jobs, but then they said that the M77 would bring jobs to Pollok housing estate, a prediction that has proved way off the mark. We believe long-term regeneration begins with small businesses and healthy local communities that attract and keep people. Places like Govanhill and Rutherglen would be cut off from the city by the motorway, prevented from expanding and swamped by traffic on the motorway's feeder roads, and would therefore be pushed further into decline. At least 100 small to medium sized businesses would be forced to move, many never to open again, if the motorway was built.

A big choice

We argue that the decision on the M74 extension is a major choice for Glasgow and central Scotland in general, with repercussions for the quality of life and the kind of townscapes we want. The Scottish Executive has grand plans to slow the increase in private car use across Scotland, but that will be seriously undermined if hundreds of millions of pounds are spent on new roads that make car use easier and which encourage out-of-town shopping and business parks. The Oatlands development is part of ambitious plans to turn the banks of the Clyde, from Uddingston to Glasgow, into a green corridor, and these plans would be completely undermined by the motorway. We have a choice between upgrading that derelict and polluted industrial land along the river into more attractive real estate, so as to revitalise it as a place for living and investing, or creating a road corridor lined with warehouse and out-of-town shopping outlets.

Glasgow has a serious transport problem. Its roads become clogged twice a day, particularly the motorways. Supporters of the M74 extension argue that the road is needed to relieve some of that congestion, taking cars and lorries off the M8 which passes through the middle of Glasgow. Freight companies in particular say they can't make tight deadlines because of the unpredictability of the traffic.

Missing Link ?

We argue that building another five miles of motorway, at huge expense and impact on people and the environment, will only solve the problem for a year or two. The M77 in the south of Glasgow, built just five years ago, is already seriously congested. Road building can never keep up with the increase in traffic that it encourages. Instead, we need to tackle the problem of people commuting by car, freeing up major motorways for long distance traffic. Surveys have shown that about three quarters of car drivers going into Glasgow could easily go by other forms of transport, and the Scottish Executive has estimated that half of the M74 extension's traffic would be local car commuters. The long-term answer, an answer with environmental benefits in less traffic on the roads and less pollution, as well as social benefits in preserving local shopping areas and communities and meeting the needs of everyone, not just those who can afford cars, has to be making our cities less dependent on the private car.

JAM74 meets on the last Tuesday of each month at 7.30 pm, in the Daisy Street Community Centre, Govanhill, Glasgow.

<http://www.jam74.org.uk>

"ABSOLUTELY STUNNING...DISCOVER A CITY CENTRE THAT IS WITHOUT EQUAL."

THE MORNING TIMES

"EXTRAORDINARY ATTRACTIONS JUST BESIDE THIS FANTASTIC AND UNIQUE TOURIST - CITY - MOTORWAY"

WEEKLY RECORD

ARCHITECTURE AND SPORT

"OUTSTANDING... THE ULTIMATE DRIVE-THRU EXPERIENCE"

INDEPENDENT ON SATURDAY



VISIT GLASGOW!

the motorway is open to traffic now!

for additional information contact Glasgow City Council, Department of Land Services Cadogan Square or the Scottish Executive



Special Feature: M74 Extension

CHANGING TRACKS

A VIABLE ALTERNATIVE TO MOTORWAY EXPANSIONS

Imagine Glasgow as a city with a pollution free, energy efficient, reliable transport system linking high-density residential areas, public amenities and educational establishments. A new tram system fully accessible to all, regardless of age, gender and mobility.

On average 50% of residents in European cities depend on public transport for their travel needs. Cities including Strasbourg and Hanover have recently integrated new tram systems into their existing networks providing an innovative, energy efficient, flexible mode of transport.

Why then is Glasgow spending vital capital on motorway extensions when integrated public transport systems have proven positive alternatives for the benefit of the city?

Successful tram schemes have recently been introduced to cities in England including Sheffield, Manchester and more recently Croydon. The popularity and success of these schemes prove the British public are ready to embrace a well planned, efficient form of public transport as a viable alternative to car-use. With city centre living becoming increasingly popular, there is again a demand for ease of movement within the city itself in addition to the requirement for a vital connection from peripheral estates and outlying areas.

In 1994 Strasbourg introduced a new tram system which has been established as the backbone of an environmentally compatible traffic policy. This was combined with the upgrading of existing transport networks and urban infrastructure in accordance with the needs of the city's inhabitants. In conjunction with street landscaping schemes and new transport interchange facilities the tram system gave the city a very contemporary image. The re-planning of urban spaces resulting from the new tram network allowed existing squares within the city centre to be upgraded and new public spaces to be created. The system has been successful not only in the city centre but also in connecting outlying areas with essential city

centre facilities. Easily accessible tram platforms and low cost tickets allows access to all sections of the community. The system has proved successful overall, not only by enhancing the urban fabric but also by increasing urban mobility to a large percentage of the city population.

Recently, public policy makers within Scotland have been advocating a 'priority to public transport' policy. This is especially so in Glasgow, highlighted in the Glasgow 'City Plan' by its aspirations of sustainable methods of public transport. This must be considered a contradiction in face of the £245M M74 extension

Tram in Milano, Italy (2000)



plan. Looking beyond the statements of principle, which are not always put into practice, it is worth assessing not only the economic and social utility of public transport but also the consequence on the physical layout of our cities.

Countless precedent studies have proven that carving new motorways through cities is purely a short-term solution as these roads themselves then become congested. The car's success over the last few decades has led to low density urbanisation over an increasingly large area and has led to peripheral estates and socially excluded communities. The growing numbers of 'out of town' shopping centres, the development of low density suburban residential zones and the dispersion of business activities can be blamed on the popularity of the car. If the motorway is further developed, this urban fabric can only be further scarred. To avoid residential areas and business from becoming further scattered, urban schemes must be established to limit construction on open areas on outskirts of cities and to promote greater density especially near tram stops and major transportation hubs.

The concept of trams is of course not new to Glasgow with the tramways historically being the lifeblood of the city with 1,150 trams working 32 routes stretching from Dalmuir and Barrhead in the west to Airdrie and Uddingston in the East linking all the disparate parts of the city. During

that time a prospective passenger could locate a tram stop and with only a short wait could travel to any part of the city with tram connections. However, in the late 1950's and early 60's Glasgow was no longer the compact city it used to be when the trams were well used. Many people had moved from tightly packed tenements to peripheral estates and new towns far from the tracks. Unlike most European cities which cherished and upgraded their tramways in accordance with changes in the urban layout, Glasgow decided to abolish the tram in favour of new road networks and motorways.

Light rail planning in Scotland has been somewhat turbulent since the last tramway closed in Glasgow in 1962. Proposals were presented by Strathclyde Passenger Transport for the 'Strathclyde Tram' in 1996. It was a topical question at that time as 68% of peak hour journeys were made by public transport yet the M74 extension was being debated. It was difficult to justify the building of a motorway into the heart of Glasgow City centre especially as a major and highly visible motorway might contrast with Glasgow's low car ownership. It was then that the 'Strathclyde Tram', a standard gauge tram-line, 20km from East to West -Easterhouse to Maryhill via the city centre appeared to be a very feasible option. The proposal was reportedly dismissed by UK Parliament due to anticipated cost and planning problems.

The debate on the re-introduction of trams came to light again as TRANSform Scotland and the Rail Passengers Committee Scotland held a conference earlier last year to discuss the proposals. Since then the Scottish Association for Public Transport (SAPT) has published a report *Clyde Metro- Rail and light rail opportunities for Greater Glasgow 2001-16*. This report outlines a public transport strategy incorporating the 'Clyde Metro'- a low floor, easy access, energy efficient tram system operating on routes within 10 miles of the city centre. The tram system would be very similar to the highly acclaimed Strasbourg model.

At the 2001 conference last year, Sarah Boyack, former Scottish Transport Minister indicated the 1996 failure should not deter the SPT (Strathclyde Passenger Transport) from reconsidering the project. However this statement like many of the policies must be considered a contradiction in light of the proposed substantial sum to be spent on the M74 extension. It is highly unlikely there will be money left to fund any serious moves towards a new light rail system in Glasgow.

With the new Transport Minister, Wendy Alexander recently appointed we wait to hear her views on a public transport system in Glasgow. Hopefully she will ensure that Glasgow embraces a public transport system which sets the urban context for jobs, housing

Tram in Glasgow, Scotland (1940s)



and educational environments and balance social, economic and environmental aspirations in a sustainable manner. Public transport's role is to be part of the social integration of non-car owning city dwellers and to prevent the formation of ghettos outwith the city centre. As in many European cities, public transport is increasingly asserting itself as an indispensable urban player helping to revitalise marginalised neighbourhoods and re-generate public spaces within the city centre. Glasgow could compete with other 'model contemporary European cities' by embracing sustainable public transport alternatives to positively transform the urban fabric of the city and enhance the rich architectural heritage and physical environment.

• If Glasgow really does want to cut CO2 emissions, reduce air pollution related to diseases and fulfil obligations under the Environment Act 1995 then energy efficient methods of transport must be adopted.

• If Glasgow really wants to promote an inclusive society adhering to the Labour Government's 'social inclusion policies' then marginalised communities must have access to a public transport system with links to peripheral areas from the city centre by means of a low cost, easily accessible system for all.

• If Glasgow really does want to create an effective workforce and encourage trade ensuring Glasgow is an international business and commercial location as set out in the 'City Plan', then people must be brought into the City centre by public transport not routed to out of town business parks accessible only by motorway.

• If Glasgow is serious about creating a linear park of landscape design and local regeneration along the banks of the Clyde then an urgent review of public transport provisions along the Clyde corridor must be taken to ensure an integrated social mix to include schemes such as 'Glasgow Harbour' and Oatlands regeneration scheme.

Rosalie Adams

Tram in Strasbourg, France (2001)



Associated web sites
www.lra.org.uk Light Rail Transit Association
www.transformscotland.org.uk
www.spt.co.uk Strathclyde PTE

'prioritise accessibility within the integrated transport system'

National Planning Policy Guideline (NPPG)17



'Plans and priorities for development of an integrated transport policy... consistent with overall sustainable development objectives'

Scottish White Paper
'Travel Choices for Scotland' 1998



'Committed government to a policy of sustainable development and acknowledges that transport is the main single contributor to a range of air pollutants'

UK Sustainable Development Strategy 1994



'road traffic reduction targets should be incorporated into local Transport strategies'

Road Traffic Reduction Act 1997

'minimise the demand for travel by private car'

Ayrshire Structure Plan



'to create a strong economy, clean environment and inclusive society'

Strathclyde Passenger Transport

'Priority given to the goal of sustainable mobility and its understanding of the role which public transport plays in achieving this'

European Union Regulations



'Transport policies recognise the need to manage travel demand and to develop a transport network to support growth.'

Structure Plan for Glasgow and Clyde Valley,
autumn 2000



'announced that the government would encourage each local authority to develop a local transport strategy setting out plans and policies for the development of an integrated transport policy with overall sustainable development objectives'

'A New Deal for Transport'
and 'Travel choices for Scotland'



'To improve links between residents and employment opportunities to promote social inclusion by ... improving quality, integration and coverage of public transport'

Glasgow City Plan - Transport policy (spring 2001)



'an action plan to be developed to set out how the quality of the air will be improved through road traffic reduction'

Environmental Act 1995

Public, Private & Commercial Vehicles

Buses

VOLVO 52 seat luxury coach (1987) in met blue, TV, WC, 4 owners, only 360,000km, (ref 89342)

TRAD LONDON conv 74 seat dbl deck bus (1967), orig hop on/off design, sleeps 8, WC, shw, 23 owners, 900,000km, tax exempt, solar panel on roof, (ref 35781)

US GREYHOUND bus, 44 seat (1974), as seen in Easy Rider, diesel, red leather uphol, 1, 100,000km, real head turner, (ref 11239)

FORMER TOUR BUS as used by top rock acts, living accom for 8, WC, TV, mini-bar, go faster graphics on front + rear, one careless owner, (ref 66643)

Trams

SAN FRANCISCO trolley car, recently retired, would make ideal mobile city house, original detailing, commercial potential, (ref 38076)

ELECTRIC tram system, including 200km of rail, as seen in all major cities across the world, low running costs, wheelchair access, (ref 92771)

SWISS trams, in chic red + silver, fully automated, exemplary safety record, zero emission, regenerative potential (ref 75444)

Delivery Bikes

3-WHEEL delivery bike with wicker carry basket, (1948) 33 owners, milage unknown, suitable for everyday household errands or small business, bell + pump incl, (ref 10001)

PIZZA DELIVERY bike, (1990) 50cc, super low running costs, luminous yellow, thermal store box incl, park anywhere!, (ref 55891)

BMX (1984), would suit newspaper delivery person, tackles all terrain, original accessories incl, (ref 84112)

Bicycles

RALEIGH touring bike (1955), 1 owner, alpine experience, would suit youthful commuter, (ref 44982)

PEUGEOT roadster, (1998), nearly new, unwanted Xmas present, 32 speed, rough terrain tyres, (ref 50021)

BIANCHI vintage racing bike, (1960), original components, metallic green frame, real collectors item, price negotiable, (ref 81129)

LADIES bicycle, (1982), would suit lady commuter or retiree, silver frame, includes lock + chain, (ref 30028)

Water Vehicles

PEDALO pleasurable and practical, the quick way to beat the rush, suitable for 1/2 persons, aquamarine, fun for all family (ref 900021)

VAPORETTI decommissioned Venetian commuter vessel, (1970), incl, experienced pilot, 90 seat/ 25 standing, commercial potential, incl, berthing spot, (ref 33091)

VENETIAN Gondolas in all styles, perfect for those special occasions, really impress the one you love this year, (ref 26889)

RIVER FERRY capable of

carrying 6 vehicles and 30 foot passengers, (1924), suitable for pleasure cruising, cargo transport, conversion potential, (ref 64001)

RIVER BARGES (various conditions), all in working order with range of accomodations, WC, bath, kitch, sun decks, attractively decorated, (ref 390123)



Shoes

NIKE walking shoes (1997), 1 careful owner, fresh smell, recently re-soled in durable rubber, (ref 00638)

STURDY boots, cut price, nearly new cond, in black, brown + grey leather, safety soles for all conditions, (ref 98330 1)

ADIDAS collection, shoes and runners for all tastes, various colours, (ref 19190)

TRADE-IN
your old boots
for new, 50%
discount with
your old boots
being recycled,
all boots
considered
(ref 74001)

Misc.

SKI LIFTS suitable for conversion for city use, ideal for those hills

that are just too steep, powered by wind turbine, (ref 44012)

RICKSHAWS including accomplished, healthy drivers, with excellent local knowledge, ideal for short city trips and tours, (ref 30029)

MOVING PAVEMENTS salvaged from Heathrow Airport, 100m sections, ideal for slight inclines in urban locations, service contract included, (ref 30301)

ROLLER BLADES for the commuter in a hurry, avoid the pavement crush and take to the roads, ideal for weekend leisure also, practice recommended, (ref 22961)

ROAD SCOOTER, (1979), 100cc, 100,000km, black + chrome, park anywhere, storage space for crash helmet + groceries, (ref 70025)

PIAGGIO APE 3-wheel multi purpose vehicle, (1996), 50cc, red, cigarette lighter incl, catch the eye of passers-by, perfect for fittings, deliveries, (ref 50122)

PART EXCHANGE trade in your old petrol driven transportation which now exceeds acceptable emission limits - in return choose from a wide range of zero emission options and multi user vehicles, (ref 10094)

ICE SKATES hurry now while the cold weather lasts, professional standard skates for all ages, fun and practical, all colours incl, American Tan, (ref 79811)

Children

TRICYCLES for 3 yrs and up, get your child used to the freedom of the road with these safe, colourful 3-wheel learner bikes, new and 2nd hand, (ref 20100)

SKATEBOARDS, imported direct from California, explore the city on 4 wheels without the need for a driving license! Made to order and customised to your tastes, (ref 12208)

PRAMS & BUGGIES for all ages and in a variety of contemporary and classical styles, 2nd hand models available on request, guarantee to find the one you want, (ref 32207)

Seniors

STAIR LIFTS for outdoor and indoor use, don't let those inclines block your progress, easily fitted to most domestic staircases, call today for free quotation, (ref 51120)

WALKING FRAMES for that extra stability, great for queues, on the bus, the tram or just for that extra reassurance, super light alloy frame and strong hand grip technology, (ref 09017)

ELECTRIC WHEEL CHAIRS custom made to meet your needs, sports models available, underseat heating and storage, never let the shops be out of bounds again, Call Today, (ref 77100)

CLASSIC canes and walking sticks for all tastes and needs, whether for balance or just for style, have yours engraved for a friend or loved one, won't be

Energy Savers

beaten on price, (ref 208119)
SOLAR cars, just arrived from Australia, 1 & 2 seater models, no need to garage your car again, runs for 3 hours on reserve power, (ref 98127)

RECYCLED components, huge range of recycled car parts ready for re-use in a zero emission environment, we accept your old cars in return for travel credits, (ref 20012)

WIND SAILS for town, country or beach, surf the city with these urban wind boards, capable of 50km/hour, huge range of sail designs available, (ref 44092)

CLOCKWORK bike stereos, save on batteries with these new on-bike stereo systems, road test them today, free dynamos and installation, (ref 69111)

FREE TRAVEL PASS, join our Dynamo Gymnasium today and cycle your way towards a free travel pass, simply cycle 50 km per week on our grid linked stationary bikes and qualify for free travel on the cities travel network, (ref 44019)

Community Services

MINI VANS ideal for setting up your own community taxi service, ex-rental, diesel engine, 12 - 16 seat, free advice on making your community taxi cheap, fun, and safe, (ref 88102)

MEALS ON WHEELS, cycle courier meals straight from the food co-op to your door, surprise a relative with one of our special occasion offers, all produce grown locally, (ref 99110)

ADVERTISE
IN GLASPAPER
ARTICLES FOR SALE
AND WANTED
glaspaper
0141 4296891

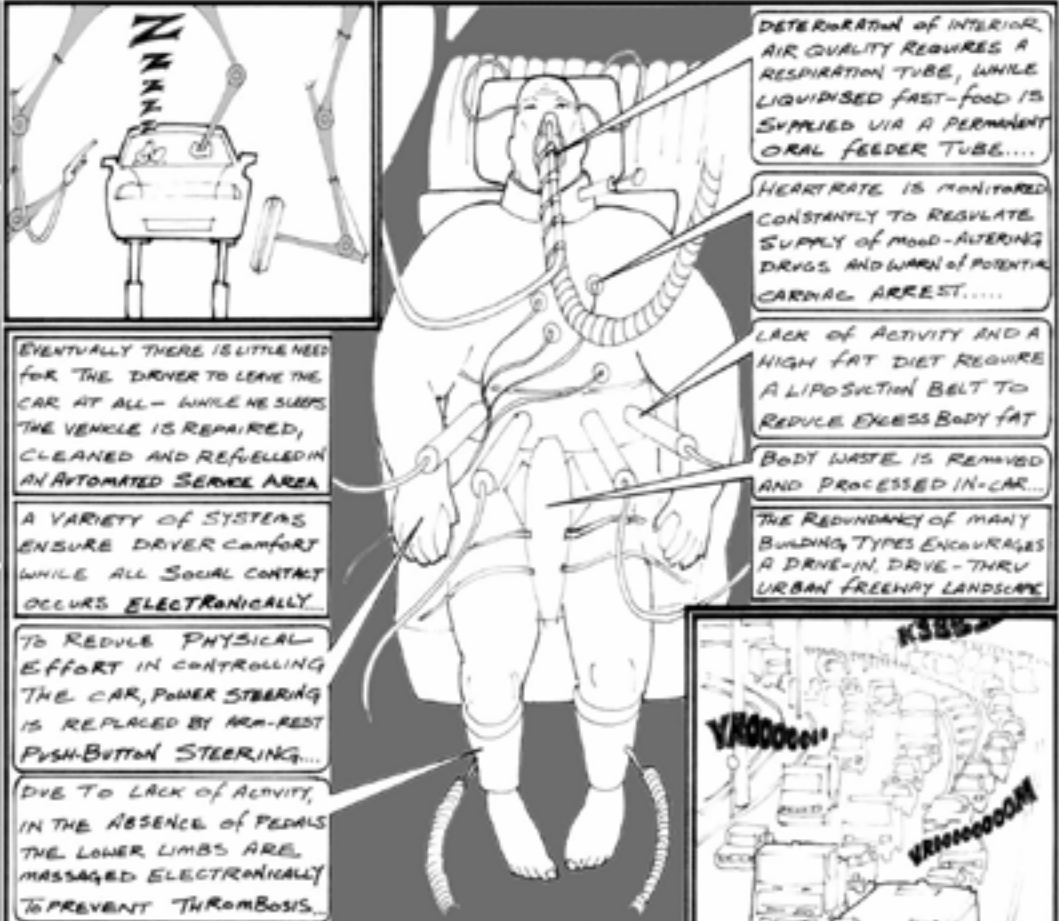
Racer Boy

by Graeme Ditchburn

WITH A PROLIFERATION OF DRIVE-IN USER INFRASTRUCTURES, DRIVERS BEGIN TO LEAVE THEIR CARS LESS OFTEN...



OVER THE YEARS TECHNOLOGY ALLOWS HUMAN AND MACHINE TO BEGIN TO ASSIMILATE, TO COMBAT ROAD RAGE, FOR EXAMPLE, THE DRIVER IS INJECTED WITH A TIMELY DOSE OF TRANQUILISER...



THE DISADVANTAGES OF HOUSING PRIVATISATION

by Sean Clerkin

Glasgow Campaign Against The Housing Stock Transfer

The proposed housing stock transfer in Glasgow equals housing privatisation, where tenants and the council tax payer of Glasgow would be worse off with a privatisation too far. This proposed privatisation would cost £800 million over 30 years through management costs and VAT. The Glasgow Housing Association Ltd. have admitted in their own business plan that the debt after 10 years of privatisation would be £971 million, which would incorporate part of the above £800 million cost of privatisation. The Citizens of Glasgow would be left to pay the price for the free market zealotry of New Labour.

It has been admitted in two reports commissioned by Glasgow City Council that lone parent families and pensioners are very likely to have their housing benefits cut due to stock transfer, as the rent officer has to examine whether the above groups live in under-occupied accommodation i.e. they occupy only one bedroom but have two or three bedrooms in their household. In the above circumstances it is very likely housing benefit would be cut for these vulnerable groups.

Running in tandem with the proposed housing stock transfer is the social cleansing of communities where low income families are removed in favour of middle class families. This process is taking place in Ruchill, Maryhill, Possilpark and Drumchapel, etc.. It is a case of building 90% + private houses for sale (£50,000 - £100,000), the so called Urban Village concept. The end result will be the demolition of 20,000 homes in the City of Glasgow with a resultant increase in homelessness.

The advent of stock transfer would mean that the City Council would have to enter into a contractual relationship with the G.H.A. and subsequent private landlords after secondary transfers to house the homeless. Shelter have shown that such contractual arrangements don't work and even the Scottish Executive through the new Housing Scotland Act 2001, acknowledge this. They are aiming to set up arbitration panels, in expectation of contractual disputes, meaning that the homeless would face long delays in being housed. What is not well known is that the Scottish Executive envisage the G.H.A. as a temporary privately financed landlord with secondary transfers to take place. The reality is that three large English based commercial landlords, namely Sanctuary Housing Association, Places For People and Homes (with nearly 100,000 homes under their control) are waiting for the 'Big Bang' stock transfer in Glasgow to take place so that they can swallow up the smaller community based housing associations and emerge as large private landlords in Glasgow, charging high rents as they do south of the border. Finally, not a single trade union supports stock transfer as they believe up to 4,000 jobs will be lost which will be catastrophic for the Glasgow economy.

There is every reason for tenants and the citizens of Glasgow to say NO to stock transfer and instead support a new start for public sector housing with debt write off without transfer.

Sean Clerkin, phone: 07940-557018

BOATS AND BIBLES

by Jonathan Charley

Rio de Janeiro



In the western European imagination the galleons of the conquistadors and British "adventurers" are represented as the romantic billowing of sailcloth, full of divine promise, exhilarating discovery and moral rectitude, key exhibits in the museums of navigation and social history. But for indigenous communities, the Tupis-Guaranis, Tapuias, Yoruba and Ibo, the boat and cross were the vessels of servitude, disease and forced transportation. The inauguration of Columbus Day in the United States, the celebration of the passing of five hundred years since the discovery of America, and the firework display in Sydney harbour commemorating the two hundred and fiftieth anniversary of the discovery of Australia, are similarly contradictory stage sets in which the history of colonial domination is represented as civilised progress.

It is difficult to imagine the psychological and visual impact on the coastal living Tupis-Guaranis of the arrival of the first galleons off-loading the glittering chests of baroque uniforms. But the representation of the European arrival in the murals of Sao Vicente, the birth, place of a colonised country, is as idealised as it is offensive to the memory of the millions of native peoples who subsequently died through massacre and disease. The civilised and the primitive metaphor should long ago have been dispensed with as a legitimate image of the relations between the European and the indigenous peoples of the Americas, but the slogan celebrating the five hundred year history of "civilisation" in Brazil would seem to indicate otherwise.

The "Indian" as a creation of the racist imagination is still little more than some decorative floral arrangement to a five hundred year history in which the population of indigenous peoples was reduced from five million on the arrival of the Portuguese to little more than 250,000. This might now be acknowledged fact, but relatively little has been done to address the history of genocide, apart from to include images of native peoples in tourist brochures. Here the reality of the Tupis and the Yoruba as sophisticated farmers and crafts people does not fit well with the orthodox depiction of the noble savage from whom the holy European had to be protected in a stockade. Dutifully one of these has been recreated in the centre of Sao Vicente as a little settler's theme park, a pretty village of wattle and daub in which the sword and the cross are rendered as benign artifacts. This is when the theme park ceases being an innocent day out for families and becomes an exercise in ideological reproduction in which gift shop history struggles to conceal the fact that year 501 represents the continuation of conquest.

DREAM STADIUMS

A feasibility study for Perthshire FC & Hawthorne Housing Association

G.L.A.S. is undertaking a Feasibility study for the Glasgow Perthshire Football Club who are currently struggling to survive at the 100 year old club's playing field in Possilpark, Glasgow. The study has come about due to the realisation that increasing maintenance costs and disrepair of the existing facilities is making the junior football club's lone survival more onerous. The club was set up in 1890 when labour was drafted in from Perthshire to work in the ship yards and these workers formed the football team, hence the name. Support for the team has never waned, however the surrounding community has been ripped apart by the loss of industry and removal of tenemental housing due to dereliction and poor living standards.

The need for survival of the club has forged a new bond between the football club and the major housing stock administrator in the area, the Hawthorn Housing Co-Operative. Some members of the club occupy Hawthorne houses and the clubhouse provides a venue for activities within the area. The already formed strong links between these two institutions is the common factor in generating this feasibility study, to improve conditions for both groups and the community served by them.

G.L.A.S.' role to date has been to co-ordinate a working group, set up to investigate the

possible combined future of these organisations. The Working Group includes representatives from: The Glasgow Perthshire FC; Hawthorn Housing Co-operative; Glasgow North Ltd; The Lighthouse; The Social Inclusion Partnership and involvement from the Scottish Executive.

This study has involved the collation of information from workshops held to engage local children in the design of a football stadium and new strip for the Glasgow Perthshire FC. The response was very encouraging and the young people taking part were genuinely interested in the institutions and built form around them.

The aim of the study therefore is twofold. Firstly to investigate the feasibility of retaining the existing football park whilst incorporating the adjacent vacant site. This has included a preliminary site investigation based on a wish list of desired facilities drawn up by the local community. The new combined facilities could cater for the housing co-operative's administration needs while providing neighbouring all weather floodlit outdoor sports facilities and a series of multi-purpose flexible indoor spaces for the community.

Secondly G.L.A.S. and the Working Group will use the feasibility document to lobby appropriate funding bodies. Survival of this junior football club is in many ways representative of the wider struggles of the Possil community. It is therefore imperative that the oldest institution in Possil is given the support required to allow it's survival and partnership and support from other local institutions appears to be the main objective.

Adrian Stewart

The Feasibility document will be published in February 2002, more information can be obtained by contacting G.L.A.S.

URBAN CABARET

A résumé

At the end of September 2001 G.L.A.S. had been on the streets of Glasgow with URBAN CABARET. Two weeks of visiting neighbourhoods, meeting community groups, distributing the first issue of glaspaper and trying to make a visual and social impact on the cityscape. Launched on the 14th of September at Glasgow's Lighthouse URBAN CABARET toured through peripheral and deprived areas as well as through the city centre and had its final show on the 29th of September on Glasgow's central George Square, serving tea and biscuits. G.L.A.S. distributed 4000 glaspapers in this time, was welcomed at a Gala day in Govanhill, chased out of Possil by a group of teenagers and had been asked whether something could be done about the missing pavement in front of an old lady's home.

For URBAN CABARET G.L.A.S. had utilised a bright red Piaggio three wheeler van, the Ape, to act as a mobile exhibition device, carrying a set of twelve mis-used record boxes containing newspapers, postcards, cushions and a sound machine. The boxes could create a news-stand, a group of seats, a message system or simply a spatial intervention. The Ape itself had four white translucent panels with lettering on the back and would glow magically at night. The panels could slide up to form a three dimensional sign board enhancing the visual impact of the small Ape. One of the panels showed a simplified map of Glasgow and was constantly updated with additional images of URBAN CABARET's journey through Glasgow. The Ape was placed at strategic locations like a local street corners, the entrance of a shopping mall or the centre of a little square to make contact with as many people as possible. On some occasions the Ape was just positioned for a photo shoot in front of a building pointing a bright red arrow at the causes and consequences of inequality, repression and segregation within the city.

Doing all that, the Ape and URBAN CABARET became a travelling display unit inviting passers-by to engage in discussions about buildings and their use. Bringing an exhibition, the opportunity to discuss urban issues and the glaspaper to the various communities around Glasgow rather than expecting people to come to a static 'professional' venue was crucial in G.L.A.S.'s approach towards the development of new networks between academics and professionals in the architectural field and individuals or groups engaged in struggles with their everyday environment. As such URBAN CABARET and G.L.A.S. promoted a radical socially progressive manner towards architecture and tried to offer a forgotten and long overdue antidote to the scarcity of ambition shown by those who normally claim to speak on the citizens behalf.



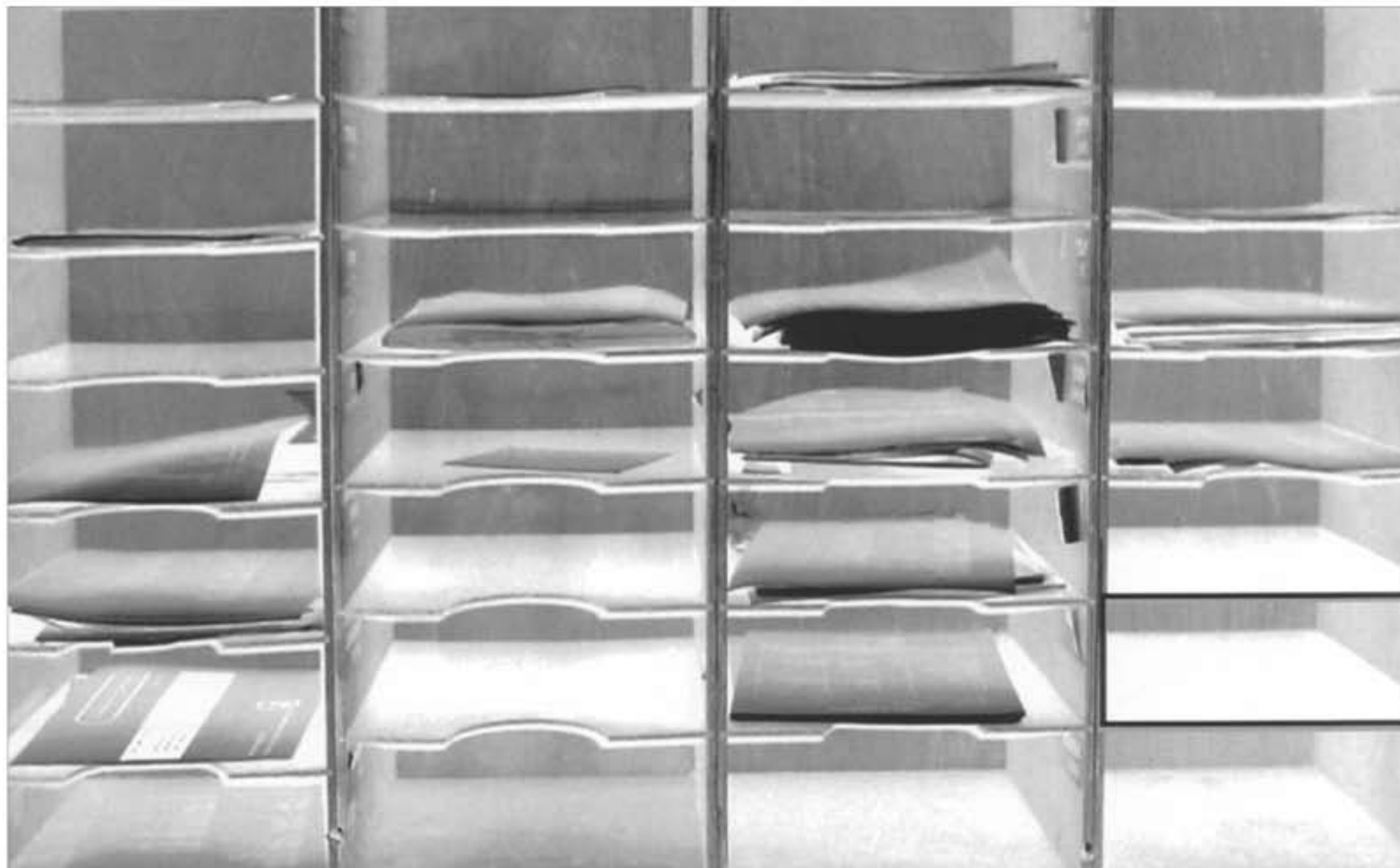
G.L.A.S. has been asked how the cabaret aspect came into URBAN CABARET. Traditionally a cabaret is a place which entertains an audience through various media and performances while they are being served with drinks and snacks at their seats and tables. In that respect URBAN CABARET fulfilled all these criteria. But most of all it was the context that produced the cabaret. A group of strangers with a funny red vehicle standing at a corner in Possil, Pollok or Parkhead, serving tea and distributing a newspaper with no football page or a page three stunner, discussing capitalist contradictions in front of a private shopping centre, playing reggae music was cabaret in itself. Whether this form of urban cabaret actually worked depended in the end on a number of combining factors. A busy area like a high street at lunch time was not necessarily a place to attract many people. A quiet spot in a local community could turn out to be a hostile environment when your appearance hadn't been backed up by some local people that were respected in that area. But generally the experiences with URBAN CABARET had been extremely positive. The response on the street proved that there are many individuals and groups who do care about their built environment, looking for political and architectural alternatives but sense that they and their needs are marginalised in the current communication channels both within the architectural profession and in the so-called public arena of galleries and exhibitions.

Having made the experiences with URBAN CABARET G.L.A.S. is particularly interested in the outcome of the PIGEONHOLE CITY student competition launched in conjunction with the Lighthouse. Although this competition is asking for a relatively cheaper messaging system for architecture, the attitude may be a similar one. By creating an information or messaging system about buildings and cities which allows an even accessibility for all members of a community PIGEONHOLE CITY could help individuals and social groups to interpret their own surroundings within the context of the political and economic forces which shape modern landscapes and raise the horizon of expectations amongst the people of what their cities or built environments could be like.

Florian Kossak



For more information on URBAN CABARET see the colour insert of this issue or look on our web page www.glas-collective.com. For information on PIGEONHOLE CITY look at www.thelighthouse.co.uk or contact Morag Bain at morag@thelighthouse.co.uk.



PIGEONHOLE CITY

STUDENT COMPETITION

The Lighthouse, Scotland's Centre for Design, Architecture and the City, the Scottish Executive, and G.L.A.S. invite students to submit a proposal for an architectural network that could be established throughout Scotland's communities: an intervention that would be left in or become part of a space or building, a messaging system on architecture, its issues, events and objects.

Date of Submissions:
18th of March 2002, before 5pm
Entries should be delivered to:
Pigeonhole City Competition
The Lighthouse
11 Mitchell Street
Glasgow G1 3NU

For more information and competition briefs contact Morag Bain at The Lighthouse, Glasgow (address as above), or see Glaspaper page twenty.

The Lighthouse



SCOTTISH EXECUTIVE

The National Programme is sponsored by a Scottish Executive Grant



Access all Areas

GLAS invites you
to claim your
Right to the City

Mon - Sun
0am - 12pm