SECONDARY EDUCATION PACK

SOCIAL STUDIES

www.titanclydebank.com
Shipyard Closure

From humble beginnings in the 1870’s to its hey day in the early part of the 20th Century, Clydebank is synonymous with shipbuilding and industry. During the 1930s depression there was great despondency locally when work on the Queen Mary, was halted in December 1931. The recommencement of work in 1934 and subsequent launch of this vessel seemed symbolic of the resurgence in the Clyde’s fortunes. Thereafter the John Brown engineering division continued in various ownerships. The yard continued until 2001 building oil rigs and modules for North Sea oil exploration, firstly as Marathon Shipbuilding and then as UiE.

Decline began after the war in the 1950’s and work orders steadily decreased over the next two decades. The last passenger liner order from Cunard was the Queen Elizabeth 2. Launched in September 1967, the QE2 was completed as Upper Clyde Shipbuilders Ltd, the Clydebank yard having merged into the group in February 1968. However, by the late 1960s the yard was no longer economic and was threatened with closure. John Brown Engineering Company continued within the yard following the collapse of Upper Clyde Shipbuilding in 1971. It was announced in June that the Yard was to close completely and was met with disappointment and bewilderment. The Glasgow Herald described Clydebank as “a town in mourning.”

The last true ship to be built at the yard, the bulk grain carrier, Alisa, was completed in 1972. The Clydebank facility continued to operate under various owners until 2001, constructing oil platforms in support of the North Sea oil fields.

It is believed that with the advances of flight technology and the increase of shipbuilding industries in other countries such as Japan and the United States can be partly to blamed for the demise of Scottish industry.

Investigate what happened around the significant era of the shipyard closure on the Clyde in the early 1970’s. What did people do? What happened in the years following?

Depression of the 1930’s
Cunard placed the order for the Queen Mary in the late 1920’s to replace some of their older liners such as the Mauretania built in 1907. The building order was given to John Brown’s in May 1930, with construction beginning immediately. Then in December 1931, only a year into the project, construction was halted due to the crippling effects of the Great Depression. Over 3,000 staff in John Brown’s and nearly 10,000 from subsidiary companies lost their jobs weeks before Christmas. Over two years later, the British Government stepped in with a financial package to secure the Queen Mary’s completion amounting to over £9 million. She was finally launched in September 1934 much to the delight of all in Clydebank.

Consider the depression in 1930’s when the Yard was open with only skeleton staff, but many of the liners and orders that had been placed were put on hold. What caused the depression? How did it affect ordinary people?
What is happening now?

Clydebank re-built is an organisation dedicated to developing the area – its economy, environment, buildings and society.

Our biggest assets in achieving this are the people of Clydebank – closely followed by the river Clyde itself.

If we are to succeed, we will need to work with many different organisations and groups and especially those people who own much of our riverside land. Clydebank re-built is itself a partnership - formed by West Dunbartonshire Council and Scottish Enterprise.

It has been designated a pathfinder regeneration company by the Scottish Government, one of only five in Scotland. Together with European funding, all these agencies are making a financial contribution to the regeneration of Clydebank.

Our board, chaired by John McFall MP, includes people from the Clydebank community, local politicians, Scottish Enterprise and local businesses. They all share a desire to make a real difference to the area - to position Clydebank as a creative, distinctive and successful regional centre within the Glasgow Metropolitan area. Copies of Clydebank rebuilt annual reports, master plan and design plans are available on request. Please contact the Titan Heritage Officer if you would like a copy of any of these additional resources.

Is Urban Regeneration something necessary for areas like Clydebank?

Is it working?

Where else can you see examples of Urban Regeneration taking place?

What else could be done?

Experiences/Outcomes

I can describe the factors contributing to a major social, political or economic change in the past and can assess the impact on people’s lives.  

SOC 3-05a

I can present supported conclusions about the social, political and economic impacts of a technological change in the past.  

SOC 4-05a

I can evaluate the changes which have taken place in an industry in Scotland’s past and can debate their impact.  

SOC 4-05b
People, place and environment

Land Development
Using the Clydebank Rebuilt Design Forum and research from within this pack and internet sources, explore the current plans of land development for the site at Queens Quay. In pairs or groups, answer the following questions and present your findings and recommendations to the rest of the class.

1. What developments have been proposed for the Queen’s Quay site?
2. This Design Forum took place in November 2006, what progress has been made on the site since then?
3. In your opinion, what impact has this development made on the local community?
4. What else could be developed on the site?

Environmental Issues
During Spring 2005, a major £9M and two year programme began to decontaminate, prepare and service the Queens Quay site. As this had been the area where the ships were built and launched, sheet piles had to be driven into the river bed and major civil engineering works undertaken to upfill the site.

1. What impact do you think the shipbuilding industry had on the local environment? On the river and on the wildlife in the area?
2. Asbestos was a substance used regularly in the shipyards throughout the 20th century. This substance is known to be toxic and can affect the health of people exposed to it. Does this substance affect the environment? If so, in what ways?
3. In the new developments, what should be done in order to limit environmental impact on the site?

Experiences/Outcomes
I can consider the advantages and disadvantages of a proposed land use development and discuss the impact this may have on the community.  

I can discuss the environmental impact of human activity and suggest ways in which we can live in a more environmentally responsible way.
The 12th Clydebank re-built Design Forum was held on Tuesday 9th October in Clydebank Town Hall. It took place over two sessions, in the afternoon and evening, with around 90 participants attending, including local residents, community representatives and local stakeholders.

The theme of the event this time was twofold:

Firstly, in response to forthcoming significant Housing developments at the riverside, to present some of the proposals for these new developments, and seek the views of the local community, both in relation to the plans, and generally in terms of their aspirations for future housing development in Clydebank. Clydebank re-built is not itself responsible for housing, and has no direct control over the private developments, but is keen to ensure that the proposals fit with the overall ethos of the Master Plan for Clydebank.

Secondly, at a time of change in the political and administrative landscape in Scotland, Clydebank re-built is keen to stay focused on the Way Forward. Having been active in the field of physical and economic regeneration over the past three years, the Design Forum sought to consider how the role of Clydebank re-built should develop over the next three years.

Each of the event sessions opened with a number of presentations, giving:

a) An update on Clydebank re-built’s general progress/new developments in the area
b) A discussion on mixed communities and the role of Communities Scotland
c) An overview of the proposed new housing developments at the riverside,
d) Potential designs for new housing in Cart Street, and;
e) Priorities for the Master Plan over the next 3 years

Workshops were held on the topics of Housing and the Way Forward, with a range of views gathered from participants. Common themes from these workshops are summarised within this report.

Finally, participants were asked to complete evaluation forms, seeking their thoughts on projects and achievements to date. Clydebank re-built is committed to continuous assessment and improvement, and will use the results of this evaluation exercise to help inform future planning and direction.

www.clydebankrebuilt.co.uk
Awards/Visits
A number of awards and recognition of achievements have been received by Clydebank re-built, including the Investors in People award, presented by John McFall MP; a Royal Institute of British Architects award for the John Knox Street workshops, design awards for public realm works, and a Civic Trust award. They have been attracting international attention too, with the John Knox Street workshops being awarded the prestigious Chicago Athenaeum award.

Clydebank has also hosted a number of visits recently and has been used as the base for study tours undertaken by Architecture & Design Scotland and the Historic Environment Advisory Council, which in fact is featuring the Titan Crane on its annual report. It is encouraging to see the recognition the area is now achieving and that it is being cited as an example of best practice.

Local Area Regeneration
A small amount of funding has been given by Clydebank re-built to the Whitecrook Regeneration Centre for CCTV and security fencing and to Abbotsford Church for lighting the steeple. Clydebank re-built continues to work closely with schools in Clydebank to involve school children in regeneration efforts, including the Canal project. They also recently received a grant from the Scottish Art Centre, through West Dunbartonshire Council, to take parties of school children up the Titan Crane.

2006/07 Targets/achievements
All Clydebank re-built targets for the 2006/07 year had been met, with the exception of the decontamination work due to take place at Hospital Gate. This had been held up because of land acquisition issues, but these had been resolved and they would soon be on site.

Private Sector Interest
The eventual aim of Clydebank re-built is to have created an environment for private sector investment and to this end, the company has been encouraging private sector interest in a number of developments. A planning application has been submitted for new housing development at Queens Quay by the private owners. Clydebank re-built is keen to ensure that the plans fit with aims of the Masterplan and will continue to promote the key issues relating to quality, tenure etc. Participants were urged to go to the planning department to look at the plans for this new housing.

Clydebank Plan 2008-13
A number of externally controlled factors, including the 2008 -10 Government Spending Review mean that things are uncertain for a number of public bodies. The Scottish Government will determine how the money to Scotland will be allocated. Scottish Enterprise Dunbartonshire remain Clydebank re-built’s biggest funder. However, restructuring of the Scottish Enterprise network has cast uncertainty over the future, and it is hoped that this funding will be ring-fenced to allow work to progress.

Clydebank re-built will continue to work with private sector developers to promote the key aims of the Masterplan. They will also work with partners on the development of the North Clyde Development Route.

The Way Forward
The next three years are extremely important to Clydebank. There is still much to do to prove the town as a prime location for new investment.

Key in this is to:
• keep the image positive
• keep the partners on board
• keep the community involved
• keep up to speed with emerging policy developments
• deliver the regeneration aspirations of the new Scottish government
• stay focused on Clydebank

Eleanor closed the update presentation by asking participants to have a look at proposed designs for phase 3 building of new units at John Knox Street. There was a choice of 4 different colour schemes and Clydebank re-built was keen to gauge the preference of the design forum participants.
This presentation provided an overview of the expanded role of Communities Scotland as a regeneration agency, and highlighted its role in relation to Clydebank and the riverside developments. Key points included the following:

• There is still demand for affordable social housing in Clydebank. The investment for housing from Communities Scotland is £10.4 million in West Dunbartonshire for 2007-08, £1 million of which is allocated to Clydebank. The programme is delivered through 9 Housing Associations, 4 of which are in Clydebank.

• In terms of the development plans for Queens Quay, up to 1,000, predominately private, new homes are to be built, providing the main opportunity for a range of affordable housing. Ideally, the site will incorporate a mix of housing types and tenure, with affordable, and social rented housing integrated with private homes.

• Mixed communities have been proven to be successful, bringing social and economic benefits to all. These are described as “communities of people of different ages, lifestyles and incomes, sharing the benefits of well designed housing – meeting their need now and in the future”. While past approaches have tended to look at physical improvements in housing there has been little done to change other aspects of how people live, such as their income and circumstances, with the result that many housing estates are still within the 10-20% most deprived neighbourhoods in Scotland.

• Mixed tenure is key to achieving success, with places like Crown Street in the Gorbals, and the Mill of Haldane in Balloch highlighted as examples of best practice.

• In terms of the current developments on the riverside, the site is in private ownership, and the fear is that affordable social housing is not attractive to developers because of the limited profit to be made. Homestake is an option, where buyers pay around 60% of the value of a property and might be more attractive to developers. There is a requirement on developers to make 10% of the new homes on Queens Quay available for social housing.

• There is also concern over approximately £10 million of delayed investment from Communities Scotland programmed over the last 4 years which they haven’t been able to spend because the private sector investor has not been in place. If not invested soon, it will be lost and diverted somewhere else.

• Other developments spoken about were the potential new 100 homes to be built at the Beardsmore site by the Link Housing Association, and the social housing at Cart Street in partnership with Clydebank re-built, Clydebank Housing Association, and the Council.
Andy explained that the Masterplan was now 4 years old and much had been achieved, but that it was good to continually review the principles and goals and learn any lessons to inform the way forward.

The three broad principles still stood – these were to:

- Link the town to the river – through existing openings which would extend down to the river
- Base developments on the concept of streets and squares – have characterful streets with clear building edges, each unique/not uniform
- Manage the orientation of visual assets such as the Titan Crane, Town Hall, the clock tower etc, and maintaining a visual connection to the river

Key within this was to strengthen and improve the town centre, develop a transport hub with a bus interchange and railway station, and achieve a seamless and integrated development of the town centre and riverside.

The Masterplan has had to be adjusted at points to incorporate various changes and respond to opportunities, but the developments at Queens Quay have adhered to the broad principles to date, reflected in the development of the College and Enterprise Centre, and the riverfront promenade.

Priorities for Queens Quay in the next three years will include:

- Completing the square at the College entrance with the project at Cart Street
- Shared visitor parking at the heart of the development
- Consolidating the river promenade
- Creating linkages back to the town centre
- Moving forward with the new leisure facility which will ease the public parking issues the riverside will face when fully developed
- Ensure the Titan continues to be successful, using it as a beacon for the regeneration of the Town and as a viewing point for local people to watch progress on the riverside developments.

It is important to press on with developments for Chalmers Street and the transport interchange to improve linkages to the town centre and beyond, and to respond effectively to the new challenges which will be brought about by plans for the Fast Track route.

It will also be important to consolidate the retail offer in the Town Centre to create a viable shopping facility.

The completion of the improvements to the Canal will also be an important element of the Town Centre upgrade.
Participants also thought it was important not to block out the links between the town and the river which have been created. Similarly, and linked to the need to have low rise housing, was the need to maintain access and views to the river, achieved for the first time in 60 years.

It was agreed that the housing should be of good design and quality, both for local residents to move to, and to help attract new people into the area and contribute to a strong community. It was hoped that the quality of the work on the riverside walkway could be maintained along the rest of the riverside. Good lighting and CCTV were seen as essential to making the walkway work.

There were concerns amongst participants about how adequate the roads and parking arrangements would be, both into and within the new developments. It was felt that to avoid chaos, the situation might be helped if developers built the roads first, before the houses. Good transport links in and out of Clydebank were thought to be important, and clarification was sought on the precise route of the new express bus in this regard, and how it might reach those parts of Clydebank less well served by public transport.

There were some other more specific issues raised in relation to the proposed riverfront development, including the ability to withstand flooding threats, as well as the ability of the current sewage system to cope with future increased demands.

**CART STREET HOUSING**

There was specific discussion within the workshops on the proposed new development of housing on Cart Street. There were mixed views on the plans amongst workshop participants and some concerns raised including:

- Some people thought that the proposed 4 storeys was too high and had been under the impression that they were going to be lower rise. However, it was stated that this height is comparable with adjacent tenements.
- In terms of design, the new housing was thought by some to be too modern and out of keeping with existing nearby traditional sandstone properties. Red brick and render will be used to match adjacent properties.
- The design of the flat roofs was unpopular and had been known to cause problems in the past with other properties. People were assured that the roofs were not flat but sloped and that drainage would not be a problem.

Apart from these views however, other people were generally positive about the Cart Street housing proposals and liked the modern design of the flats.

**ROLE OF CLYDEBANK RE-BUILT**

Workshop participants recognised the role Clydebank re-built has in the regeneration of the area, and were generally positive about the progress that had been made in this regard. They felt that it was important that Clydebank re-built continue to work with the developers and other partners to ensure that quality and standards were adhered to and maintained –

“you’re doing a great job in regenerating the town… need to continue that”…

“CR works well as the buffer between the ordinary people and the developers”.

Clydebank re-built was also seen as the organisation which could assist local residents deal with the disruption, noise and dirt caused by the substantial amount of development in the Town. CR should liaise with the developers on behalf of the local people to negotiate a better approach to the redevelopment process.
OVERVIEW REPORT ON WAY FORWARD WORKSHOPS

The topic of this set of workshops was to consider the role of Clydebank re-built over the next three years, looking particularly at themes set out in the Business Plan. Again 9 separate workshops were held over the afternoon and evening sessions, with some common themes emerging – grouped below under the following headings:

COMPETITIVE CLYDEBANK

A common point of issue in terms of competitiveness was the poor quality of the town centre – which was generally felt to be “dead” in the evenings and had very little to attract people to come into it. In particular, it has nothing for young people – most things shut in the early evening, and no events are held there. Ideas for making it more interesting and welcoming included holding open days, having better and more imaginative lighting at night, and introducing more facilities for young people.

Particularly linked with issues relating to the town centre was the state of the shopping centre and general retail provision. Participants agreed that a new supermarket was needed to provide competition for the existing Asda store, though concerns about land ownership and timescales for a proposed new superstore opening were expressed. Generally, people felt that the existing centre was in need of refurbishment and cleaning up, both internally and externally, where rubbish bins were clearly visible. In its current state, the shopping centre cannot compete with Glasgow and Braehead and could do with aiming to attract more up-market and better quality shops.

In terms of business development, it was hoped that the new housing developments would with them bring more business to Clydebank and create new opportunities for business, retail and leisure facilities, including cafes, bars and restaurants. It was also suggested that expansion at the hospital might bring new opportunities for health related industries to grow. It was important in developing the business base of Clydebank that there is scope and space for mixed size industrial and retail companies, from small start ups to medium and bigger businesses.

Other issues raised in relation to competitiveness included the need for good and adequate parking facilities to support shopping/town centre developments and that the right education and training facilities for young people are in place to meet potential new demand.

Clydebank re-built’s role in promoting the development of businesses in the area was recognised and seen as one of continued attraction and facilitation of new opportunities. It was also hoped that companies coming into the area would be encouraged to employ local people, and participants saw that the College has a role to play in this regard too.
Participants broadly recognised that a lot is being done to provide information, remain communicative, and involve the community in consultation events. The Design Forums were regarded as very useful and participants said they regularly encouraged others to participate. However, all community members are still not aware, and there seems to be difficulty in getting the information and message to “fan out” more widely. It was agreed that the newsletter going in to every household was a good way of doing it and the web also helped get the message across. It was agreed that CR should continue to find ways of attracting new people to the Forum – especially younger people.

Keeping the schools involved was thought to be particularly important and had a perceived impact. Using churches and other local organisations might help to involve more people. In terms of attracting increased interest, a number of other ideas were put forward, including using the West Dunbartonshire Bulletin, putting something on the West Dunbartonshire Council web-site, and commissioning the new college, via a media studies course for example, to produce a DVD and distribute to houses.

In terms of how Clydebank was now perceived, people were generally encouraged by the local promotion and communications of Clydebank re-built. Newsletters and features in the Clydebank Post and Evening Times, plus TV coverage (a Channel 4 documentary was yet to be screened) were slowly changing the town’s image. Nevertheless, it was felt that not enough was yet in place to fundamentally change perceptions, and there was concern that progress might wane when Clydebank re-built scales down and eventually pulls out.

A continuing theme here related to the current and ongoing problems with the public transport in the town centre, particularly around Chalmers Street, including the difficulties passengers have with waiting for and catching buses. People were aware of proposals for a new “transport hub/interchange”, but had been waiting for this to be progressed for some time, and needed to see some sort of development – there was a fear it might “fall off the agenda”. It was explained that SPT has carried out a feasibility study on Chalmers Street and is considering how best to proceed, particularly as the plans for the siting of a new superstore is not yet known. It was also suggested that transport developments should include addressing the road access into the shopping centre, as well as the need to continue a better service into the evening.

There was much interest in the proposed fast track bus route and clarification sought over its route through the town. Generally it was thought that the fast link would be helpful to local residents travelling in and out of Clydebank, and would help attract people to the area as visitors. It was stressed however that the fast link, the North Development Corridor Route, and all rail, bus, taxis were co-ordinated into a functional practical system where people would find it easy to get about, including those who are infirm or suffer disability.

Participants were keen to see more use being made of the river and highlighted opportunities to develop river traffic. Many said they would like to see a ferry service on the river, possibly by extending the Glasgow – Braehead service. It was also suggested that a ferry could take people on trips to Helensburgh, or the lochs, and that more could be done to encourage leisure on the Clyde, perhaps with a boating/sailing facility.
There was some concern around the growing pressures on the transport infrastructure and parking at the new development site at Queens Quay, including the entrance at Cart Street. It was asked specifically that pedestrian safety is kept at the forefront and built into any development plans.

QUALITY CLYDEBANK

There seemed to be general consensus that Clydebank is “getting back on the map” and was raising its profile – particularly with the TV coverage it had been recently receiving. There was visible difference – the new signage and planters were noticeable on entering Clydebank from the Yoker end, and the new College and Titan Crane made a striking impact at the riverfront. It was still felt however that Clydebank needed to continue to work to regain its identity – a number of participants mentioned that the loss of the football team and park had contributed to the loss of identity and a lack of focus for community.

Much of the remainder of the discussion in this set of workshops focused on the civic amenities of the town, in particular:

• Titan Crane
There was a general feeling of pride in the Titan Crane and great support for it as a visitor attraction and focal point for the riverside. It had certainly drawn more people down to the riverside and the view was that we should continue to capitalise on this, and consider further how to promote it. Ideas for this included linking with existing open bus tours, and possibly even creating a new one, around the old shipyards, singer history, and linking to Loch Lomond shores.

2007 has been in many respects a “test year” for the Titan Crane. In terms of it developing as an attraction, it was suggested that opening times should ideally be expanded - this is in fact being considered for when the crane reopens in the spring of 2008, where it will be well promoted by Visit Scotland. The road to the crane will also be properly landscaped.

• Hospital
There were views that the hospital and adjoining hotel could be used to greater effect to generate income and attract people to the area. In this regard, the use of the hotel as a conference centre should be further exploited. However, the environment around the hospital is currently not welcoming and should be improved to make it more attractive to guests and conference participants.

• Queens Quay/riverfront
The new College building and Enterprise Centre were generally thought to look good, and the frontage a well landscaped and welcome place for people to walk along. There was however some concern about the amount of litter already visible around the college site and people wondered whether the bins were adequate. Participants were keen that the area would develop to incorporate a range of facilities, including leisure based, with restaurants and cafes.

• Baths/town hall/museum/library
There was great affection for these old buildings and a general plea to positively integrate them with the new developments at the riverside and the rest of the town centre. Many people thought that the Bruce Street baths building should be brought back into use in some way. There were also suggestions for a bigger museum area and perhaps a café in the town hall.

With these developments however, there would need to be consideration of the security that would be needed around that area in the evenings.

• Canal
People were encouraged by the plans for the north bank of the Canal and the new canopy. However there was concern that this could be targeted by vandals as the Centre closes in the evening and is not overlooked by anyone. It was also said that there were signs of life coming back to the canal – terrapins had been spotted.
THE NEXT THREE YEARS

There was a general consensus that Clydebank re-built had fulfilled its regeneration role in respect of the early priorities, but the next three years were critical, with further work to be done and people particularly keen to see a continuation of work on public spaces. A continuing theme was the importance of keeping and attracting young people to the area, especially in view of the declining population.

There was still felt to be a need to regenerate the other side of the town, where there were ongoing social issues. It was hoped in this regard that there should be continued efforts to link both sides of Dumbarton Road and that Clydebank re-built should maintain the focus of linking the town centre to the river, encouraging all people to take ownership of the river’s edge, and benefit from the opportunities brought about by the new developments.

TITAN is closed for the winter but can be made available for groups and corporate hire. Contact Claire Nolan, Events Manager on 0141 951 3420
Population changes in relation to industry

Clydebank is a town which has seen a vast change in its economic and social landscape over the last 100 years, and is continuing to evolve daily. Prior to 1870, Clydebank was largely rural, with some industries such as coal mines, lime pits and a print works being established in the surrounding areas.

1871  J & G Thomson set up shipyard at Queens Quay (current site of the Titan)

1873  Population: 2,700  
      Main industry: paper making & print works

1885  Singer Manufacturing Co. Opened, with 5,000 workers producing 10,000 sewing machines every week.

1913  Population: 43,000  
      Main industry: Shipbuilding & Singer Manufacturing Co.
      The period 1870-1914 saw Clydebank’s transformation from a rural community to the fastest growing town in Britain. During this period, it became world-famous as a centre of shipbuilding and as the home of the world’s largest sewing machine factory.

1921  Population: 47,000  
      Main Industry: Shipbuilding & Engineering
      Following the town’s boom time in the first two decades of the century, Clydebank was hit by peak times of dreadful unemployment. The level of unemployment reached over 5,500 in 1922 and then hit an all time high in 1932 of 12,454. This works out to be over half of the insured population at the time. Thankfully this did not continue, with the rates falling to under 5%.

1950’s  Post-war, the large drop in warship orders was balanced by boom in merchant shipbuilding but by the end of the 1950s, the rise of new highly productive shipbuilding nations, made many European yards uncompetitive. At Clydebank, a series of loss-making contracts were taken in the hope of surviving until an upturn in the situation occurred. By the mid 1960s, however, John Brown & Co Ltd, warned that its shipyard was uneconomic and faced potential closure.
Population changes in relation to industry

1971  **Population: 48,000**  
John Brown’s Shipyards launched its final ship, Alisa this year and was eventually closed down, marking an end to the industrial nature of business in Clydebank.

2009  **Population: 44,000 approx.**  
Main industry: Distribution, hotel, public and financial sectors.

Overall, Clydebank is a town that continues to evolve daily. Clydebank Rebuilt, the town’s Urban Regeneration Company is committed to developing the town in all areas – economy, environment, buildings and society.

If you would be interested in learning more about their current plan for regeneration look at [www.clydebankrebuilt.co.uk](http://www.clydebankrebuilt.co.uk) or contact the Titan Heritage Officer to find out more about Regeneration Workshops.