



# STRATHBUNGO NEWS

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## ***DOES THE SOCIETY HAVE A FUTURE?***

Due to a shortage of committee members the 'Strathbungo Conservation Society' has been unable to function for the last two years.

Despite the hard work carried out by members in the past the Society failed to attract new committee members and eventually it became impossible for those remaining to continue.

Since its formation in 1971 the Society has been involved in a variety of projects within the area and has lobbied both District and Regional Councils with regard to maintaining the values of this 'outstanding Conservation area'.

With the prospects of new traffic management schemes in the pipeline and the loss of the footbridge at Marywood Square, the role of the society could be of value to residents in the future.

In an attempt to discover if there is sufficient interest in reforming the society a meeting will take place on Monday 6th June 1994 in Langside Halls at 7.30pm.

It is hoped that residents will show interest in the aims of the organization and be willing to take it forward with new and fresh ideas.

### **STRATHBUNGO CONSERVATION SOCIETY MEETING**

**on Monday 6th June 1994  
at 7.30pm  
in Langside Halls, 5 Langside Avenue**

For further information Tel: 041-423 5028

## ***Another look at Traffic Management in our area.***

Due to continuing problems with fire tenders failing to gain access to call out points within the area, the Regional Council have been asked to put forward a traffic management scheme for Strathbungo.

At present a major scheme is being considered for Shawlands from Titwood Road going south towards Newlands. The council are considering Strathbungo and particularly the 'Conservation area' as a separate issue from the main plan.

Officers from the District Council who were involved in producing the 'Shawlands Local Plan' are setting up meetings with the Region and are mindful of the conservation status of the area and are keen to point out that methods used within the 'Shawlands' scheme could not operate

in the smaller, narrower streets of Strathbungo.

All residents are aware of parking and access problems and although the number of parking places have increased in recent years many people are still loathe to subject their vehicles to the poor terrain of the back lanes.

The lanes within the older part of Strathbungo have never been adopted by the Regional Council and still remain the responsibility of residents.

It would assist any management program if funding could be found to improve both surfaces and lighting within the lanes and it is hoped that both council bodies will look closely at this prior to putting forward any new plans.

## ***Region remove Railway Bridge.***

A local landmark, the footbridge from Marywood Square/Moray Place was removed on Sunday 8th May due to metal fatigue problems on the structure.

The bridge has been closed since the summer of '93 and it was hoped that funding could be found to carry out repair work in order to restore the bridge. Further study by engineers ruled out the possibility of saving the bridge and it

was decided that removal was the only option left to the council. This presents a problem to many residents within Strathbungo who used the bridge on a daily basis, many to gain quick access to the railway station at Pollokshields West.

Mr Crawford the Southern Area engineering manager is hopeful that funding may be found to replace the bridge and his department is exploring access to cash for this project.

# A Short History of the Strathbungo Society.

## STRATHBUNGO

Back in 1855, Strathbungo was a little more than a group of wayside houses, surrounded by fields and marshes, on the crossroads of the main routes from Glasgow to Kilmarnock and Paisley to Rutherglen. No building from that time survives.

By 1860 the Glasgow to Barrhead railway had been built and the first part of the new development of Strathbungo was started in Moray Place. The architect Alexander 'Greek' Thomson, who lived in Darnley Street at the time, had a grand plan for the new suburb to consist of six 'squares' of terraces built to the finest architectural distinction. The area was to be called Regent's Park and Thomson himself designed 1- 10 Moray Place.

It is said that Thomson's brother, George, was alarmed at the expense of building this first terrace and dissolved the partnership. It is not known who designed the later buildings, but the first three 'squares' and three further terraces in Moray Place were completed by about 1880.

Thomson died in 1877. His partner Robert Turnbull, designed the tenements on the north side of Nithsdale Street and the Salisbury Quadrant building on the corner of Nithsdale Street and Drive, built about 1880.

The group of terraces comprising Regent Park Square, Queen Square and Marywood Square, as well as the shorter terraces to No. 33 Moray Place are regraded as quite exceptional

examples of Victorian urban planning.

Strathbungo's association with Glasgow's famous architects is maintained by the fact that Charles Rennie Mackintosh once lived and worked at 27 Regent Park Square.

The newer houses in Vennard, Thorncliffe and Carswell Gardens and in Titwood Road are important in maintaining the integrity of Thomson's original layout, although they were not completed until much later.

## THE STRATHBUNGO SOCIETY

The Society was formed in 1971 under the auspices of the Scottish Civic Trust to campaign for the status of Conservation Area and to work to enhance the physical state of, and encourage interest in, the area and its buildings. The first aim was achieved in 1973 when Strathbungo was created a Conservation Area, although the Strathbungo Conservation Area is confined to the older terraces, the Society has always considered that Titwood Road forms the natural southern boundary to the area as a social unit.

During its existence the Strathbungo Society has been involved in re-roofing terraces, stone cleaning tenement facades and resurfacing pavements. Support and encouragement has been given to tenement environmental improvement schemes. The Society was also instrumental in the general upkeep of the area and had, for instance, organized the general refurbishment of the railings and embankment along the railway line opposite the Moray Place Terraces.

# LEIPER CHURCH IS BEING RESTORED

Over one hundred years ago, William Leiper was an architect who trained and worked in our growing city of Glasgow. His best known building in the city is probably the 'Templeton carpet factory' which stands at the edge of 'Glasgow Green' in the east end of the city. In 1865 when he was only 26 years old he was commissioned to build the Dowanhill Church in Partick. Ten years later Leiper was involved in building the magnificent Camphill Church which stands at the entrance to Queens Park. The steeple of the church which is 200 feet high has become a well known landmark in the area.

Several years ago the congregation at 'Camphill' was becoming so small that the upkeep of this magnificent building was outwith their budget. Although the congregation worked hard to maintain the structure both inside and out it was a losing battle as continuing repair work ate into their reducing funds. Finally in discussion with church authorities it was decided to leave the church and it was put on the market.

Concern was shown by various bodies including the Strathbungo Society that this building which had been listed in 1970, would not deteriorate and become a ruin as has happened with other church properties in the area.

It was with great delight that the society was told of the interest being shown by the members of Queens Park Baptist Church in the building. Their own church in Queens Drive was becoming too small for their growing congregation and the opportunity of purchasing this wonderful church was followed up, and the property purchased within a short time.

'Historic Scotland' have become involved in the restoration of the building and although the costs of carrying out the work required is massive, grants from this body along with contributions from the members at Queens Park is allowing the important work to be carried out. Within three years of building Camphill (1876), the church had a membership of over 800. With a floor area which is twice the size of their present church Queens Park members are certain that they can exceed the numbers of 1876 and look forward to their first service in the not too distant future.



CAMPBILL - as it will look one day

