

housing

% +/- average house price
[s.a. £150,257]

↑ 35

% owner occupied
[s.a. 62.59]

↓ 59.37

connections

railway station



within thirty miles of large settlement



growth

% growth 1954 - 2006

↑ 43.95

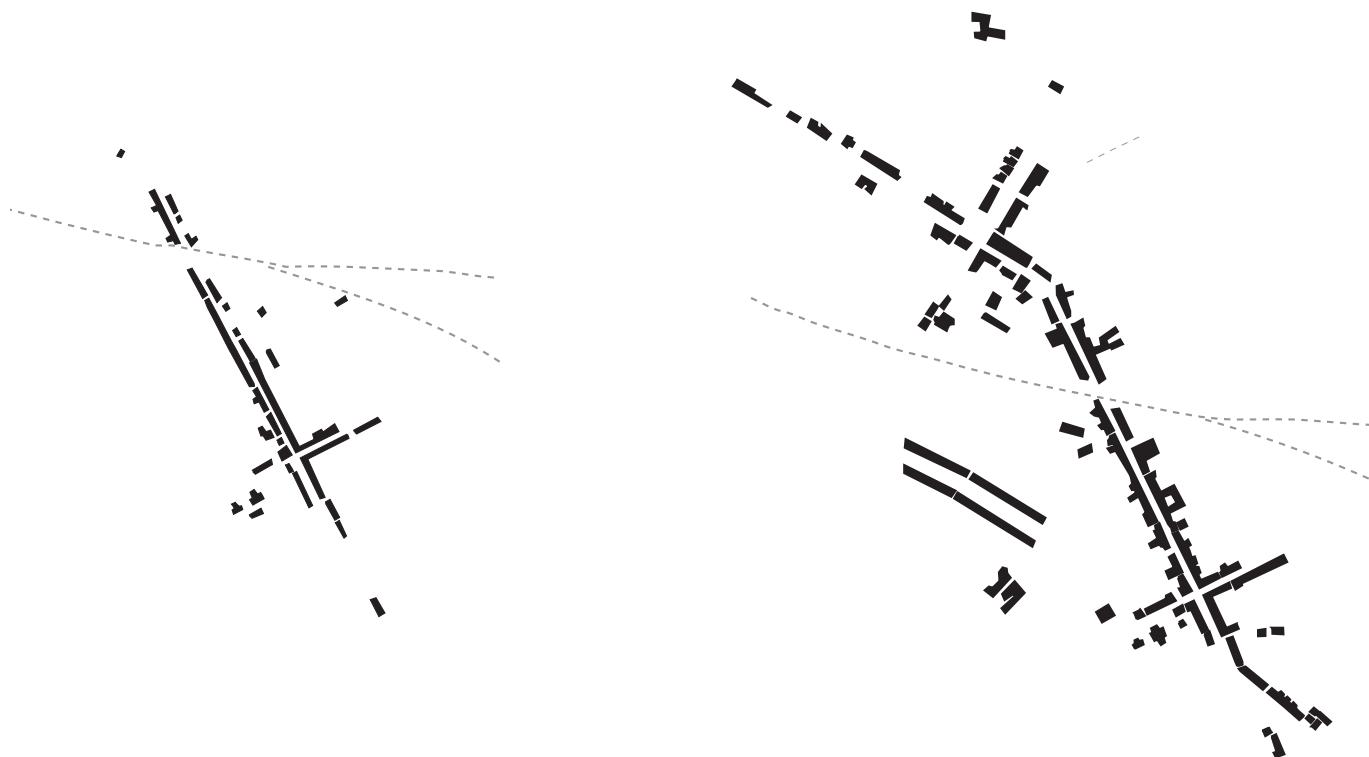
Conclusion

Despite variations between towns, market towns generally appear to be successful when compared with national averages for a number of socio – economic indicators. Most grew steadily through time, seeing major expansion occur in the mid to late twentieth century. Despite some industrial development in the 19th century, they managed to retain their role as regional centres throughout time. This has secured their position as attractive places to live and promoted growth.

Although they do not appear to hold the status they once had, market towns retained their character and have well established town centres. As Scotland's earliest towns they hold special historical significance. This is their most important asset.

industrial towns are those whose primary economic function was or is industry. These settlements have historically relied on industry for employment. Many have seen the loss of the sector over the last fifty years and have struggled to recover. Others have retained some industrial employment or reinvented themselves to serve other purposes.

case studies – auchinleck, banknock, cumnock, dalry, kilbirnie, kincardine, lesmahagow, loanhead, mauchline, neilston, new cumnock, west kilbride



auchinleck

Auchinleck is a small town in East Ayrshire. Its main reason for existence was coal mining from the 1800's right through the late twentieth century. Historically, the village was the home of the 8th Earl of Auchenleck, His fine manor house dating from 1760 still stands today and is a fine example of the architecture of the time. The town grew in a linear fashion along its main street and the population soared with the demand for coal. The population was 1214 in 1800, by 1901 it was 6605. Newer settlements grew away from the original core. Industry was an important part of the town until the 1980s. In 1983 High House mine closed under Margaret Thatcher's reform of the Coal Industry and later in 1989 Barony Mine also closed. Other industry such as Curries soft drinks Factory also closed at this time. Auchinleck has never recovered from these losses and is now victim to many poverty related problems. The population is now 3450.



78.06%



£101,820



142ha



1494



10.5 dwellings/ha

6511

1968

3650

2008

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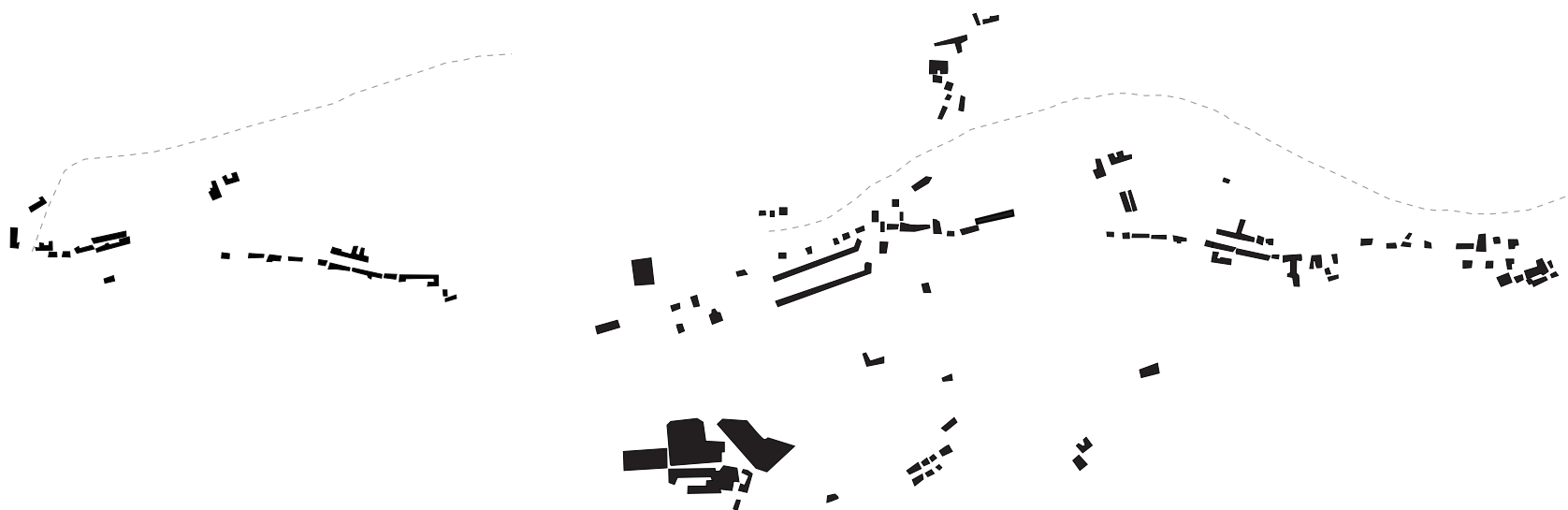
45



1790's home of 8th lord of auchinleck 1800's railway and prominence of mining 1950's mining / industrial town until 1980's 2008 rundown + neglected

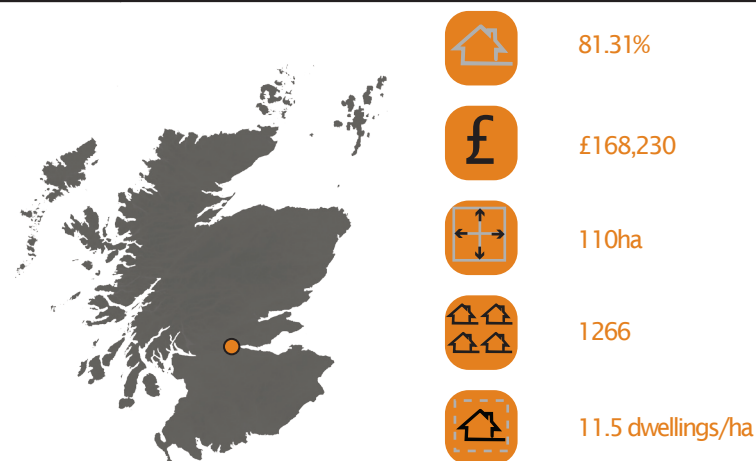
10 000





banknock

Banknock is located on the Bonny water near Falkirk, just to the north of the Forth and Clyde Canal. The canal, which for many years transported goods across Scotland, gave the town early reason to develop, especially for industry. The 18th century saw two major developments, firstly the arrival of the railways and secondly the explosion of the coal industry. A wagon way connected the mines to the canal. Along the railways, this area was a hive of industrial activity, including brickworks and iron foundries. The industrial landscape is now a wasteland. The town also contained the Bankier Distillery which was active until the 1980's. Despite the demise of industry and loss of railway, Banknock has retained its population and has even seen a rise from 1944 in 1951 to 3220 in 2006. Its central location between, Edinburgh, Stirling and Glasgow and the road network ensures residents access to employment in other areas. [populations for 1851 and 1901 unknown]



1944

1958

3220

2008

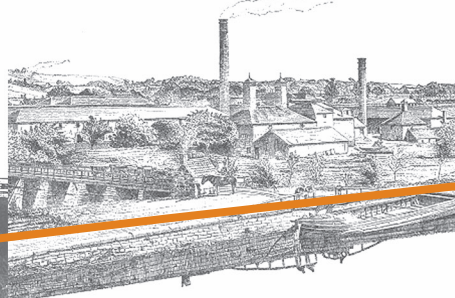


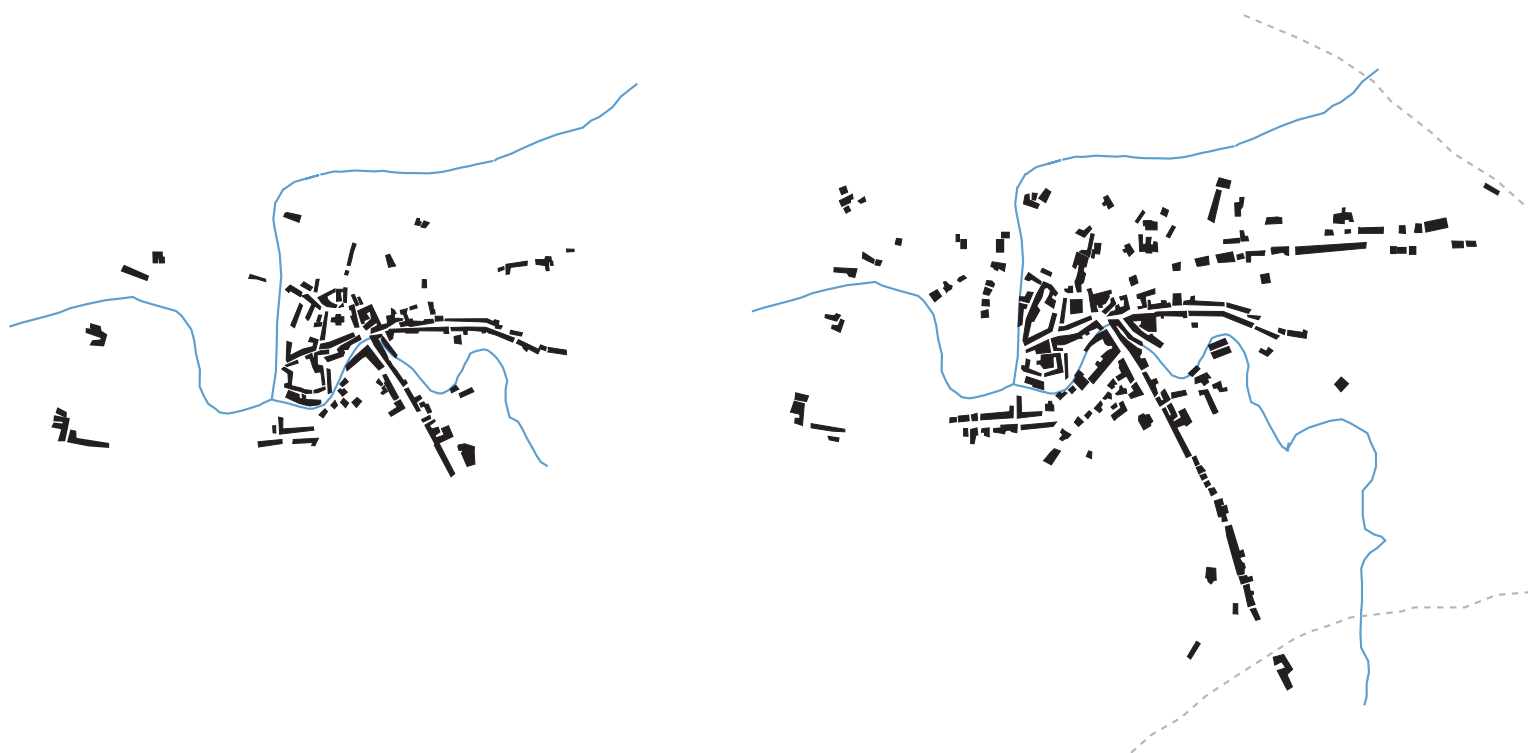
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47



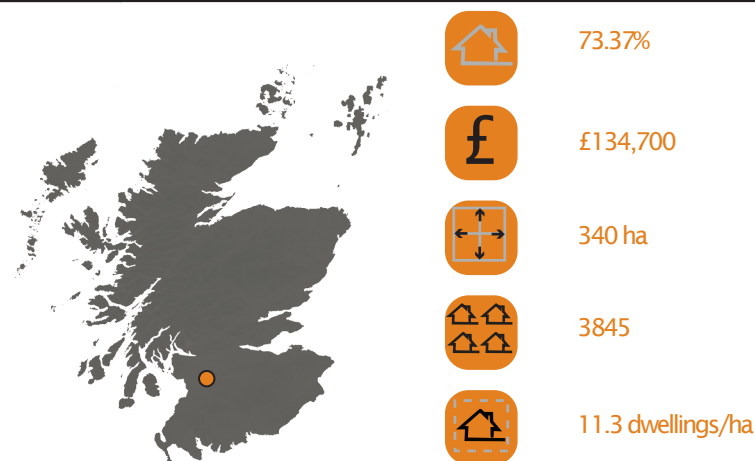
1700's canal spurs early growth 1800's railway and canal create industrial hub 1980's bankier distillery last industry to close 2008 popular commuter town





cumnock

Although older in origin, Cumnock saw its main growth period occur in the Victorian Era. At this point the neighboring town of Lugar saw the opening of the Lugar Iron Works. The area was the focal point of coal and iron stone mining throughout the 1800's and the town's population is testament to this. Between 1800 and 1850 the population rose by more than 2000 and then by almost 2000 more by 1900. A network of freight railways linked mines and works and a passenger railway led to Glasgow, Dumfries Ayr and Carlisle. The town was also a market town with a mercat cross dating back to the 1700's. Industry continued in the town in the 20th century with Cumnock being home to several manufacturing plants. However, much of the heavy industry, including mining which had been the towns primary reason for existence disappeared, as did the railway and by the end of the 20th Century manufacturing was also under threat. Although the population did not decrease, Cumnock became a hot bed for unemployment and related social problems. It housed a stagnant immobile population. Many of these problems persist, although the town has begun to attract some commuters to Glasgow and Ayr with a number of modern private housing estates emerging.



7870

1958

9020

2008

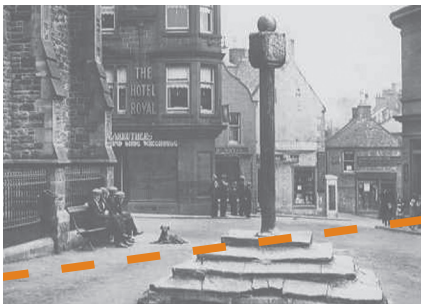
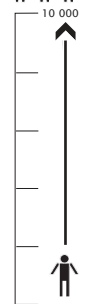


1700's small market town

1800's coal mining and railways arrive

1900's closure of heavy industry

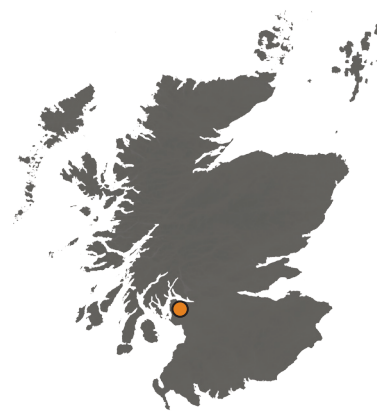
2008 unemployment + slow re-invention





dalry

Located between the rivers Caaf and Rye and on the bank of river Garnock, Dalry translates to “king’s valley,” in Gaelic. In the 15th century Dalry was little more than a village containing six dwellings with a population of less than 100. The town developed following the erection of a parish church at the beginning of the 17th century. By 1837 it had grown to approximately 1000 inhabitants and the town had formed into 5 streets converging into a central square. The majority of the residents were employed by manufacturers in Glasgow and Paisley to weave cotton and carpet yarn with silk and also sewing and embroidering. In 1840 the arrival of many lime works, iron works and coal pits changed the character of the town. A vitamin production factory was established in 1958 which remains in operation today. However this town, once supported by industry has seen a sharp decline of traditional industry leading to the population of Dalry decreasing consistently for the past 100 years.



76.56%



£144,001



159 ha



2397



15.07 dwellings/ha

6762

1911

5620

2008



1750

consisted of only 5 streets

1840's

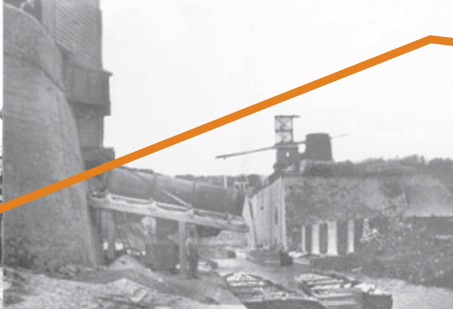
industrial character of town changed

1973

railway closed

2008

retains 5 radial principal streets



population

5484

7207

date of map

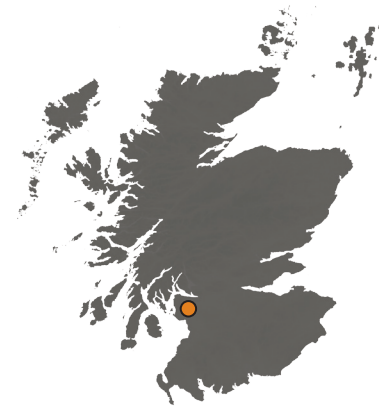
1857

1897



kilbirnie

Kilbirnie is situated 20 miles south west of Glasgow and stands on the right brow of Garnock River. In the 16th century the population of Kilbirnie was less than 300 with only three houses in the town. However, relatively quickly, it grew to contain approximately 800 people by 1821. Prior to the 19th century the predominant industries were flax and weaving, these were eventually over taken by steel and iron. 1841 saw a large increase in population due to Glengarnock steel work opening. This resulted in a total population of 5484 in 1851 compared to that of only 959 in 1801. During the 1950's and 60's Kilbirnie was famed for having a dance hall 'Walker Hall' which hosted big name events. The steel works remained open until 1985 but following the closure Kilbirnie became an unemployment black spot. Today there are few shops left in the main street with many vanishing and being replaced with large supermarkets. The majority of residents travel out of town for work.



75.49%



£107,317



300 ha



3253



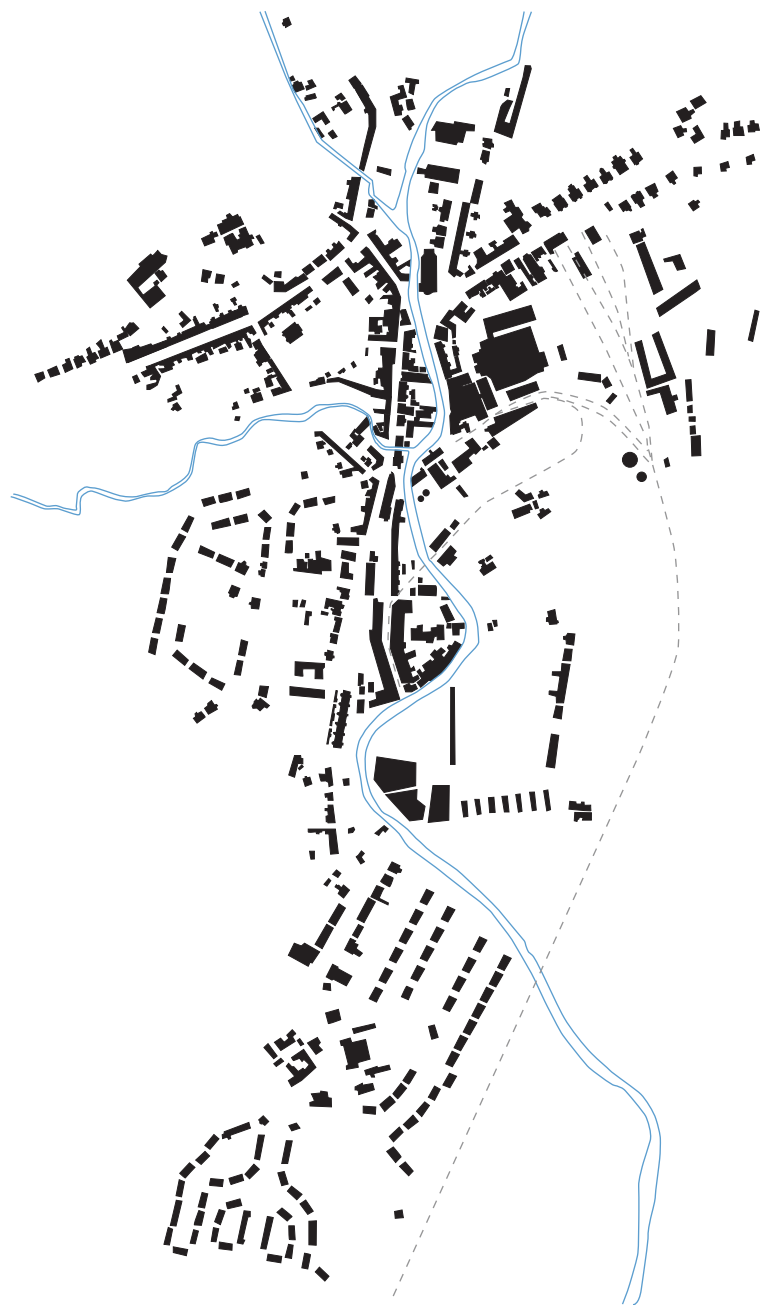
10.8 dwellings/ha

7626

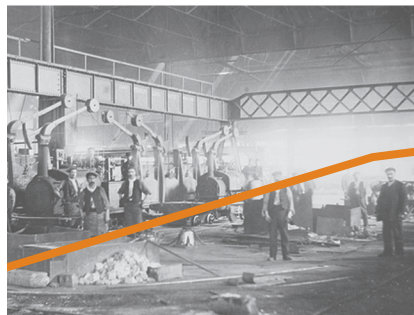
1938

7310

2008



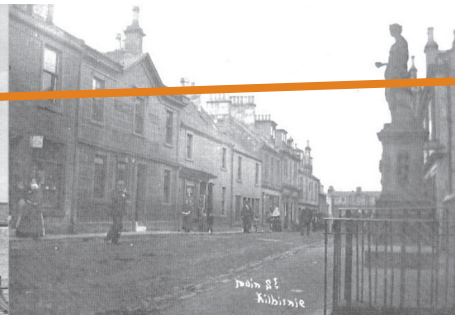
1840 steel works took over



1937 famous for its dance hall



1979 steelworks closed



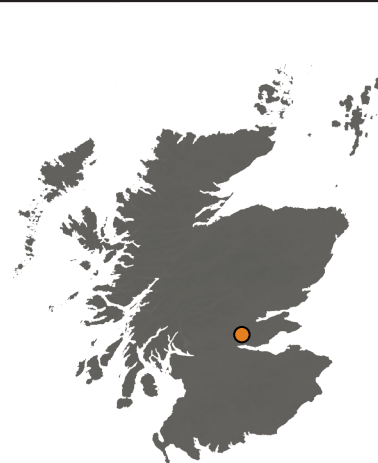
2008 disintegrating main street





kincardine

Kincardine is situated on the Forth Estuary at the point where it narrows to become a river. This location dictated the town's early role as a seaport. It was as a made a Burgh of Barony in 1663. This title was different from Royal Burgh as the right to trade fell to the towns land owner as opposed to the town's people. Kincardine remained relatively unchanged over time, the sea port did not develop as the town did not develop industry, although the surrounding area was being mined extensively for coal. By 1900 the town was simply characterised as a ferry port for a steam ships crossing the Forth. Kincardine was subject to a series of disastrous developments that changed its character. In 1906, railways cut the town off from its river frontage. Shortly after, the construction of a main road linking Dumfermline and Alloa cut the north side of the town from the centre. In 1936, the Kincardine Road Bridge was built, and the road constructed to carry traffic through the town cut off the eastern part of the village from the centre. Fifty years later the town bacame home to Kincardine Power station, located on the banks of the Forth. Only years later a second power station, Logganet opened nearby. The population grew to accommodate workers in the station. They were housed in a handfull of tower blocks that failed to integrate in to the town. The original power station closed in 2001, although Logannet is still operational.



72.03%



£124,289



100ha



1329



13.29 dwellings/ha

1834

1966

3000

2008



i
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d
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55



1800 small seaport and market town

1906 railway cuts town from shore

1950 road bridge brings traffic

2008 power station provides jobs





lesmahagow

Lesmahagow originated as a religious centre with the construction of Lesmahagow Priory in 1144. This was destroyed in the reformation with archeological digs uncovering in 1975. The town is situated in fertile farmland and agriculture has always been an important part of the local economy. However, the main reason for Lesmahagow's existence was the extensive mining at Coalburn in the 18th and 19th century. Industry was supported by a large network of railways at this time. Between 1800 and 1950, the towns population increased from 3070 to 11554. Lesmahagow grew sharply and spread in a particularly sparse pattern with very little relation to its centre. Its current day population is only 3910 as industry has left the area. Lesmahagow is growing as a commuter town with good links to neighbouring towns of Hamilton and Lanark. Additionally the town is situated very close to the M74 motorway to Glasgow. The original centre has been granted Conservation Area status, however it requires considerable investment to return to its former glory.



73.37%



£179,514



122ha



1466



12.01 dwellings/ha

11554

1958

4160

2008



1700's originated as religious centre



1800's major expansion from mining



1900's eventual closure of rail + mines



2008 commuter town/conservation area

