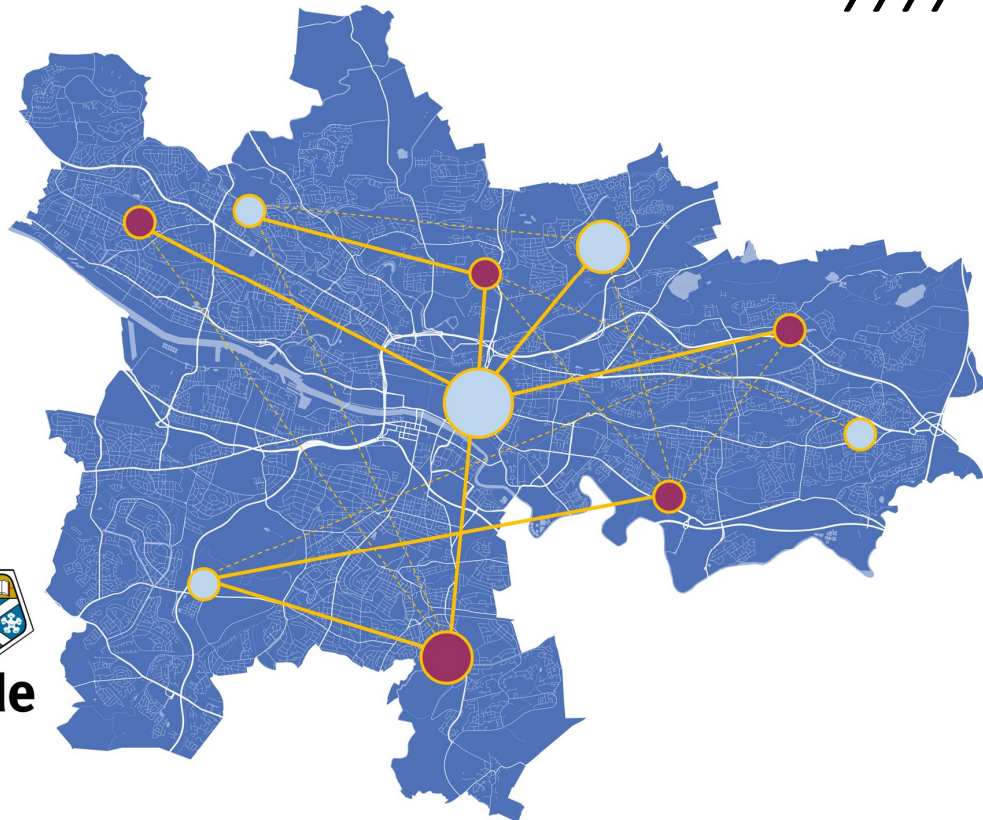


# A Highline for Glasgow

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The project has been running for over a decade as part of the BSc(Hons) in Architectural Studies course within the Department of Architecture at the University of Strathclyde. Located within the Undergraduate Thesis in Year 3, the project has challenged students to explore the past, present and possible of the city through the filter of the elevated City Union Line.

The City Union Line was opened in 1870 to serve the city of Glasgow and to establish a key goods link into the city. Later, the line served St Enoch station before the rationalisation of rail services in the 1960s ultimately resulted in the closure of the station in 1966. Since then, the City and Union Line has been in a state of semi-disrepair and has served as a barrier across Glasgow.

With annual student projects of research and design, the Department of Architecture at the University of Strathclyde has compiled a decade of experiments, proposals and design ideas that seek to re-imagine the City Union Line as an active travel route into, and through the City. With the opening of the city's Low Emissions Zone (LEZ) in June 2023 the need for us to explore how we access our city has never been more pertinent.

# DESIGN PROPOSAL

GLASGOW CENTRAL STATION

HIGH STREET

Image: Henish Doriwala

BELLGROVE

BRIDGETON

Envisaged as a elevated active travel route from the south to the north, the City Union Line would provide safe, green links from the north and south of the city into the Merchant City area of Glasgow. Commencing in the north at the former Bellgrove Cattle Market and in the south at St Andrew's Works, the line would connect back to the city via a series of Performance Factories – imagined buildings for the Production and Consumption of Performance. These would connect to local communities through cultural performance, local employment and education.

# RESEARCH

Ongoing research is focused on the linear masterplan approach as a method of better transforming our city. The overarching need to produce designs for buildings that are concerned with both the production and consumption of performance (The Performance Factory) ensures that research explores the social, industrial and historical contexts of Glasgow. The City Union line establishes the physical parameters and field of study but offers a variety of site conditions which include difficult post industrial brown-field sites and redundant or under used buildings at risk. By embedding the project within the compulsory course curriculum, we have ensured a collaborative approach to research and design involving 100 students over 10 years.



# IMPACT



The project seeks to exploit the rich culture of Glasgow combined with bold and imaginative re-use strategies for elements of historical infrastructure otherwise left redundant. By proposing a series of cultural and performance nodes, the impact of the project is increased – ensuring that the elevated active travel route has key points of vertical connection back to the city grid. These Performance Factories will occupy challenging sites adjacent to the City Union line, creating a clear and positive symbiosis between the city at street level and the new route on the elevated line. They will ensure a critical mass and serve as points of focus to encourage year round use of a new route into and through the city.