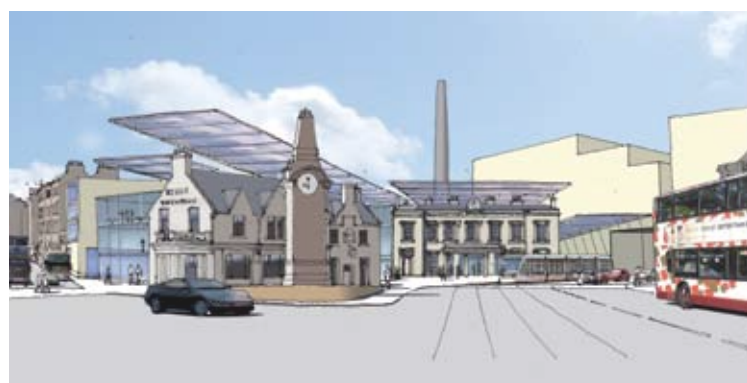




Main proposal

Smaller flat roof option –
straighter glazed panels that do not overlapCurved roof option –
reinstating the typical Victorian arch style roof structure

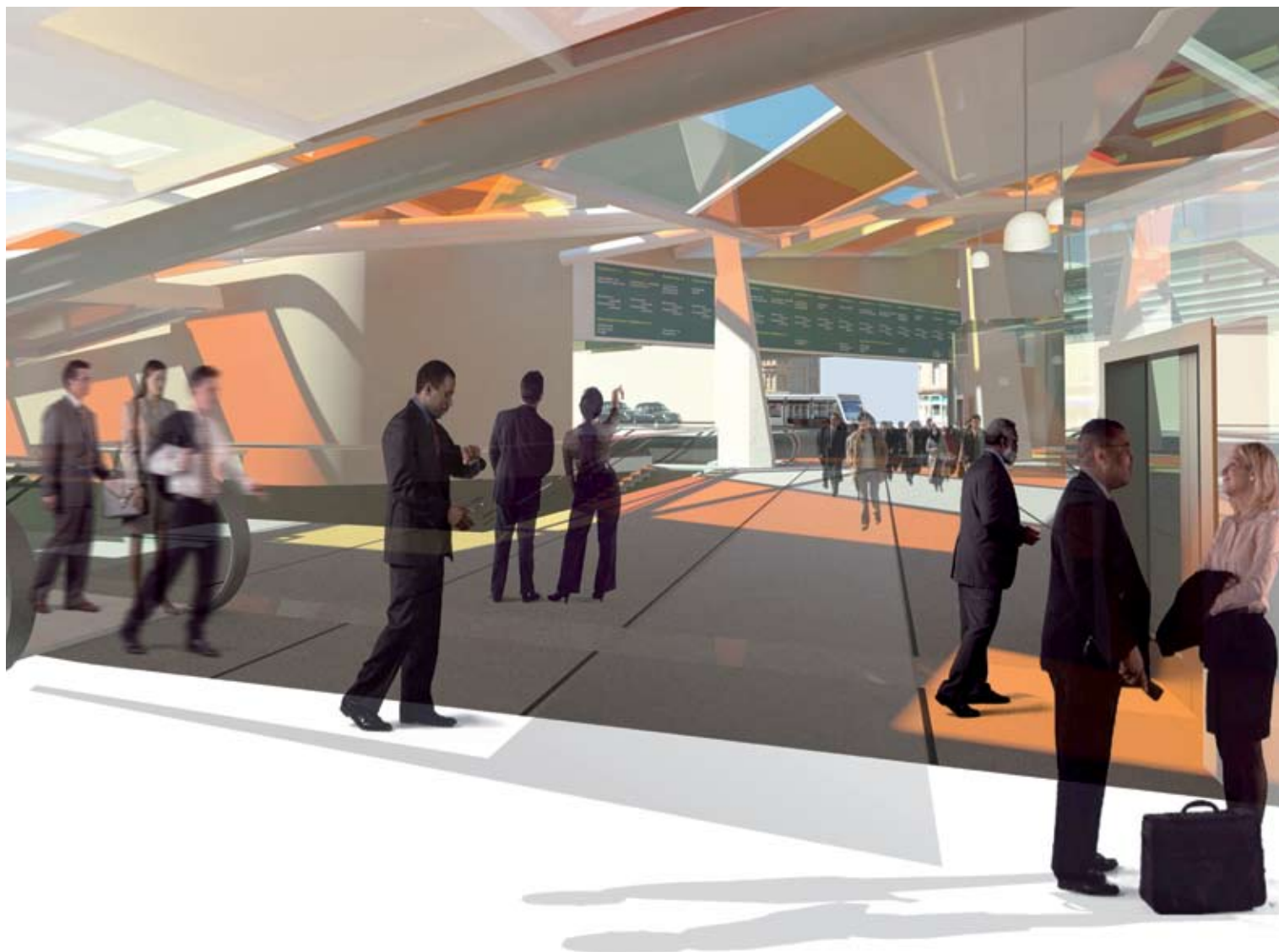
Haymarket Identity

Integral to the Haymarket area is its historic built environment. “The Category A-listed Haymarket station building has stood here for almost two hundred years. Other iconic landmarks include Ryrie’s public house and the Heart of Midlothian War Memorial, the original location of which would be restored by these proposals.

Heritage is vital to the proposed Haymarket redevelopment which ensures that its historic identity is preserved. The aim of this study however, is to bring the station, interchange and surrounding

area into the 21st Century. The expanses of high quality public space and modern facilities do just that and the resulting mix of old and new creates a fresh, vibrant identity with just as much character.

The station building design – and specifically the unique station roof – is both conceptual and flexible at this stage of the project. It is expected that throughout the development of the proposal, different designs will be presented. As such, the Haymarket team are presenting alternative roof designs in addition to the main proposal.



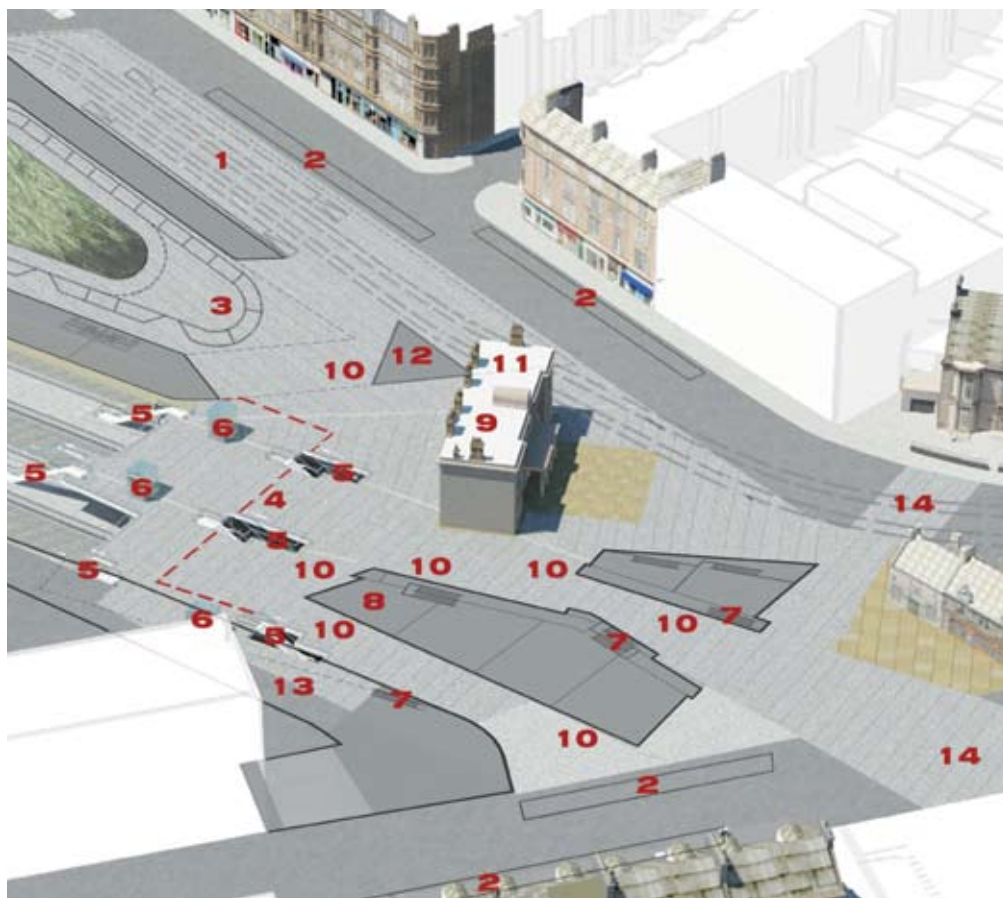
Improved Facilities

Haymarket Station has become a busy commuter hub with passengers rushing to their next destination. One of the key objectives of redeveloping Haymarket station and surrounding area is to provide – not only a much improved commuter space – but also an area offering a sense of place that Edinburgh can be proud of. The new interchange will be enjoyed by those in a hurry as well as those that wish to travel at a more leisurely pace.

For people with mobility problems, as well as those trying to negotiate prams and buggies onto public transport, the station has become problematic. With constrained spaces and neither lifts nor escalators, Haymarket Station can prove to be difficult to access; changes to the station will address these problems.

Key improved facilities:

- an efficient, attractive and dynamic larger public area
- developing the area as a gateway and vibrant area in itself
- enhanced pedestrian access, including direct, safe and covered links between different modes of transport and key developments
- building an impressive retail and leisure offering with spaces for people to eat, drink and relax
- access which is compliant with the Disability Discrimination Act including escalators, lifts and toilets



Transport components key

1. Tram stops
2. Bus stops
3. Taxi rank and car pick up / drop off
4. Ticket access machines (protection line)
5. Stair and escalator access to platforms
6. Lift access to platforms
7. Fire escape stairs / future stair provisions
8. Public toilets
9. Manned ticketing (ground floor)
10. Ticket vending machines
11. Rail staff accommodation (upper floors and basement)
12. Vertical access to carpark / tram staff accommodation
13. Bicycle storage / hire
14. Main pedestrian crossing points

Key transport components for Haymarket Interchange

Transport Interchange

Currently, Haymarket acts as an arterial route in and out of Edinburgh for all modes of transport – trains, buses, pedestrians, cyclists, taxis and commercial vehicles – and by 2011, trams will be added to the transport mix. This makes demands on the area which need to be effectively managed to minimise congestion.

Once developed, the station and surrounding area will be the city's major sustainable transport interchange, making travelling through Edinburgh's west end an enjoyable experience.

Key transport features include:

- integrated links to and from all modes of transport
- new and expanded station concourse
- safe and comfortable rail passenger waiting areas, coffee shops and toilets
- improved bus waiting facilities
- enhanced pedestrian walk-ways, making movement less restricted
- improved drop off zones for taxis and private vehicles
- real-time integrated travel information throughout the rail station and at bus and tram stops
- improved cycle facilities including storage



Key development components for Haymarket

Development at Haymarket

With a burgeoning commercial and financial district already on its doorstep and the development of Morrison Street goods yard into a hotel, retail and office quarter in the pipeline, Haymarket is already the focus of massive investment.

The outlined improvements and further re-development of Haymarket will assist the sustainable economic growth of Edinburgh City Region and will provide further opportunities for public and private investment; ensuring the city keeps moving as it continues to grow.

The Key Benefits

Phase 1 would include:

- creation of a **bespoke public space** dedicated to the Hearts War Memorial together with the retention and refurbishment of the existing listed station building
- a new **multi-modal transport interchange** that supports sustainable economic growth and will cater for more than **9 million passengers** per year
- a new and extensive **decked concourse** at street level to allow for easy integration between transport modes, with lifts and escalators for access to platform level
- **new and improved** bus stops, taxi ranks, cycle facilities and pedestrian crossings
- a new **glazed roof structure** covering the platforms and concourse
- **5,000 square metres** of retail and leisure
- Phase One will require **public sector funding** of up to **£77 million** (inclusive of project risk) and **private investment** of **£9.6 million**
- on site construction would begin in **2012**, taking 2 years to complete

Phase 2 could include:

- over **100 high quality new homes** which include affordable housing
- **Grade-A office** accommodation of **15,000** square metres
- platform level car park with **138 spaces**
- **new taxi rank** and private vehicle drop off area
- new **landscaped courtyard** for public use
- Phase Two will require **private sector funding** of up to **£104 million** (inclusive of project risk)
- on site construction would commence in **2014**, taking 2 ½ years to complete