Austin·Smith:Lord

WOLVERHAMPTON TRANSPORT INTERCHANGE



LOCATION: WOLVERHAMPTON

COMPLETION: JUNE 2021

VALUE: £180M

SIZE: 30,000M²

SERVICE: ARCHITECTURE, URBAN DESIGN, MASTERPLANNING

SECTOR: TRANSPORT

CLIENT: NEPTUNE DEVELOPMENTS PLC

CONTRACTOR: BAM CONSTRUCTION

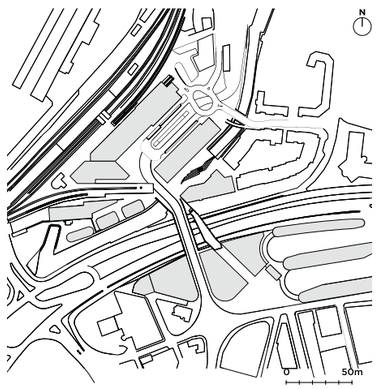
STRUCTURE: CURTINS

SERVICES: HILSON MORAN

Redevelopment of a central area in Wolverhampton to create a high quality, integrated transportation interchange, incorporating canal side features and reweaving the urban fabric currently broken up by the city's inner ring road. It is a multi-phase, mixed-use project comprising commercial, residential, leisure and transport development, both new build and refurbishment of listed buildings, with a large component of new public realm.

The first phase was complete in September 2011, and later phases opened to the public in May 2020, and the final phase opened in June 2021.

First impressions are important and the busy rail and bus stations were physically tired and disconnected from each other and the town centre.



Site plan













An extensive programme of improved and new public realm underpins the masterplan, including a new station forecourt and public squares around historic and listed structures.

The site is linked by integrated cycle routes, footpaths and towpaths to create a thriving, connected city quarter around the key transportation hubs. The design provides a contemporary take on the cultural and historic assets of the town centre, rail station and canal environment.

Neptune Developments' proposals for the project extended the original concept to release the potential of a comprehensive development.

We challenged and exceeded the design brief, looking at the wider context to open up potential for further development and investment, and deliver greater physical and social connectivity.

Wolverhampton Interchange is the first project in the West Midlands to benefit from the DFT funding provided through the RIF, with £9.8M for Phase 1.

Our procedures for design management, cost control and reporting ensured that the project was, and remains, on time and on budget.

Balancing the technical needs of the transportation elements of the scheme with the wider regeneration and commercial viability requirements required extensive consultation.

Ongoing participation and communication with the various stakeholders, public and private, was crucial as a part of ensuring a smooth process and correct phasing. A sense of adoption and ownership has been engendered by maintaining good relationships with local residents and the business community.