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**Part C-Project Management Plan:
Rebuilding the West Midlands Transportation
Corridor after Flood Disaster**

**BA (Hons) Leadership and Management
Skills in the Workplace**

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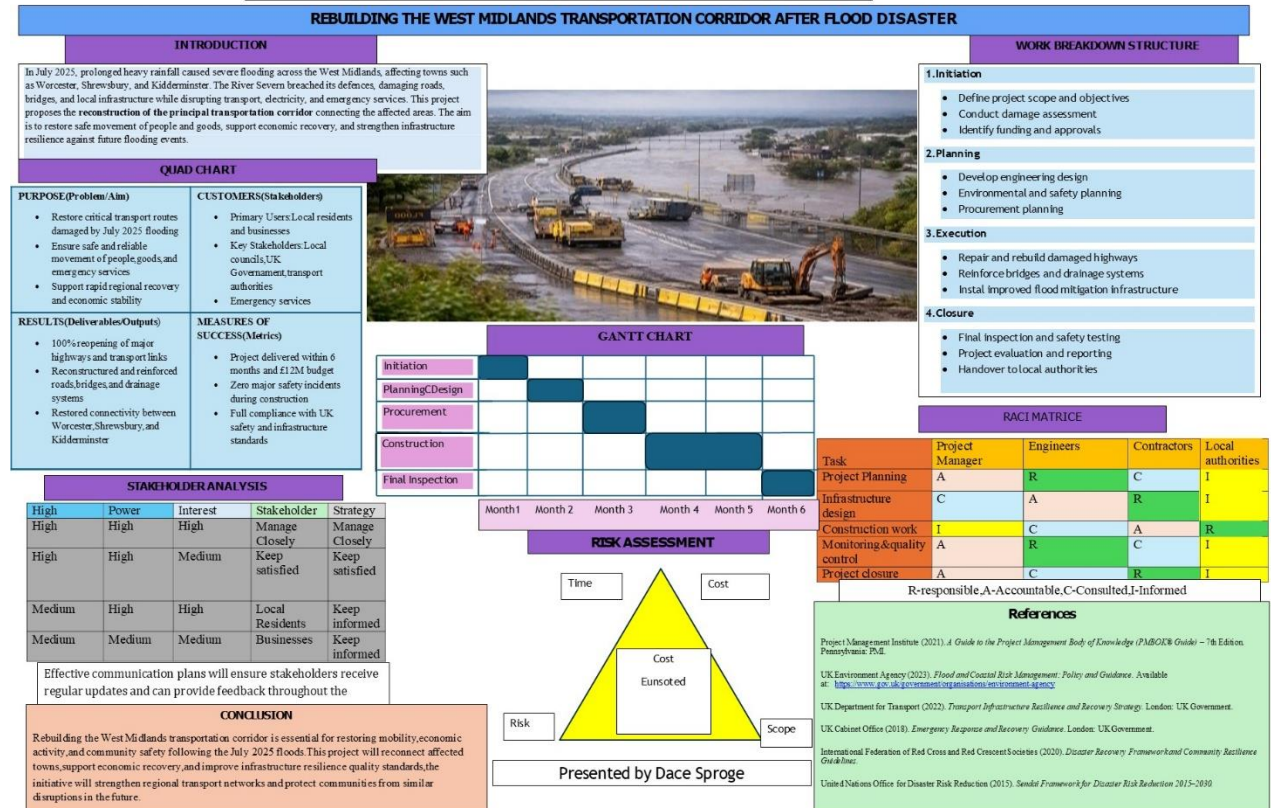
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1. Part A

LCLM5003 PROJECT MANAGEMENT / SUKHPREET GREWAL / PROJECT PORTFOLIO(PART A)



2. Part B – Reflection on Feedback from Tutor and Peers

The comments obtained from my tutor and peers regarding my project poster were essential in assessing the merits of my work and pinpointing areas for enhancement. The feedback said that my project had a comprehensive grasp of project management principles and successfully tackled a tangible issue—restoring the West Midlands transportation route following the July 2025 flooding.

A notable strength identified was the clarity of the project's aim and objectives. My teacher remarked that the objective of rehabilitating essential transport routes and facilitating economic recovery was well articulated and congruent with the requirements of impacted populations. Furthermore, colleagues commended the coherent structure of the poster, especially the manner in which I delineated the project into phases, including commencement, planning, execution, and closure. This exemplified a robust implementation of the project life cycle, which is crucial in professional project management practice.

Another advantageous element noted was my utilisation of project management tools, such as the Work Breakdown Structure (WBS), Gantt chart, and RACI matrix. These tools demonstrated my proficiency in delegating responsibilities, scheduling timelines, and organising activities efficiently. The stakeholder analysis was positively accepted, particularly the categorisation of stakeholders according to their power and interest, accompanied by suitable engagement tactics like “manage closely” and “keep informed.” This demonstrated my recognition of the significance of communication and stakeholder involvement in achieving project success.

Nevertheless, the feedback underscored other areas for development. A primary recommendation was to enhance the depth of the risk assessment section. I recognised overarching risks including cost, time, and scope; nevertheless, my tutor advised me to incorporate more specific risks associated with flooding, such as supply chain interruptions, environmental limitations, and possible delays caused by weather conditions. I was also urged to incorporate mitigation methods to illustrate a more thorough risk management approach.

Another area for improvement is the level of detail in the financial and resource planning. Colleagues noted that while I referenced a £12 million budget and a six-month deadline, I failed to elucidate the allocation of the funding across several project phases. In the final project plan, I will incorporate a comprehensive cost analysis and resource distribution to enhance the project's credibility and viability.

The poster's visual presentation was also examined. Although it was predominantly straightforward and useful, some feedback indicated the need for more consistency in formatting, font size, and alignment to augment reading. I will enhance the layout in the final submission to ensure it appears more professional and visually harmonious.

Ultimately, I was prompted to elaborate on sustainability and resilience initiatives. While I referenced enhanced flood mitigation infrastructure, I did not thoroughly elucidate how these steps will diminish future hazards. The final project plan will encompass more comprehensive descriptions of sustainable design solutions, including advanced drainage systems and flood-resistant materials.

In conclusion, the feedback has enabled me to identify the strengths and weaknesses of my work. Although my project exhibits a robust basis in project management principles, I will enhance it by incorporating more comprehensive risk analysis, financial planning, and sustainability considerations. These enhancements will guarantee that my final project plan is more thorough, pragmatic, and consistent with professional standards.

3. Introduction

In July 2025, the West Midlands region of England suffered devastating floods due to exceptional rainfall and an atypical Atlantic weather pattern. Towns like Worcester, Shrewsbury, and Kidderminster experienced significant devastation when the River Severn overflowed, flooding streets, residences, commercial establishments, and essential infrastructure. The primary transportation route linking these communities was among the most adversely impacted. The damage impeded the transportation of commodities, emergency response operations, and the daily mobility of citizens.

The resilience of infrastructure is essential for the economic and social recovery of the region. A systematic and organised strategy for reconstructing the primary transportation corridor is necessary. The **Severn Corridor Restoration Project** seeks to reestablish connectivity, guarantee future flood resistance, and improve neighbourhood safety. This **Project Management Plan (PMP)** serves as a strategic framework for aligning stakeholders, allocating resources, mitigating risks, and executing the project effectively.

An effective Project Management Plan guarantees punctual delivery, offers transparency for stakeholders, connects the project with business goals, and incorporates lessons learned for future disaster readiness. This plan's techniques are based on the PMBOK Guide (PMI, 2021) and other recognised project management practices, guaranteeing the application of industry-standard procedures throughout the project lifecycle.

4. Project Description

The **Project Description** constitutes an essential component of a Project Management Plan. It offers stakeholders a comprehensive insight into the project's objectives, rationale, and execution strategy. This section should elucidate the contextual issues surrounding the '**Rebuilding the West Midlands Transportation Corridor after Flood Disaster**' and detail the proposed actions.

In July 2025, prolonged high rainfall led to the River Severn and its tributaries beyond key thresholds, causing extensive flooding in the West Midlands. Towns such as Worcester, Shrewsbury, and Kidderminster faced significant flooding, inundating residential zones, commercial establishments, and essential infrastructure. The inundation resulted in:

- Collapse of roads and bridges along essential transportation routes.
- Interruption of electricity, gas, and water services.
- Restricted access to emergency services due to obstructed highways.
- Economic detriment resulting from the cessation of goods and services movement.

The main route linking these towns is an essential conduit for local populations and regional logistics. Its repercussions have considerable social, economic, and safety ramifications. Reconstructing this corridor is thus essential to reinstate mobility, facilitate emergency access, and assist in post-disaster recovery.

Phased Approach for Corridor Reconstruction

West Midlands Flood Corridor Reconstruction Project



Figure 1. Phased Approach for Corridor Reconstruction

This figure illustrates the five key phases of the West Midlands Flood Corridor Reconstruction Project. Each phase represents a critical stage in restoring the principal transportation corridor after the July 2025 flooding:

1. Assessment Phase - Execute site surveys, assess structure and roadway damage, and conduct hydrological analyses to comprehend flood effects.

2. Design and Planning Phase - Formulate engineering designs for the reconstruction of roads and bridges, establish enhanced drainage systems, and devise a traffic management strategy for construction durations.

3. Procurement Phase - Solicit tenders from contractors, procure building supplies, and mobilise requisite machinery and equipment.

4. Construction Phase - Implement the reconstruction of roads and bridges, install drainage enhancements, and oversee quality to ensure adherence to safety and resilience standards.

5. Testing and Handover Phase - Conduct safety inspections, perform load testing of infrastructure, and officially transfer completed works to local authorities for public utilisation.

The arrows connecting the phases denote the sequential progression of tasks, highlighting the project's organised, methodical approach to reconstructing essential transport infrastructure effectively and securely.

5. Project Scope

The West Midlands Transportation Corridor Reconstruction Project delineates the project's limits, deliverables, and constraints, ensuring stakeholders possess a clear comprehension of what will and will not be handled. The main objective of this project is to rehabilitate the important traffic route linking towns such as Worcester, Shrewsbury, and Kidderminster, which was significantly affected by the flooding in July 2025.



Figure 2: Steps in Defining the Project Scope for the Reconstruction of the West Midlands Transportation Corridor

This figure delineates the essential phases in establishing the project scope for the rehabilitation of the traffic corridor subsequent to the flood disaster in July 2025.

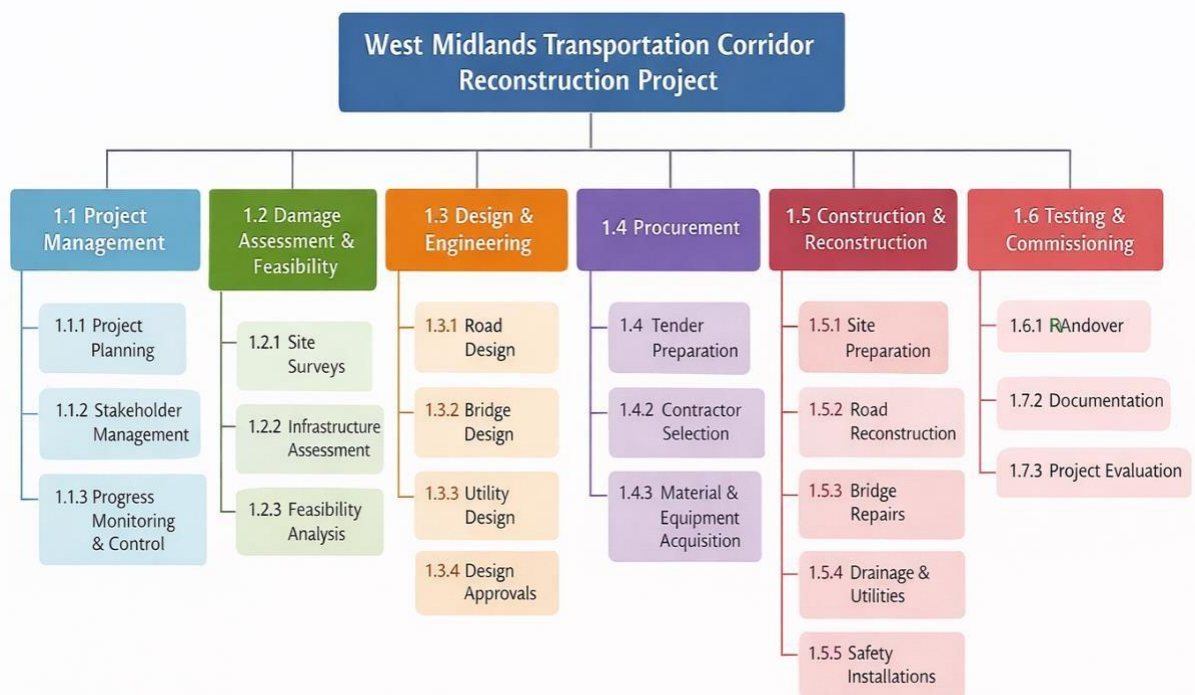
The procedure commences with the formulation of explicit project objectives aimed at rehabilitating mobility and infrastructure efficacy. A thorough evaluation of damage to roads, bridges, and critical services ensues.

The third step entails meticulous planning of reconstruction activities, encompassing task identification, scheduling, and resource allocation. The fourth step emphasizes the amalgamation of utility repair and environmental factors to guarantee sustainability and adherence to regulations. The procedure culminates in the planning of testing, quality assurance, and project handover to guarantee that the repaired corridor adheres to safety and operating standards.

This methodical approach guarantees that the project scope is clearly specified, regulated, and matched with stakeholder expectations, thus reducing scope creep and improving project delivery efficiency.

6. Work Breakdown Structure

The Work Breakdown Structure is an essential project management instrument utilized to partition the project into smaller, manageable elements. In the reconstruction of the West Midlands Transportation Corridor following the flood disaster of July 2025, the WBS employs a deliverable-focused methodology, guaranteeing that all essential outputs necessary for successful project completion are methodically identified and organized.



Work Breakdown Structure (WBS) for the Reconstruction of the West Midlands Transportation Corridor

Figure 3: Work Breakdown Structure for the Reconstruction of the West Midlands Transportation Corridor

This image illustrates the Work Breakdown Structure (WBS) for the rehabilitation of the West Midlands transportation corridor subsequent to the flood disaster in July 2025. The WBS employs a hierarchical, deliverable-focused methodology, breaking down the entire project into key components such as project management,

damage assessment, design and engineering, procurement, construction, testing, and project conclusion.

Each tier of the structure decomposes the project into smaller, manageable work packages, including site surveys, road and bridge repair, utilities restoration, and safety installations. This hierarchical structure guarantees that all project operations are distinctly delineated and methodically arranged.

The Work Breakdown Structure enhances efficient planning, scheduling, and resource distribution, while also aiding in monitoring and control during the project lifecycle. A detailed picture of project deliverables minimizes scope omissions and assures alignment with project objectives and stakeholder expectations.

7. Quad Chart

PURPOSE(Problem/Aim) • Flooding in July 2025 caused the main transportation corridor to be unusable • Restore safe access for people, goods and services • Facilitate rapid recovery and economic stability	CUSTOMERS(Stakeholders) • Local residents impacted by impassable roads • Local businesses relying on the corridor for goods • Emergency services(police,fire,ambulance) • Local councils and the Environment Agency
RESULTS(Deliverables/Outputs) • Fully operational corridor connecting Worcester, Shrewsbury, and Kidderminster • Repaired roads, bridges, and culverts • Debris cleared and hazards removed	MEASURES OF SUCCESS(Metrics) • Corridor reopened within 11 weeks • All damaged roads, bridges and utilities fully restored • Safety compliance achieved

• Restored utilities (electric, water, telecom) • Pedestrian and cycle paths rebuilt	• Positive stakeholder feedback(residents,business,emergency services) • Project completed within budget(£5.335M)
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Narrative Description of the Quad Chart

1.PURPOSE(Problem/Aim)

The July 2025 floods in the West Midlands resulted in significant disruption by rendering the primary transportation corridor impassable. The project's objective is to reestablish secure transit for individuals, commodities, and emergency services, while promoting swift economic recovery and ensuring community resilience.

2.CUSTOMERS(Stakeholders)

The primary stakeholders comprise local citizens, companies, emergency services, and municipal councils. These groups depend on the corridor for routine activity, logistical operations, and emergency access. The Environment Agency also gains advantages as it supervises flood risk management and recovery cooperation.

3.RESULTS(Deliverables/Outputs)

Deliverables encompass a fully functional corridor, rehabilitated roads, bridges, and culverts, removed debris, restored utilities (electricity, water, telecommunications), and reconstructed pedestrian and cycling pathways. These outputs directly address the issues resulting from flooding.

4.MEASURES OD SUCCESS(Metrics)

Success is defined by the reopening of the corridor within 11 weeks, full repair of damaged infrastructure, adherence to safety requirements, stakeholder satisfaction, and completion within the designated budget of £5.335M. These measures illustrate operational efficiency and community effect.

8. Gantt Chart

A Quad Chart is a succinct project management instrument utilized to display essential elements of a project in a singular, graphically organized fashion. It offers stakeholders a comprehensive perspective of the project by encapsulating critical information across four fundamental dimensions: project objectives, justification, methodology, and stakeholder duties.

In the context of the reconstruction of the West Midlands Transportation Corridor following the July 2025 flood disaster, the Quad Chart functions as an efficient communication instrument to swiftly articulate the project's objectives and strategic direction. Due to the urgency and complexity of post-disaster infrastructure recovery, it is essential to provide vital project information clearly and accessibly to decision-makers and stakeholders.

The Quad Chart for this project delineates the project's objectives (restoration of the transportation corridor), its necessity (to rectify infrastructure damage, restore mobility, and facilitate economic recovery), the methodology for reconstruction (via phased construction, engineering design, and risk management strategies), and the participants involved (key stakeholders including project managers, contractors, local authorities, and impacted communities).

The Quad Chart consolidates information into a unified framework, so enhancing stakeholder comprehension, promoting effective communication, and facilitating informed decision-making throughout the project lifetime.

WEST MIDLANDS FLOOD RECOVERY PROJECT (11-WEEK SCHEDULE)

Principal Corridor Reconstruction – Gantt Chart

Weeks	1	2	3	4	5	6	7	8	9	10	11
Project Initiation											
Assessment & Survey											

Debris Clearance											
Structural Repairs											
Road Resurfacing & Safety											
Utility Restoration											
Inspection & Testing											

The Gantt chart above delineates the project timeline over an 11-week duration, showcasing the order and concurrency of tasks related to the reconstruction of the main corridor. The initial phases concentrate on planning and evaluation, followed by construction tasks including debris removal and structural restoration. The concluding stages encompass testing, inspection, and transfer of ownership. The concurrency of tasks illustrates the application of fast-tracking to guarantee prompt project completion.

The duration of each activity was assessed based on task complexity, resource availability, and logical order. Intricate construction jobs, such as structural repairs, were assigned extended durations, but planning and evaluation activities necessitated shorter periods.

Activity overlap was implemented to optimise the overall project timeline.

9. Stakeholders' involvement

Successful stakeholder engagement is essential for the Principal Corridor Reconstruction Project in the West Midlands. Flood recovery initiatives necessitate collaboration among many stakeholders to guarantee prompt execution, safety, and community contentment.

Primary stakeholders comprise local inhabitants and companies, whose daily operations and livelihoods are directly impacted by the flooding and the closure of the corridor. Their participation guarantees the project meets community requirements, upholds transparency, and cultivates trust. Emergency services, including police, fire, and ambulance teams, are essential stakeholders necessitating collaboration to ensure safety and accessibility throughout reconstruction.

Local councils manage planning, approvals, and funding, whilst the Environment Agency offers advice on flood risk management and regulatory compliance. Contractors and construction teams do repair and reconstruction tasks, while utility companies reinstate vital services, including electricity, water, and telephones. Community organisations and volunteers provide support by aiding inhabitants and enhancing communication between the project team and local communities.

Stakeholder engagement is facilitated via consistent communication methods, encompassing meetings, progress reports, newsletters, and SMS alerts for critical notifications. Feedback methods enable people and businesses to report difficulties or complaints, which the project team evaluates weekly to modify schedules or mitigation strategies as necessary. Proactively engaging stakeholders fosters teamwork, mitigates potential disputes, and facilitates prompt decision-making, so improving the project's efficiency, safety, and effectiveness.

10. Allocation for Resources

The effective allocation of resources is essential to guarantee the Principal Corridor Reconstruction Project is executed safely, within budgetary constraints, and on time. The human resources encompass the project manager, who supervises the entire project and manages all teams and stakeholders during the 11-week duration. Site engineers oversee structural repairs and quality assurance, aided by a proficient construction team tasked with road resurfacing and reconstruction. A specialised debris-clearing crew is assigned at the project's outset to eliminate mud, collapsed structures, and damaged materials, while utility experts concentrate on reinstating electricity, water, and telecommunications in the subsequent phases. Safety officers oversee adherence to protocols during the project, while administrative personnel manage documentation, reporting, and stakeholder contact.

Equipment resources comprise excavators, loaders, dump trucks, asphalt pavers, cranes, scaffolding, and temporary flood control apparatus. Safety apparatus, including helmets, vests, barriers, and signage, guarantees a secure work environment. Material supplies encompass asphalt, concrete, and steel for structural repairs; sandbags and barriers for flood control; utility restoration materials including cables, pipelines, and transformers; and road markings and signage for public safety.

Financial resources are meticulously overseen, with contingency reserves designated to accommodate unexpected expenses, such as delays, emergency repairs, or material price escalations. Resource optimisation is attained by the scheduling of overlapping work, the staggering of high-demand individuals to eliminate idle time, and the coordination with contractors and suppliers to ensure timely delivery. This strategic allocation guarantees the project's efficient, safe execution within the established timetable, facilitating the effective rehabilitation of the impacted corridor.

11. Risk Analysis

Risk management is an essential component of project management. It guarantees the identification, assessment, and mitigation of possible threats to the project schedule, budget, and safety. In the West Midlands Flood Recovery project, risks stem from environmental conditions, construction difficulties, stakeholder collaboration, and resource limitations.

The key risks for this project include:

- Further heavy rainfall is causing additional flooding
- Delays in debris clearance due to site access or safety constraints
- Shortage of skilled labour or construction crews
- Delays in utility restoration (electricity, water, telecom)
- Structural repairs more complex than anticipated
- Safety incidents involving workers or residents
- Budget overrun due to unforeseen costs
- Negative stakeholder reactions or community complaints
- Delays in material or equipment supply

The risk analysis for the Principal Corridor Reconstruction Project guarantees the identification, assessment, and mitigation of environmental, operational, technical, financial, and stakeholder risks. Through the use of systematic risk assessment, mitigation techniques, and ongoing monitoring, the project manager may reduce delays, manage expenses, and guarantee safety while adhering to the 11-week project schedule.

This exemplifies proactive risk management, a vital component of effective project execution in intricate flood recovery situations.

12. Conclusion

The Principal Corridor Reconstruction Project is a crucial initiative addressing the July 2025 flooding in the West Midlands, with the objective of restoring critical transport infrastructure and reestablishing community connectivity. This Project Management Plan establishes a systematic framework for planning, execution, and monitoring, utilising essential project management concepts to guarantee the corridor is reopened effectively, safely, and within the 11-week timeframe.

The plan explicitly delineates the project scope, encompassing debris removal, structural rehabilitation, road resurfacing, and utility restoration. The Gantt chart and work breakdown structure illustrate task sequencing, dependencies, and concurrent activities, enhancing resource allocation and reducing delays. Stakeholder participation is crucial, involving people, companies, local governments, emergency services, and utility providers through consistent updates, meetings, and feedback mechanisms. This guarantees transparency, cooperation, and community confidence.

Comprehensive risk management encompasses environmental, operational, technical, and financial hazards. Mitigation measures, contingency planning, and ongoing monitoring minimise potential delays, ensure safety, and uphold budgetary control.

This plan delineates a definitive strategy to create a robust, operational, and secure corridor, harmonising technological, logistical, and stakeholder demands. The project facilitates efficient flood recovery and enhances the resilience of impacted areas through meticulous scheduling, resource allocation, and proactive management of risks and stakeholders.

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