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BA (Hons) Leadership and Management Skills in the Workplace

Project Management

LCLM5003

A Project Portfolio

Project Management

Executive Summary

The first part of the project presented a poster where overview of the redevelopment of central transport system has been stated. The reflection part has explained the key strengths and weaknesses of the central transport hub project aspect. It has also described the feedback on the final planning and improvements to organisational project perspectives. The final part of the report identifies the project's objectives. A description of the project, followed by its scope and exclusions, helps in the identification of boundaries. The report also states the milestones and deliverables, which are followed by the tasks to be undertaken by the actual project and its relevant Work Breakdown Structure. The stakeholders involved in the project have been categorised as internal and external stakeholders. The stakeholders have also been discussed as descriptive, normative and instrumental. A stakeholder mapping has been developed to visually identify the most influential and powerful ones. The resources required for the project, whether it is financial, material or human resources, have been identified. The key risks such as severe weather, permit delays, scope creep, accidents and environmental issues have been outlined. The strategies to solve these challenges have also been stated.

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Part A: Project proposal poster

PROJECT MANAGEMENT

LCLM5003

PART A- PROJECT PROPOSAL POSTER

Redevelopment of the central transport hub

Introduction

The poster will demonstrate an idea of redeveloping a central transport hub in a UK metropolitan city, which was closed due to safety and accessibility issues. Here, an initial plan for the project will be described, where scope, objectives, required stakeholders, risks, and strategic value will be included.



Project aims and objectives

Aim
To redevelop the central transport hub in a metropolitan city in the UK that was closed due to safety and accessibility issues.

Objectives

1. To plan the redevelopment of the central transport hub in a metropolitan city in the UK that was closed due to safety and accessibility issues.
2. To complete the infrastructure redevelopment following the urban design guidelines, digital infrastructure requirements and environmental policies.
3. To deliver the project within the approved schedule and budget, and obtain formal acceptance.

Key stakeholders

Stakeholders are the people who influence or are influenced by an organisation's actions (Castro et al. 2024). Stakeholders required for this project are the local authority, which will be the sponsor, project manager, contractor, project team, transport and freight operators, suppliers, emergency services, local businesses, passengers, local residents, environmental and health and safety agencies,



Project background and rationale

Project Background
A central transport hub in a metropolitan city in the UK was closed, which was causing loss in supply chains, commute travel and local businesses. Therefore, redevelopment of the transport hub will be done while maintaining the principles regarding urban design, digital infrastructure requirements and environmental goals.

Project Rationale
Transport hubs are necessary for a city as they allow people to be connected with public transport. People can get to desired destinations using tram, bus or rail by being connected through transport hubs (ATE, 2026). Therefore, the central transport hub will be redeveloped, integrating proper regulations and policies so that people and businesses can stay connected.

Scope and boundaries

Scope
Project scope is a statement where project context, inputs, outputs and functions are provided (Althiyabi and Qureshi, 2021). The scope of the redevelopment project is to provide a safe, modern, sustainable and easily accessible interchange for bus, freight and rail services. This will include removing unsafe structures, constructing new facilities, a system to keep customer details, improving accessibility of toilets, lifts, etc., testing, commissioning and staff training.

Boundaries
Procurement of new transportation, day-to-day management of the hub, expansion of the hub beyond the hub, changes in transportation schedules, policies and legislation will be out of scope.

High-level risks and trade-offs

Risks
Budget overruns, scheduling delays, supply chain disruptions, safety issues, regulatory approval delays, stakeholder opposition, and technical issues can occur.

Trade-offs
Additional resources can be used to reduce delays, which might increase costs. Quality construction equipment must be used, which will increase costs. Systems should also have renewable energy-efficient technology that will demand increased investment.

Conclusion

The poster has discussed the benefits of redeveloping the central transport hub in the UK metropolitan city. The aim and objectives have been stated along with the scope and boundaries. Moreover, stakeholders, possible risks, trade-offs and strategic value of the project have been described.

References

Althiyabi, T. and Qureshi, M., (2021). Predefined project scope changes and its causes for project success. *International Journal of Software Engineering & Applications (IJSEA)*, 12(2/3). https://www.researchgate.net/publication/351946150_Predefined_Project_Scope_Changes_and_its_Causes_for_Project_Success

ATE (2026) *Transport hubs* | Active Travel england, Active Travel England. Available at: <https://www.activetravelengland.gov.uk/planning-active-places/transport-hubs> (Accessed: 13 July 2026).

Castro, M., Klajnberg, P.M. and Barcaui, A.B., (2024). The Impact of Stakeholder Salience in the Relationship between Stakeholder-Oriented Governance Practices and Project Success. In *Corporate Governance-Evolving Practices and Emerging Challenges*. IntechOpen. <https://www.intechopen.com/chapters/1181575>

Strategic value of the project

The project will help in economic growth as it will improve connectivity for people and businesses, which will result in better employment and an improved supply chain, respectively. Public safety and environmental sustainability will be maintained. Overall, a long-term hub will be designed that reduces maintenance costs and provides better value for public investment.





Part B: Reflect on the Feedback

Key strengths

The multimodal integration involves high-speed micro-mobility experiences with strategic experience. Transit-oriented development involves the high-throughput capacity experience of real estate and high-density housing experience. Future-proof scalability involves the growing population for the emerging transport technologies from an organisational perspective. Climate Resilience is developed with green energy grids and approaches of the urgent regeneration programme for the central transport hub. The central transportation hub project also involves future population approaches in the vehicle fleets (Anwar and Oakil, 2024). I have utilised AI and predictive software for the traffic modelling of the platform-based overcrowding experience. I have intergovernmental stakeholder management with organisational negotiation of the municipal and many more private-public partnership development approaches. I am developing my commuter flow management in organisational work practice in the UK with project management approaches. My construction project ability is involved project management practice with major metropolitan city perspectives.

Areas for improvement

The transportation project management involves the standard credential aspects in the UK regeneration programme. Working capacity overloading involves the frequent overflow of the physical space in the infrastructure bottleneck. Ageing infrastructure is experiencing legacy systems and high-maintenance infrastructure in construction project practice. Smart infrastructure Engineering approaches integrate IoT sensors and real-time data feeds of the organisational digital systematic approaches. Building information modelling is needed to develop for construction development in the project management practice (Chen and Silva, 2021). I need to develop my smart infrastructure integration experience with automated ticketing and digital systematic experience. I leverage BIM and urban environmental approaches in project development skills with construction conflicts. I need to develop 3D or 4D spatial modelling for construction project practice with project-based experience in the UK. I have to develop wayfinding and universal design practice for accessible navigation of the demographic experience. Job-based implications involve the demographic application in construction projects with my development skills.

Feedback informed changes to project

Public Consultation feedback is involved in the metropolitan transportation project in the UK with the skill-based experience. Secure cycle parking hubs are integrated into the direct and central transit station of the peripheral lots. This construction-based project will be resulted the community pushback for the major interchange aspects. The feedback operation involves the pedestrian realm and public space of the major working zones in the public feedback. The organisational feedback are highlighting for the rail, bus and metro systematic implication with the digital display placement approaches. The organisational project approaches involve accessible and inclusive practices of the mobility aspects (Solecka *et al.* 2025). I will be developing the local public space in the legibility for active travel parking of the public space implications in the UK. I will be developing my transferable knowledge of colour-coded signage in transportation approaches. I will be standardising my simple transportation work on digital display approaches in transferable approaches. I am also developing my feedback approaches with the car-centric design of the transportation practices in the UK. This project management involves the mobility impaired for the retrofitting of better-placed seating in the waiting terminals. My transport project involves the vehicle settings of the local survey and public workshops on environmental accessibility approaches.

Part C: Project Management Plan

1. Introduction

Projects that are related to commercial or environmental constructions are unique, as they aim towards improving the experience, public safety, and sustaining better living standards in a community. In such projects, the owners play a crucial part in influencing the primary motivation for development. They remain accountable to stakeholders. In this specific scenario, it is the UK government that is the project owner to whom the project manager would be accountable for the success of the project (Jackson, 2025). The construction and city development project outlined in Part A requires a project manager to develop a strategic project plan that outlines the key aspects such as stakeholders, deliverables, resources and their appropriate usage, and digital modernisation through the introduction of various technologies like surveillance for better and sustainable management of traffic. Additionally, the tasks would be demonstrated using a Work Breakdown Structure and timeline using a Gantt Chart.

2. Project Description

A project plan is developed by the project manager using various project parameters such as timeline, budget, resources and tasks or deliverables. An efficient and detailed project plan development could be achieved by the use of advanced technologies like Artificial Intelligence LLMs such as ChatGPT. Supportive aid from AI could develop contextualised and detailed overviews, specific and measurable milestones, rating-based targets for stakeholder satisfaction and relevant ideas about constraints and dependencies, which could often be omitted (Barcaui and Monat, 2023). The Regeneration Project in the UK's metropolitan city is aimed at the regeneration of old transportation networks. Redevelopment of basic infrastructure, greener and sustainable power systems, and the redevelopment of the associated technological systems based on urban principles are the basic criteria as suggested by the responsible government body. The core deliverables are improvements made in the core transport hub, whether it is the tube lines, freight loading areas, roads, bridges, drainage and electricity systems and parking lots.

Project Objectives and Deliverables:

Meeting appropriate deliverables ensures stakeholders are satisfied. Regular feedback, collaboration and decision-making after each milestone. Setting up practical goals, compromising and making negotiations and monitoring progress strictly based on the scope of a project ensures the success of a project (Sanyaolu *et al.*, 2023).

- To construct and redevelop transport hubs, including the railway, roads and bridges.
- To modernise the flow of traffic and passenger lines to ensure better co-ordination of the logistics.
- Digitalisation of associated safety and monitoring infrastructures like the surveillance systems and traffic management to ensure the goals of sustainability and net-zero are met.
- To prepare a plan for a site that accounts for multimodal transportation through pedestrian, freight, accessibility and bus terminals.

Project Milestones:

- Gaining approvals for the Project Charter after the creation of a plan and a budget.
- Planning the project alongside professionals like architects, engineers, construction workers, and environmental and safety guidance.
- Procurement of all necessary contracts like construction materials, equipment, and vehicles for logistics.

- Relocation and temporary arrangements to be made for safe movement of traffic.
- Demolition of existing structures and rebuilding foundational infrastructure.
- Installation of technologies and project monitoring and regular inspections to ensure all agendas are met, keeping safety in mind.
- Project delivery and inauguration for the newly developed metropolitan transport hub.

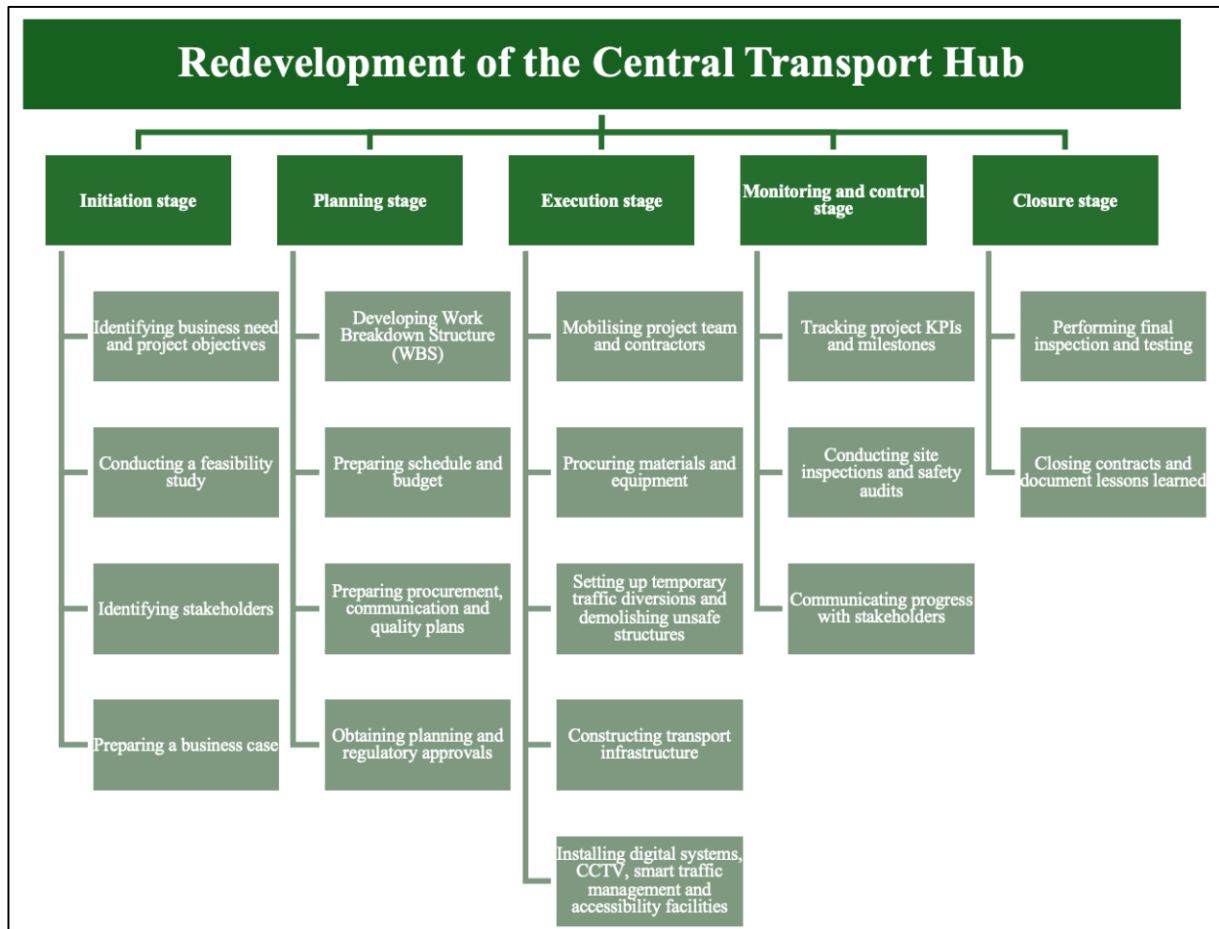
3. Scope and Exclusions:

The importance of scope is succeeded by that of exclusions. Exclusions in project management for non-market stakeholders remove unnecessary growth in costs and budgets, delays caused by scope creep and loss of quality and legitimacy (Baartmans *et al.*, 2026). The project manager would introduce exclusions such as management and training of staff for regular operations, creation of transportation schedules, expansion and usage policies and development of IT systems for monitoring and traffic management.

The scope of the project includes development and reconstruction of transport infrastructures to provide the citizens of the metropolitan city with safe, modern and accessible options that are interchangeable. Sustainability is also another key scope which would be achieved through planning, services and equipment used.

4. Work breakdown structure (WBS)

Work Breakdown Structure is the organisational learning factor of the critical learning process with minimal impacts. This is the efficient learning aspect with the functionality upgrade for the fine-tuning experience with the highlighted considerations. The individual structural evidence is developed through the reasoning keyword of shuffling experience. This structural evidence involves the significant learning experience with project-based approaches. The project root is developed to provide overall level-based experience in splitting pieces with the project task. The work structure is implied with clarity, better estimation and clear ownership for the project implications. It also describes the final goals with phases, deliverables and final tasks in project planning with manageable aspects (Li *et al.* 2025).



5. Quad Chart

Quad Chart is a single-page document of the split distinction for the project format. It has four sections, including a top header, top-left quadrant, top-right quadrant, bottom-left quadrant and bottom-right quadrant. Grant and proposal submission involve the project evaluation of the rapid branching approaches. Project management practice can develop the quick tracking for the project status, milestones, and updates. The chart acts as a technological intensification of the visual implication with a landscape format. A quad chart presents the review based inspirations with the key based information in the organisational specifications (Torres-Ronda and Curtis, 2024).

Purpose	Stakeholders
Redevelopment of the central transport hub and converting it to an accessible, safe and sustainable transport system.	The sponsor, project manager, contractor, project team, transport and freight operators,

Improving connectivity for freight, passengers, businesses. Integrating smart traffic management systems and digital infrastructure.	suppliers, emergency services, local businesses, passengers, local residents, environmental and health and safety agencies.
Desired End Results	Measures of Success
Redevelopment is done successfully. Improved accessibility. Smart CCTV and traffic management systems are installed. Sustainable infrastructure is effectively done.	Project is completed on time and within budget. Safety and environmental compliance. Successful project handover.

6. Gantt Chart

Gantt Chart is a visual project management tool for project management practice in the scheduling aspect. It will describe the bar-graphing map for the project scheduling approaches in the possible timeline. Task lists show the work activities for the specific project experiments in the key parts. Bars show the length and span for each task perspective. Dependencies involve the start and finish aspects. The milestone are involve the big goals and key dates with the task scheduling approaches. Simple chart are also involve the work-based projection for a single glance and each job-based experience (Krcheva *et al.* 2023).

The project will start on 3rd August 2026 and will be completed by 6th August 2027. The Gantt chart shows that all the tasks will be interconnected and one after another the tasks will be done in a chronological manner.

	ID	Task Name	Start	End	Duration	Progress %	Dependency
...	1	▼ Initiation stage	2026-08-03	2026-08-19	13 days	0	
...	2	Identifying business need and project object...	2026-08-03	2026-08-06	4 days	0	
...	3	Conducting a feasibility study	2026-08-07	2026-08-13	5 days	0	2FS
...	4	Identifying stakeholders	2026-08-14	2026-08-18	3 days	0	3FS
...	5	Preparing a business case	2026-08-19	2026-08-19	1 day	0	4FS
...	7	▼ Planning stage	2026-08-20	2026-09-24	26 days	0	
...	9	Developing Work Breakdown Structure (WBS)	2026-08-20	2026-08-27	6 days	0	5FS
...	10	Preparing schedule and budget	2026-08-28	2026-09-03	5 days	0	9FS
...	11	Preparing procurement, communication and...	2026-09-04	2026-09-17	10 days	0	10FS
...	12	Obtaining planning and regulatory approvals	2026-09-18	2026-09-24	5 days	0	11FS

ID	Task Name	Start	End	Duration	Progress %	Dependency
13	▼ Execution stage	2026-09-25	2027-06-17	190 days	0	
14	Mobilising project team and contractors	2026-09-25	2026-10-08	10 days	0	12FS
15	Procuring materials and equipment	2026-10-09	2026-11-05	20 days	0	14FS
16	Setting up temporary traffic diversions and demolishing unsafe structures	2026-11-06	2027-01-28	60 days	0	15FS
17	Constructing transport infrastructure	2027-01-29	2027-05-20	80 days	0	16FS
18	Installing digital systems, CCTV, smart traffic management and accessibility facilities	2027-05-21	2027-06-17	20 days	0	17FS
19	▼ Monitoring and control stage	2027-06-18	2027-07-21	24 days	0	
20	Tracking project KPIs and milestones	2027-06-18	2027-06-28	7 days	0	18FS
21	Conducting site inspections and safety audits	2027-06-29	2027-07-19	15 days	0	20FS
22	Communicating progress with stakeholders	2027-07-20	2027-07-21	2 days	0	21FS
23	▼ Closure stage	2027-07-22	2027-08-06	12 days	0	
24	Performing final inspection and testing	2027-07-22	2027-08-04	10 days	0	22FS

23	▼ Closure stage	2027-07-22	2027-08-06	12 days	0	
24	Performing final inspection and testing	2027-07-22	2027-08-04	10 days	0	22FS
25	Closing contracts and document lessons learned	2027-08-05	2027-08-06	2 days	0	24FS

ID	Task Name	2026-08-02	2026-08-09	2026-08-16	2026-08-23	2026-08-30
1	▼ Initiation stage	2	3	4	5	6
2	Identifying business need and p	7	8	9	10	11
3	Conducting a feasibility study	12	13	14	15	16
4	Identifying stakeholders	17	18	19	20	21
5	Preparing a business case	22	23	24	25	26
7	▼ Planning stage	27	28	29	30	31
9	Developing Work Breakdown St	1	2	3	4	5
10	Preparing schedule and budget	6	7	8	9	10
11	Preparing procurement, commu	11	12	13	14	15
12	Obtaining planning and regulatc	16	17	18	19	20

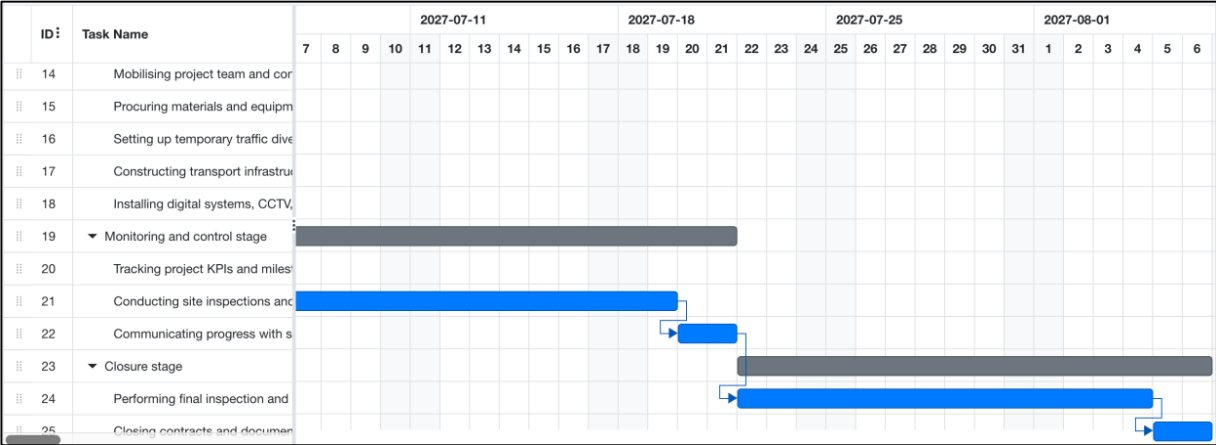
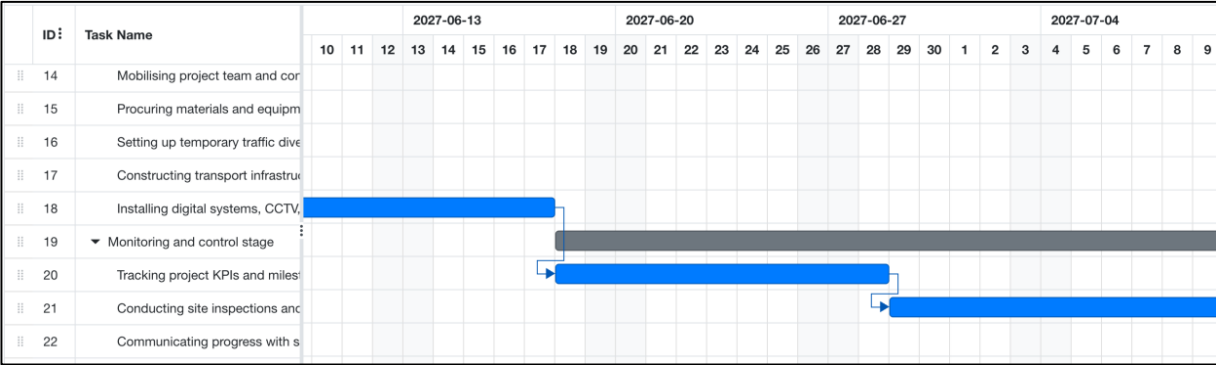
ID	Task Name	2026-08-30	2026-09-06	2026-09-13	2026-09-20	2026-09-27
1	▼ Initiation stage	30	31	1	2	3
2	Identifying business need and p	4	5	6	7	8
3	Conducting a feasibility study	9	10	11	12	13
4	Identifying stakeholders	14	15	16	17	18
5	Preparing a business case	19	20	21	22	23
7	▼ Planning stage	24	25	26	27	28
9	Developing Work Breakdown St	29	30	1	2	3
10	Preparing schedule and budget	4	5	6	7	8
11	Preparing procurement, commu	9	10	11	12	13
12	Obtaining planning and regulatc	14	15	16	17	18
13	▼ Execution stage	19	20	21	22	23
14	Mobilising project team and cor	24	25	26	27	28

ID	Task Name	2026-09-27							2026-10-04							2026-10-11							2026-10-18							2026-10-25						
		7	28	29	30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28			
8	/	▼ Planning stage																																		
9	Developing Work Breakdown Structure																																			
10	Preparing schedule and budget																																			
11	Preparing procurement, communication and public consultation																																			
12	Obtaining planning and regulatory approvals																																			
13	▼ Execution stage																																			
14	Mobilising project team and conducting site visits																																			
15	Procuring materials and equipment																																			
16	Setting up temporary traffic diversion																																			
17	Constructing transport infrastructure																																			

ID	Task Name	2026-11-01							2026-11-08							2026-11-15							2026-11-22									
		27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
9	Developing Work Breakdown St																															
10	Preparing schedule and budget																															
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13	▼ Execution stage																															
14	Mobilising project team and cor																															
15	Procuring materials and equipm																															
16	Setting up temporary traffic dive																															
17	Constructing transport infrastru																															
18	Installing digital systems, CCTV																															

ID	Task Name	2027-01-24							2027-01-31							2027-02-07							2027-02-14						
		24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
13	Execution stage																												
14	Mobilising project team and con																												
15	Procuring materials and equipm																												
16	Setting up temporary traffic dive																												
17	Constructing transport infrastru																												
18	Installing digital systems, CCTV																												
19	Monitoring and control stage																												

	ID	Task Name	2027-05-23							2027-05-30							2027-06-06							2027-06-13													
			9	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18				
	13	▼ Execution stage																																			
	14	Mobilising project team and cor																																			
	15	Procuring materials and equipm																																			
	16	Setting up temporary traffic dive																																			
	17	Constructing transport infrastru																																			
	18	Installing digital systems, CCTV																																			
	19	▼ Monitoring and control stage																																			
	20	Tracking project KPIs and miles																																			
	21	Conducting site inspections and																																			



7. Stakeholders' Involvement

Using the stakeholder theory in project management requires dividing them into binary ‘external’ or ‘internal’ stakeholders. However, the dynamic nature of a public construction project often omits the descriptive, normative and instrumental nature of stakeholders who offer varying levels of influence and power. Descriptive stakeholders are those who have a role to play in the project. Normative stakeholders are the ones who are most impacted by the project, and therefore, their needs are to be met. Instrumental stakeholders are crucial for the success of the same (Freeman *et al.*, 2025). Following the above, a description of roles could be achieved, such as the core operators including the project manager, the council or metropolitan authority, the engineers, architects and the electricians. Following the normative route, the commuters, the local residents of the city, bus operators and more are the ones whom this project caters to. Instrumental support, on the other hand, would be given by the contractors, the technological consultants, the architects, the financial manager and the project teams.

Stakeholders classified as internal could be the people who operate directly with the project and contribute to the progression of the same. Externally classified stakeholders are similar to the

normative ones, as they do remain external to the project. However, external stakeholders could also be instrumental to achieving the deliverables or scope of the project, as they do support the work (Hendricks, 2024). Following the binary categorisation of stakeholders, primary internal stakeholders for the project would be the city council, which would lead the project and would also own it. The UK Transport Department and the Treasury would fund the project as it is a public project. The project manager, the construction workers and the architectural consultants would all support the project's development internally. The local residents and the daily commuters who would be using the infrastructure would be the external stakeholders. The suppliers, contractual merchants, media agencies, transport bodies and the local judiciary would be other external stakeholders.

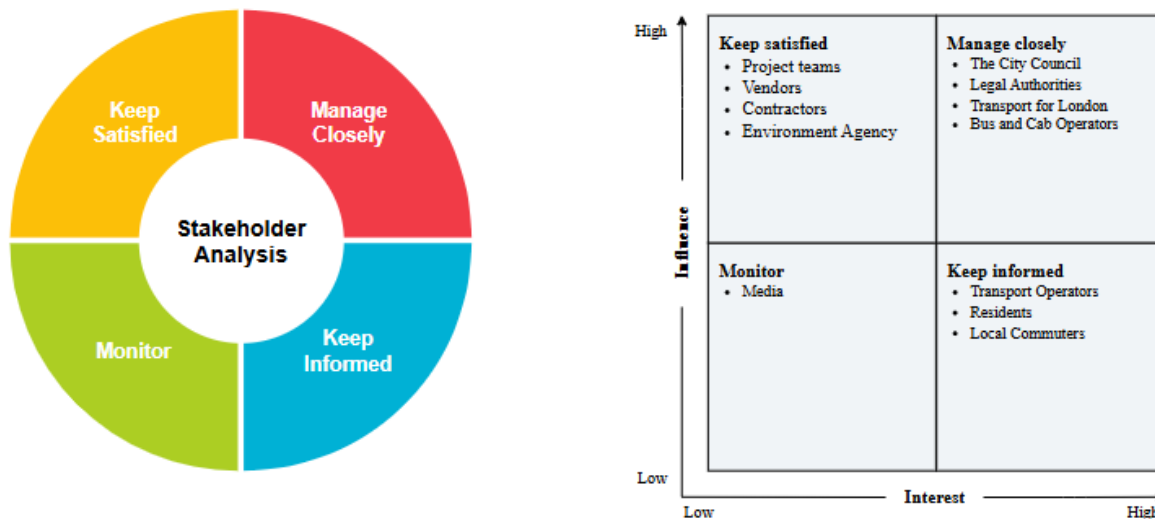
Apart from the identification of stakeholders, the analysis of stakeholders explores how different stakeholders could impact a project. The determination behind tasks, expectations, behaviour and interests is the first step in management and monitoring. The power-interest matrix helps a project manager to classify stakeholders according to high or low power and high or low interest in a quadratic manner (Zhu *et al.*, 2024).

High-power and high-interest- The council of the city, the legal authorities who would provide necessary approvals, and the government authorities like Transport for London and bus operators are to be managed closely.

High-power and low-interest- The Environment Agency in the UK supports sustainable development, and legal regulators would have to be kept satisfied (Environment Agency, 2025). The contractors, vendors and the project teams also play a foundational role in the project.

Low-power and high-interest- The local bus operators, the tube operators in the city, local businesses and most importantly the commuters and residents are to be kept informed regarding the progress of the project.

Low-power and low-interest- The media could be monitored to ensure positive news is kept rolling for the interest of the general public.



Stakeholder Matrix for Redevelopment Project

Source: (Self-developed, 2026)

8. Allocation of Resources

Financial: Financial funding is key to the project's success. The project's owners are the government institutions, and the ambition is to develop public infrastructure; therefore, it would be financially supported by bodies like the Urban Development Grant (UDG). They ensure regenerative development for the economic, physical and social well-being of a certain city or a town (UDC, 2026). Local government support could also be supported by the Regional Project Accelerator, which would bring in dedicated investments from the National Wealth Fund or private investors. They would also provide advisory support and lend other material-related support. Gaining funding and financial support from a variety of government bodies would ensure that the project does not face any unpredictable halts (National Wealth Fund, 2025).

Material: The design and construction of urban projects requires management following sustainable measures and the circular economy. Maximum recovery of existing materials and infrastructure reduces the ecological footprint and helps in preserving the existing resources (Wuni and Shen, 2022). Partnering with major construction companies would provide contractors for materials and resources. Available construction companies that have carried out projects

previously for the UK's private sector are Balfour and Beatty, Morgan Sindall Group, Kier Group and more (Glenigan, 2022).

Human Resources: The construction industry in the UK is facing severe challenges of being understaffed and lacking skilled professionals in the space. However, in the UK, the demand for better infrastructure, housing and maintenance keeps on growing. This is why there is a growing number of specialised companies that provide construction projects and companies with skilled labourers to meet targeted needs. The construction project would need skilled tradespeople, ground working operatives, labourers for demolition and temporary specialised workers. Daniel Owen Ltd., Hays Trades & Labour, PSR Solutions, McGinley Support Services, Setsquare Recruitment, and 3D Personnel are some of the available companies that could be partnered with (Euroloo, 2025).

9. Risk Analysis

Risks	Impact of Risks	Strategies to Resolve or Mitigate Risks
1. Delays due to Severe Weather: Hurricanes, wildfires, severe heat waves and storms often halt productivity in construction projects. Such conditions affect not only performance, but also impact the availability of resources and labour supply. Loss of materials and damage to the same could also cause financial		Adaptive Scheduling could help in flexible progress of the project even with seasonal unavailability of resources and materials. Activities could also be delegated by prioritising the weather-sensitive tasks. The use of AI-integrated weather forecasting measures could help. Planning immediate measures in the light of severe weather disturbances. (CMIC, 2026).

problems (CMIC, 2026).		
2. Delays due to Scope Creep or difficulty gaining permits: Project managers often face delays in their projects due to rising costs and difficulty in gaining permits. Often they have to make changes in contracts and renegotiate with contractors and workers. This turns out to be frustrating and can lead to harming the quality and the budget of a project (Nickerson, 2025).		Such challenges could be easily avoided by taking measures during the initial planning and initiation phase of the project management. The project managers should, in fact, create a document and permit checklist and start the application process quickly. The accuracy of permits could be consulted with experts to identify any challenges that could be faced in the future. The project manager should also research the local laws and carry out pre-application meetings. Maintaining a proactive and positive relationship is also crucial for quick resolution of issues (Nickerson, 2025).
3. Delays or Sudden Halts Due to Accidents: Safety Risks may arise in construction projects, which could be		Safety protocols should be prioritised at all times. Transparent and clear communication channels should be followed to identify risks beforehand. Feedback on

detrimental to the reputation of the project (CR Solutions, 2025).		risks should be proactively mitigated to ensure the safety of workers. Proper gear should be provided. Visibility gear, PPE, hard hats, and protective gear on vital parts of the body would ensure maximum protection is provided. Employees should be trained to avoid any accidents, and signs should also be used (CR Solutions, 2025).
4. Environmental Degradation: New construction projects often harm the environment. The communities may face land, air or water pollution, or the ecology and wildlife may get impacted because of a project. This may bring about opposition from stakeholders, which may harm the progress of the construction project, which is to be solved by the project		Making early assessments about the impact of the construction would aid in the design and development of the site better. Relocating a portion of the greenery could be helpful in reducing the demolition impacts of a project. Noise, air pollution, dust and runoff should be appropriately managed to ensure communities can exist peacefully without disruptions in their livelihood (Alan Wood and Partners, 2026)

manager (Alan Wood and Partners, 2026).		
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10. Conclusion

The report has made a detailed project management plan for the redevelopment of a transportation hub for a city in the UK. Part B of the project identifies the improvements that could be made for the final project. The final part of the report identifies the scope and a detailed description of the project to be completed. This is followed by identifying the exclusions. The Work Breakdown Structure and timeline are followed by a detailed description of the various stakeholders and their categories. The allocation of resources required for the project is followed by a thorough identification of various risks that could negatively impact the project.

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