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PROJECT MANAGEMENT ASSESSMENT 1
CROSS RAIL PROJECT (ELIZABETH LINE)

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Introduction

The following discussion will provide systematic analysis on a railway project called Elizabeth line. The manner in which the project plan has been conducted starting from its budgets to its key stakeholders, will be measured. Moreover, the time constraints of the project and quality management related to the project will also be segmented as important considerations. Furthermore, the risk factors of the project that have been faced while doing the project will be evaluated. The significant reasons for delaying the project will be mentioned along with the recommendation measures. The solutions that might be helpful for the project manager in the Elizabeth line will be commented upon to a great extent.

The train service of the Elizabeth line has been claimed in their official website as a new line for London. At the same time, it is found that the railway service has been extended for the recovery mechanism due to Covid. Moreover, innovative programs can be seen in the stations to a great extent and this is the claim that Elizabeth line has been exposed to a considerable degree in their websites. Hence, it can be stated that the overview of the project will be the basic stand point from this analysis.

Overview of the project

The project is based upon the cross rail of the Elizabeth line and the service which extends between Paddington and Abbey wood. This initiative of creating new tracks with the name of Elizabeth line is a part of the Crossrail programme. The project of the Elizabeth line railway service improves transport links and renders additional capacity. The railway service also gives accessibility to new stations. The transport related faculties are associated with this type of railway services and it facilitates greatly towards London's transport network. At the same time, the railway service of the Elizabeth line has great new infrastructure, new trains and obviously new track. On an hourly basis, 12 trains are run on the track of Elizabeth line. The service was mainly created to have more control over the transport systems. It acts like a London's recovery from the Covid situation from various points of view all together. The train availability will be seen on the Liverpool Street mainline and Shenfield. On the other hand, visitors will also be able to see the trains from Paddington mainline to Heathrow. But it is identified that the construction works are still in process for further development. Moreover, the testing and commissioning process alongside is on process as well.

Project Plan

Many knockbacks and political fights were issued before making the project a reality into the physical world. In the year of 2009, at the Canary Wharf, piles were driven into the ground and excavation started at the first huge box-stations. On the other hand, the tunnelling was done by machines and it was started from the year 2012 (Topsham, 2022). This form of work related to tunnelling was regarded as the most important task in the entire mechanism.



Figure 1: Tunnelling inside the Elizabeth Line

(Source: Topsham, 2022)

This tunnelling work in the above figure seems quite exciting but the 550-metre tunnel was built in the year of 1878. Similarly, the process was not only dealt by the construction workers but by tunnel-boring machines. Between the time period of 2012 to 2015, the machines cut 13 miles of wide tunnel but the project would not have been possible without the massive workers in line. Therefore, they are the frontline workers who worked with the vast caverns. They themselves have excavated the vast caverns. Moreover, Bombardier manufactured the new Elizabeth line trains. From one point to another, each and every aspect in the present railway station of the Elizabeth line is digital. At the same time, Crossrail is the actual name of the Elizabeth line train service. The monarch officially inaugurated the line at Paddington (Mead, 2022). It can be stated that the train service is pretty long and it creates an actual impact on the service to a great extent which is undeniable. For instance, 240 metres (788ft) or more long service is there when the distance will

be completed (Moore, 2022). Three separate railways services are joined with the Elizabeth line which comprises services from Reading, Shenfield and Heathrow. On the other hand, the central section of the route is Shenfield. At the same time, Sunday service on the Elizabeth line is closed and on a daily basis from 06:30-23:00, Monday to Saturday. While going to visit the Elizabeth line, the payment system of transactions is different. They receive Oyster pay and another thing which is accepted is the TfL concessions.

Budget of the project

Overall project from an earlier point was around £15 billion but it exceeded to £18.8billion (Gardner, 2022). The running work which has been mentioned in the above point caused around £10million. At the same time, the system upgrade required the company to invest around £35,000. Similarly, it has been seen that employing more drivers was included under the scheme of investment. This particular aspect of rail invention and the budget that has been required for it can give an annual revenue of over 2.5 billion British pounds to the national revenue of the UK (Salas, 2022). This is the reason why many of the stalls around the rail service have been registered. It is believed that around 42 billion boosts can happen to the UK economy with the reliance on this rail service. Both the capital and the London city are involved with the project costs to a great degree.

Stakeholders of the project

Engineers, Crossrail's designers and workers can be regarded as the stakeholders of the railroad project of Elizabeth Line. On the other hand, the transport provider, Transport for London (TfL), works in line with the Elizabeth line to provide the kind of service which was expected. The Elizabeth line rail route project has been greatly facilitated by the UK prime minister. Although the UK Government said that London businesses might need to find a way to pay for the project, an enormous amount of support has been given by the government. The construction workers, the distributors of the railroad elements or materials are one of the key stakeholders which can never be regarded as something less important.

On the other hand, the Department for Transport, city council announcers, owners of the national railway, project stakeholder groups are also involved in the projects. Hence, it can be stated that the railroad project has taken into account assistance from various parties to a great extent. Moreover, the designer also took a significant duty and responsibility in creating the project look advanced and attractive. The security department or the experts who manage the security of the service from a detailed degree has been taken into account as well which can never be disregarded.

Furthermore, the service has enriched the technological department as well. For example, the announcements have been facilitated by the technical department of the rail service. A person without having a technical degree would not be able to run the service.

Time

13 years of construction work was required to finish this ambitious plan of Elizabeth line train service. By all means this service is a great time-consuming process and even tiresome when it was preceded with a plan. The Elizabeth line, a new passenger service that runs between nine new London stations from Paddington to Abbey Wood and uses the Class 345 trains to travel via new tunnels beneath central London, was inaugurated on Tuesday, May 24, 2022. The route connects Paddington to Abbey Wood. In the latter part of 2022, the Bond Street station will finally open. It is anticipated that the Elizabeth Line would cut travel times around the city and provide an additional 1.5 million people with access to the central business district of London in under half an hour.

Quality management of the project

The user experience of the visitor experience is taken into account to another level as they have implemented speed, accessibility and comfort at the heart of their business. Along with exciting design, they have fostered pioneering technology in their railway service. On the other hand, around Forty-one new stations are served by the railway service of the Elizabeth line. 70 specially-designed Class trains are their special feature and Wi-Fi and 4G along with toilet service are rendered to a great degree (Tfl.gov.uk, 2022). On the other hand, the quality management areas are solid from its core because the Transport for London (TfL) has a plan to provide excess solutions and advanced facilities in the upcoming days. They have plans to make improved service in the future. Keeping the customer engagement with the service was a big change at the beginning stages but soon it became a top priority and eventually it set the business on a smooth flow. The large extension towards network on various lines has been one of the areas where the business expanded greatly.

From a technical point of view the task has been done to a great basis. On the other hand, the quality adjustments have been managed to a great degree as well. Similarly, it has been seen that the management of tasks has been tackled with great aptitude from the senior management of the team. Terror, the TFL gives significant assistance to the service of Elizabeth Line which was an added benefit. On the other hand, the suppliers, distributors of the railroad materials have also been

regarded as something worthwhile to consider because it has enormous capabilities. The support from the government has also given enough solutions to the rail service of Elizabeth Line.

Risk factors of the project

The risk factors at the beginning stages of the project were related to digital signalling and its installation. On the other hand, the business of the railroad also lacked the need to integrate three different systems. The high-spec, state of the art designs had several complexities that apparently even the management could not comprehend. The sign of issues first appeared in late 2017 when a fire at an electrical substation emerged. But the management took less care to resolve them and because of its certain risks issues in making of an ambitious plan. At the beginning stages and also in between, the funding issues were quite significant.

The geo technical risks in the Elizabeth line project was one of the tremendously affected areas. At the same time the project has also faced specific Central section issues. The risk especially manifested during the time of construction. The client lead decisions which eventually create final decisions have not incorporated the risk factors. This is the main reason why the issues never got recovered. On the other hand, the geology in the tunnels have not been properly located. The tunnelling project has a lot of hazard zones which raised issues regarding excavation-induced ground settlement (Black, 2017). This is the reason why the risks are significant and never be regarded as something less important.

Reason for delay in the project

It is believed that because of the transport secretary and his misunderstanding, the delays took place to a significant degree. The main issues related to the budget may increase when fresh delays and overspends will be presented in future. At the same time, during their first arrivals, final safety approvals were made. This was made because ascertain levels of risks were identified and this has caused the Elizabeth line to delay on a short-term basis. To make the reliability of the rail service more apt, they have taken the final few weeks. The pandemic situation has led to funding issues to a great extent for the railroad project and because of it, delays were issued (Low, 2022). Moreover, it was also claimed that the project was far behind schedule. Due to the complicated signalling of Crossrail, delays took place to a huge degree. On the other hand, the upgradation of tube maps has not been utilised in the service which caused the rail service to experience delays. On the other hand, it has been seen that due to accurate finding of the project, still construction problems were present and this has been the number one cause for the issues of delays.

These have been the key issues for such delays of service in the Elizabeth line and which caused tremendous reputational issues for them as well. The pay of the projection on a timely basis ceased and because of it, issues emerged in the form of delays. At the same time, rail build issues have been one of the reasons behind such a problem.

Recommendations for the project Managers

The whole system is run with the help of technology and with the help of huge network systems. On the other hand, investment related factors can never be regarded as banal. This factor of investment and funding during the time of Covid created problems for the rail service of Elizabeth Line. This is the reason why this factor must be taken into account for the future.

The riders in the road and the riders or drivers in the rail tracks can get enormous benefit from the IoT technology. Providing useful data to the customers is the main agenda of this digital application and this can be used to manifest more cost-effective growth for the daily service of Elizabeth line. The wireless sensors can track real time air pollution levels as well. Best upon the data the real service can be advanced in future and can operate at a mode higher level. Moreover, temperature control optimal driving routes full levels operating efficiencies can be measured by this technology all together. To create advanced levels of environmental stance companies as well as the Elizabeth line can implement air purification technology (Hasaneen, 2021). This technology can be integrated into the trains of the Elizabeth line as well. The manners in which year circulates inside the public transit vehicles is the main area of expertise this technology possesses. To capture unwanted airborne contaminants high efficiency particulate air filters (HEPA) works as a game changer. On the other hand, seeking opportunities for key investment decisions can be a great option for long term growth (HBR.Com, 2021). Mainly to address the securing funding can be a great option for a road project like this. Therefore, the venture capital strategies can be implemented to create a more impact from a practical standpoint as it is a great solution for future growth.

Conclusion

From the above analysis it can be stated that, many technical problems have a nice day in the rail route service. The infrastructure demands have been made and the customers or the visitor seems happy as well for the service. The technological aspects have given primary focus for the Elizabeth line. On the other hand, it is seen that the significance of the railroad service has increased due to expanding networks. The rail road service of the Elizabeth line is also quite long. Making the

service available to long tours makes the service advanced and also convenient for the visitors. Comfort and speed are two most primary delivery commitments that Elizabeth line is mostly tied with. On the other hand, the key stakeholders of the railroad service have been the main reason why the success occurred to a massive quantity. Since road service has been implemented to a great extent to the UK GDP, great assistance from the government has been promised. The past mistakes related to poor funding and construction related issues make them agile to deal with future issues as well. Similarly, their approach towards generating more and more rail service made them risk free from excess issues.

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