



## **Middlesbrough Council**

### **Road Activities Permit Scheme For Road Works and Street Works**

**In accordance with the Traffic Management Act 2004**

## **Cost Benefit Analysis**

## **Executive Summary**

## Executive Summary

To calculate the benefits of the Permit Scheme Middlesbrough Council has utilised the calculator provided by the Department for Transport alongside the Streetworks Register for Middlesbrough hosted by Symology.

The assessment has been carried out for the 2018 base year and a design year of 10 years

Number of works per annum 4269  
Number of works required traffic control 647  
Average works duration 8 days

### Operational summary;

Number of personnel required, 2.5  
Number currently employed on noticing, 2.75 full time equivalents  
Permit Scheme annual operating cost, £0.41  
Permit Scheme annual revenue, £0.30

### Cost Benefit Analysis;

Assumed saving in annual cost of works, 5%  
Optimism bias added to all costs, 15%  
First year scheme operational cost £0.41  
Scheme operational costs increase at 2% year on year

### Benefits

Type	Benefits from decrease in Congestion costs
Business	
Journey Time Savings & reliability	£313,889
Non-Business	
Journey Time Savings & reliability	£275,761
Accident	£5,470
Fuel Carbon	£29,810
<b>TOTALS</b>	<b>£624,930</b>

Net Present Value	£87,409
Net Present Costs	£838,784
Net Present Benefits	£926,193
Benefit to Cost Ratio	1.10

The objective of this cost benefit analysis was to present the anticipated cost to benefit ratio and Net Present value for introducing a permit scheme on the Middlesbrough Council Network.

Middlesbrough Council is keen to use the scheme to incentivise the works promoters to reduce durations and the number of road works in the short and longer term.

In summary if a net reduction in delay and user costs of 5% was realised the BCR would be 1.10 which is an overall benefit to the road users.

The cost benefit does not include any of the benefits that can't be easily identified in analyses such as these. Asset protection, better co-ordination, pedestrian delays are factors which could only serve to push the factors up higher but cannot be easily quantified.