

1.8.3 on page 34 of Northern Trans-Pennine Routes Strategic Study Stage 3 Report. Gives a figure of £88 million for Kirkby Stephen bypass construction. This has been highlighted because it is the most serious error in the report and highly prejudicial (along with journey time comment) against a Kirkby Stephen bypass in this report. In May 2015 I wrote to our then MP Rory Stewart about the Kirkby Stephen bypass. A few months later I received a reply from Jesse Norman, chief secretary to the treasury. The reply stated the minimal journey time improvement and the over £88 million cost. Brexit shenanigans and election disruptions were obstacles to sorting these issues at that time and shortly after it was looking as if Rory Stewart was on his way out.

The statement on minimal time saving is simply wrong as I have pointed out under my comment on page 40.

The cost of £88 million is also very wrong, initially I thought someone had put the decimal point in the wrong place. Having seen this report I realised this was not the case.

The Kirkby Stephen bypass was initially costed at about 8.5 £million of which over £0.5 million had already been spent on preparation work and public enquiry. On 11 June 1997 the cost to complete the scheme was £7.409 million (David Cole, Director Economy & Environment Cumbria County Council) Using the governments own measure of inflation a scheme costing £7.049 million in June 1997 would have cost £13.52 million in June 2016 (the copyright date of this report). How did this report get it wrong by a factor of 6.5 times when they had both the figures from Cumbria county council and the government available? Using the governments measure of inflation the scheme would now cost £15.07 million.

Other local road construction costs support my assertion that £88 million is very wrong.

The A66 Temple Sowerby Bypass is 4.9 km long dual carriageway and was completed in September 2007 at a cost of 36.6 £million. Allowing for inflation that would have been £57 million today or £48.7 million in June 2016 (the time of this report.) The Temple Sowerby bypass has complex grade junctions at either end, a large river bridge and significant cutting and embankment construction. Large volume of spoil to move, quarries and tarmac plant some distance. Major disruption and traffic management during construction.

The Kirkby Stephen bypass is 3.7 km single carriageway (short length has an extra climbing lane), simple roundabout at either end, a simple bridge over a B road (Soulby road), a passing over a disused railway line that can be accommodated by concrete sections and infill and a simple bridge spanning an existing cutting over the Carlisle Settle line. Spoil volume to be moved is minimal and quarries and tarmac plant are very local. Minimal traffic management during construction. Significant preparation work already done.

Taking the cost of the Temple Sowerby bypass at today's cost (£57 million) and applying it to the Kirkby Stephen bypass.

First make cost change for length $3.7 / 4.9 \times 57 = £43$ million

Then multiply by 0.6 as it is only single carriageway $0.6 \times 43 = £26$ million

I have not done further calculations as the sums are difficult to quantify but taking into account the relative simplicity of the Kirkby Stephen bypass as compared to the Temple Sowerby bypass the cost should be around £20 million or less.