



HOUSE OF COMMONS

LONDON SW1A 0AA

Mr David J Siggs
28 Langdale Avenue
Chichester
PO19 8JQ

14th February 2017

Dear Mr Siggs

Re. Upgrades to the A27

Thank you for contacting me on this important issue.

I am determined that any decisions on upgrades to the A27 must be taken in an open and transparent way, as you may have seen from my correspondence with the Secretary of State for Transport, Chris Grayling. I will continue to press him on this. My most recent letter to him is enclosed.

I have forwarded your letter to the Secretary of State, along with all other relevant correspondence on the A27. I have also made him aware of the strength of feeling on the issue – not all on one side of the argument.

As I have made clear to everyone who has contacted me about the A27 – and also to Parish Council representatives in a meeting on January 20th – my constituents' views on this important project need to be heard. I will make sure that they are.

Many of my constituents have been pressing for improvement to the A27 for a long time. This is why, over many years, and in collaboration with West Sussex County Council and Chichester District Council, I have been lobbying a succession of Secretaries of State for national funding to address the shocking congestion around Chichester.

Nearly 15 years later, we at least have some degree of acknowledgement of the need to release national funding to help Chichester. At the same time, there is widespread concern that some options may have been closed off prematurely. If a reasonable decision is to be reached, and command widespread support, then it must be based on open and transparent decision-making, supported by clear and consistent evidence. That is the central argument of my latest letter to the Secretary of State.

The crucial task with any scheme, should one go ahead, will be to make sure that as many as possible of my constituents see improvements to access and travel times on the A27 and on nearby roads. All of the options currently on offer would need a good deal of work before they could be acceptable locally. Any scheme must avoid cutting off the southern part of the constituency. It must also avoid ending up forcing local traffic, which currently uses the A27, into the city centre. That would just create a different traffic nightmare at peak times.

I am grateful to you and other constituents for keeping me closely informed of your views.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Andrew Tyrie'. The signature is fluid and cursive, with a large initial 'A' and a distinct 'T' at the end.

ANDREW TYRIE

The Rt. Hon. Andrew Tyrie MP



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The Rt. Hon. Chris Grayling MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

13th February 2017

Dear Chris,

I enclose correspondence from a large number of my constituents, who are – understandably – deeply concerned about the proposals to upgrade the A27. As you can see, there are strong views both for and against a new northern bypass, and other options.

While opposition to a route to the north of Chichester remains strong, I have received even stronger representations from those in Chichester and to the south about the process by which southern route options are being considered.

Transparency in the decision-making process is now essential. The first step must be for you to publish all submissions and conclusions from the consultation, which closed in September. The fact that they will only be published when Highways England presents its preferred option, which some will view as a *fait accompli*, has led many of my constituents to question the validity of the decision-making process.

Secondly, it is essential to demonstrate that the case for and against all the options has been thoroughly explained. This should cover the northern and southern bypass routes, which were set out in the preliminary consultation documents, but dropped prior to the formal

consultation that began in March. As you know, I have been pressing for greater clarity and explanation for many months, latterly in correspondence. It is still much needed. In fact, it is needed more than ever.

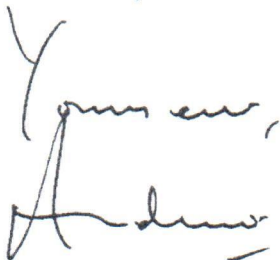
Among other things, this should include clear statements of the assumptions that Highways England is using on the proportion of "through traffic" on the existing A27, and the relative environmental impacts of the various options, as well as a full analysis of the costs and benefits. It should take into account evidence supplied by both West Sussex County Council and Chichester District Council.

I appreciate that we are now approaching a point at which many millions of pounds could be committed to schemes to ease the unacceptable traffic problems on the A27. However, there has been a considerable loss of confidence in the decision-making process, and confidence can only be restored if there is full transparency before any firm decisions are made.

Many constituents argue that this will require another round of consultation on all possible options, which could take some time. We certainly do need a comprehensive comparison of all options. You should be in no doubt about the strength of feeling on this. Were a further consultation to be undertaken, it would be crucial not to permit any consequential delay to serve as an excuse for Chichester to lose altogether funding from Highways England to ease congestion.

I have come to these conclusions having listened carefully to the huge number of representations that have been made to me in recent weeks, and only after careful thought.

I will place this letter in the public domain, and copy it to constituents who have written to me recently on this vital issue.



ANDREW TYRIE