

**THE STATES OF DELIBERATION**  
**of the**  
**ISLAND OF GUERNSEY**

26<sup>th</sup> February, 2020

**Proposition P.2020/14**

**AMENDMENT**

Proposed by: Deputy H L de Sausmarez  
Seconded by: Deputy S T Hansmann-Rouxel

**REQUETE**

**DETERMINING THE BEST MODEL FOR SECONDARY EDUCATION**

To insert after Proposition 2 the following:

“3. To direct the Committee *for the* Environment & Infrastructure to provide funding and resources from the Integrated Transport Strategy budget to support the development, in conjunction with the Committee *for* Education, Sport & Culture, of a comprehensive Travel Plan for each secondary education site, which would:

- be developed in consultation with students and staff at each site, and with the neighbouring community;
- offer healthy, active, safe and environmentally sustainable transport options for all who want them, consistent with the climate objectives called for by many local students;
- include traffic management recommendations to minimise any congestion, pollution, and road safety risks;
- provide immediate funding and support for small-scale infrastructure changes, where needed, to enhance transport options to and from each site; and
- consider possible recommendations for wider infrastructure and systemic improvements, which may need to return to the States for funding approval.”

**EXPLANATORY NOTE**

This amendment seeks to address transport and infrastructure concerns over secondary education sites.

A Travel Plan is a long-term management strategy developed by the school community (primarily staff, students and parents) in conjunction with the local community (primarily residents of the area) that reduces traffic generation and supports sustainable and active travel. It is a live plan that continues to evolve over time, shaped directly by its stakeholders.

Travel Plans – when done well – are very effective ways of reducing the problems associated with high levels of car usage for journeys to and from schools: peak hour congestion, air pollution, road safety issues, greenhouse gas emissions, public health expenditure and productivity impacts, for example. They maximise transport choice, make travelling more efficient in terms of time and resources, and help to create accessible, connected and inclusive communities.

School Travel Plans are already part of the Committee *for* Education, Sport & Culture's proposals, but this amendment is to ensure that the work can be appropriately resourced and initiated as soon as possible, in order to best support the transition to new sites.

The amendment also provides greater scope for individual school communities, working with residents of the area, to agree and implement effective measures at the earliest opportunity, and to recommend wider measures that might ordinarily be beyond the remit of a School Travel Plan that would benefit not just the school community but the neighbouring community as well.

This amendment would draw down funding already allocated for Travel Plan purposes in the same way that the Integrated Transport Strategy budget has supported the development of the Travel Plan for the Princess Elizabeth Hospital. The final provision allows for recommendations requiring more significant expenditure to come back to the States for approval.