

THE FUTURE OF ROADS IN CAYMAN



West Bay Road Development

Future road construction in the Cayman Islands will not be just about building extra lane capacity for cars, but also building for other modes of travel (public transport, bicycles, motorcycles, electric scooters, and pedestrians). The National Roads Authority is actively engaged in the long-term planning of Cayman’s roads and is using socioeconomic projections and land-use data to model what Cayman’s road network could look like 25 to 30 years from now.

Whilst the current reality of traffic congestion in Grand Cayman is seen as a primary threat to the economy of these islands, the NRA understands that it also bodes well for Cayman’s future as it forces Caymanians to look seriously at the future of roads transport. The old adage ‘you cannot build yourself out of congestion’ is indeed true. With a finite space in which to develop, the implications for Cayman are that it must begin now to seriously address future ground transportation needs through a collection of varying methodologies such as:

- Safer roads design and construction
- Shared roads/road-user mobility
- Public transportation alternatives
- Smart Growth and land-use planning.

Edward Howard Acting Managing Director, NRA states “simply attempting to build our way out of the congestion problem is financially infeasible and



wasteful of precious land resources.” Acquiring additional lands and buildings in order to provide space for road-widening only invites more cars onto the road network and doesn’t address opportunities for a more balanced approach to ground transportation.

Cayman’s current traffic congestion woes create opportunities for the country to move towards a ground transportation system that is more efficient, safer, less congested, and more accessible to all parts of the country, rather than the current transport system that is primarily centered on car ownership.

Howard further explains, “From the standpoint of developing a sustainable road network it must be understood that new and innovative road design and construction alone will not be enough to improve the quality of life for future Caymanians. Causeways, overpasses and tunnels are heavy-priced items that may require the implementation of taxes and road user charges to build and maintain.” Globally, nearly every major bridge or tunnel project is being paid for by toll revenues

and/or by long-term public-private partnerships/private finance initiatives.

The NRA is poised to do its part in helping the country to upgrade its ground transport system and policies to the 21st century. The NRA understands that the introduction of new legislation, improvement of governance, and the development of innovative mobility systems will be crucial to ensure that Cayman moves from a car-centered transport system to a people-centric transport system that encompasses all the elements needed for the safe and efficient movement of goods, people, and services.

The NRA has put Cayman at the forefront of transportation planning in the Caribbean region, with the development of a comprehensive computer-based traffic model suite that allows the NRA to perform long-term travel demand and traffic operations analyses, and to determine what physical improvements and policy changes are necessary to ensure that a sustainable ground transportation system is available to future Caymanians.” ♥



Crewe Road and Huldah Avenue



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