

Endeavour Industrial Park Development, located on the frontage road east of the Uriah Butler Highway and north of the Divali Nagar is expected to consist of a 24 acre Business Park and a 75-acre Industrial Park, among other activities. If so, then the peak morning traffic wishing to enter and exit the Endeavour Industrial Park will be of the order of 900-plus vehicles per hour and 200-plus vehicles per hour, respectively; the peak evening traffic wishing to enter and exit the Endeavour Industrial Park will be of the order of 200-plus vehicles per hour and 900-plus vehicles per hour. The peak hour of the surrounding area is the evening.

If it is assumed that all traffic will use the eastern access of the Endeavour Industrial Estate, and that 50 percent of the traffic will come from the north and the other 50 percent from the south, then more than 250 vehicles per hour will need come from the north part of Narsaloo Ramaya Marg and 250 vehicles per hour from the south side of Narsaloo Ramaya Marg.

Projected data from traffic surveys done by this author in 2007 estimate the current evening peak hour northbound and southbound traffic on the Narsaloo Ramaya Marg in the vicinity of the Park to be 270 vehicles per hour and 700 vehicles per hour. The additional traffic generated as a result of the Park can be accommodated on the NR Marg, but the existing intersections at Jerningham Junction Road and the UBH, and the Endeavour Interchange will not be able to handle the overall traffic. Two new interchanges are definitely needed, as described in the next section.

### **Highway Access and Connectivity**

The Uriah Butler and Solomon Hochoy Highways form major constraints and separators to the people of the highly built-up

Chaguanas, as more than 60 percent of all traffic in Chaguanas desire to connect between the east and west sides of the highway.

The current proposed four lanes at the Endeavour Interchange will only serve to concentrate traffic at that location and worse will force additional through-traffic into residential developments such as Lange Park. Lange Park currently suffers from traffic rat-runs on its streets as a result of the east-west road connection constraints identified above.

Planning must be started to create two east-west connection locations using diamond-type interchanges, which are generally used in restricted urban areas. An interchange could be constructed at the Jerningham Junction Road linking Pierre Road, and the Uriah Butler Highway. Another interchange could be constructed at Edinburgh Boulevard linked to the Southern Main Road at Edinburgh Village, and the Solomon Hochoy Highway.

The above recommendations would serve to create important links to a ring road system that interact with the Greater Chaguanas Area. This is because Pierre Road connects with Cacandee Road in Felicity, which in turn connects to the Chaguanas Main Road. Jerningham Junction Road connects to Endeavour Road in the east and the north-south frontage Road just east of the UBH, onto the Narsaloo Ramaya Marg. (There is a partially missing linking in the vicinity of the John Peter Road Walkover).

Edinburgh Boulevard currently connects with Montrose at La Clave Street, and further east with Caparo Valley Brasso Road. Southern Main Road connects with Factory Road at Edinburgh Village, and Factory Road then connects with the civic centre of Chaguanas near the Police Station.

If property acquisition makes it difficult to construct the diamond interchange at Jerningham Junction Road, then it might be possible to shift it southwards between the Fire Station and John Peter Road Pedestrian Walkover. Its highway entry and exit ramps on the western side of the UBH will be located just outside the housing development wall in the existing highway reserve. The highway entry and exit ramps on the eastern side of the UBH will be located between the UBH and the Narsaloo Ramaya Marg. The East-West overbridge of the diamond interchange will begin at a T-junction formed with the highway entry and exit ramps on the western side of the UBH and continue eastwards over the Narsaloo Ramaya marg (forming a viaduct with it) and descending towards the existing new east-west route of the Endeavour Industrial Park Development. It is suggested that a new north-south arterial route be created on the estate east of and parallel to the existing Narsaloo Ramaya Marg in order to adequate connections to the new interchange and the Narsaloo Ramaya Marg.

It is always attractive to locate major traffic generators near to highways. Developers often do not see the traffic impact of their proposed activities, and even when they do, they believe that that is the responsibility of Government bodies with authority for public infrastructure. But, these Government infrastructure bodies often do not know what other agencies are planning, as there is usually no integrated land use policy and planning being undertaken. They result is that the required thought and planning for the supportive infrastructure is usually ignored until another Administration takes charge, and the process re-started. I predict major traffic concerns for the residents of Lange Park, Orchard

Gardens and adjacent areas in the near future, unless new interchanges are introduced.

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