

## SUMMARY

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The decades of the 1970's will be remembered for many things, not the least of which is the fact that this was the period when the country adopted a public transportation system, based entirely on roads, following the closure of the railways. The 1970's were also marked by unprecedented industrial and commercial growth (based on or as a result of increased oil prices) and relatively high levels of income, resulting in a substantial increase in vehicular population, \*(approximately one vehicle/six persons). The high levels of income in Trinidad and Tobago are reflected in a 1978 per capita G.N.P. of U.S. \$2,910. Based on this figure, Trinidad and Tobago exceeded all other Latin American countries except Venezuela, which it equalled (1).

\*Approximately 200,000 registered vehicles with an estimated value of TT\$2,400 Million giving an average value of \$12,000.

In Trinidad, the major settlement zone is in the so-called East-West Corridor about 4km wide and 30km long situated along the foothills of the Northern Range. It includes the capital city of Port of Spain. Approximately 60% of the total population lives in the area, which because of its elongated configuration and location of the capital (largest city and employment centre) near one end, is the scene of severe traffic congestion at peak morning and evening periods. (2)

The situation is further aggravated by the following factors:-

- (a) Large vehicular population (growth from 84,300 to 216,300 between 1967 and 1980). (3)
- (b) Low cost of fuel    \$0.28 per litre        1982 price  
                             \$0.55 per litre        1983 price
- (c) New Housing Developments along East-West Corridor e.g.
  - (i) Santa Rosa Heights
  - (ii) La Horquetta
  - (iii) Bon Air Gardens
- (d) An inadequate public transportation system, composed mainly of buses and taxis.

Certain Road construction projects have been initiated within the last decade e.g.

- (i) Improvements to Churchill Roosevelt and Beethan Highway
- (ii) Dualling of Princess Margaret Highway
- (iii) Construction of Mucurapo Foreshore
- (iv) " " Priority Bus Route from Port of Spain to Tunapuna.

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The situation however, remains very grave. Countless man hours are daily lost as a result, and its consequent effect on productivity cannot be over-emphasized (over 1.2 million man hours per year are lost along E/W Corridor). (3)

(d) Settlement patterns and effects on transportation.

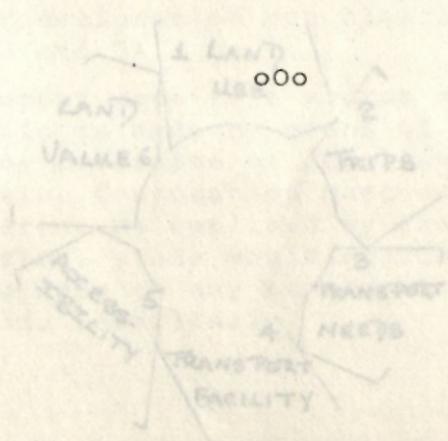
Providing for the safe and efficient movement of people and goods is the aim of all traffic engineering. Planning is as essential as proper design, operation, maintenance and administration in achieving this mission. It means anticipating needs, recommending programs of investment to provide necessary facilities, and lastly, monitoring developments either to confirm adequacy of past planning or to modify plans as conditions change.

2.1) LAND DEVELOPMENT POLICIES AND PROGRAMMES:

This paper seeks to analyse the public transportation system in Trinidad in the context of all related factors which affect proper transportation planning and make necessary recommendations.

... have resulted in an uneven settlement pattern and significant regional disparities in terms of incomes, employment, opportunities and services. In recognition of these disparities and in view of the anticipated growth of the economy, preparation of the National Physical Development Plan was undertaken by the Town & Country Planning Division. This plan represents a strategy for the physical development of the various regions of the country.

The Plan recognised the fundamental importance of the role that transportation system plays in shaping land use patterns and the contribution, it makes to the Socio economic well being of the people within a region. Any transport planning cannot be isolated from land use planning, is illustrated in the following diagram.



The land-use transport cycle