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**National Roads Authority**  
**Minutes of the One-Hundred & Thirty-Seventh Meeting**  
**of the Board of Directors**  
**held at Public Works Department (PWD) Training/Resource Room,**  
**370 North Sound Road, George Town, Grand Cayman,**  
**Thursday, 30<sup>th</sup> January 2014 at 9:30 a.m.**

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**In attendance were:**

Donovan Ebanks	Chairman
Mrs. Sheree Ebanks	Dep. Chairman
David Arch	Director
John Edward Ebanks	Director
Stanley Panton	Director
Dane Walton	Director
Gary Clarke	Director
Kenross Conolly	Director
Tristan Hydes	Director Designate of Chief Officer, Ministry PLAH&I (alt.)
Edward Howard	Managing Director (Actg.) – NRA
Paul Parchment	Dep. Managing Director (Actg.) NRA
Lois Hall-Vaughan	Executive Secretary

**Apologies:**

Brainard Watler	Director
Ronnie Dunn	Director Designate of Financial Secretary

**1. Call to Order**

The meeting was called to order at 9:44 am by the Chairman.

**2. Minutes of Previous Meetings**

The Amended Minutes of the Meeting of December 11, 2013 were considered and a presentation change agreed. These minutes will be signed off by the Chairman at the next meeting.

Minutes of Meeting held January 15, 2014 were reviewed and approved subject to minor amendments. It was agreed that these amended minutes should be circulated to members with the changes shown as 'tracked' so that members can see what is being changed. If the changes are agreed at the meeting on 12 Feb., they will be 'accepted', printed and signed by the Chairman.

3. **Matters Arising**

4b. **Paving Equipment in Cayman Brac - Accident**

NRA's Fleet Manager has liaised with Risk Management (Grand Cayman) and an update is to be provided at the next meeting. It was noted that an accident report is still pending.

The Chairman however noted that at this stage, the RCIPS should have been able to indicate whether the accident was being investigated and when a report would be available. He asked that the Board be so advised at its next meeting.

4a. **2013/2014 Works Programme**

Members were advised that the proposed work programme, amended as per the Board's instructions, was presented to the Ministry by NRA management along with the Chairman at a meeting held January 29, 2014. The Works Programme will be presented on February 10, 2014 to Cabinet after revision.

It was suggested that the NRA generates a programme indicating the proposed projects and work schedules to be done on the NRA website to show the public what is being done.

As requested by the Board, road work on the first five roads of each district have begun in George Town and Bodden Town. The crew currently in Bodden Town will go to West Bay next and the crew in George Town to the other districts.

The Board requested that an actual costing versus the estimate be done for each project and presented in a Management Report to the Board.

Details on the work required on Rum Point Dr. are being looked at by the NRA work crew and the DMD Actg. to advise the Board.

4. **New Business**

4a. **iRAP Roads Assessment Programme**

This presentation was done by the Managing Director Actg.

iRAP is a global programme conducting road safety assessment (safety audits) activities in more than seventy (70) countries across the world. Under iRAP more than half a million kilometres of roads have been audited, however sadly to date more than half of the roads assessed (audited) received a 1 – 2 star rating, five being the highest and one the lowest. Separate star ratings are done for vehicles, pedestrians, bicyclists and motorcycles. Eighty percent of roads surveyed did not have sidewalks or footpaths for pedestrians. Statistics show that two-thirds of road fatalities occur on state and national highways which account for around 6% of the roads network of most countries. By systematically inspecting roads, countries can develop an understanding of the risk that is 'built in' to their road networks.

It is very important to recognize that things which can go wrong will go wrong, it may not happen often but at some point in time it will. The solution therefore to managing risk is to be in a position to manage the situation when things go wrong. The Four E's of Road Safety and organizations involved are **Education** - reduces stupid mistakes (Streetskill, - NRA, RCIPS, GIS & DVDL), **Enforcement** – reduces deliberate errors (RCIPS), **Engineering** – Infrastructure reduces risk of collision and the impact in the event of a collision (NRA) and **EMS** – addresses impact of a collision (FIRE, AMBULANCE, RCIPS).

The road safety assessment by iRAP is done in three steps: **Step 1** – survey of existing condition with high speed cameras mounted on an NRA vehicle captured video of the road network at 50, 100, and 300 metre intervals. Information captured includes: posted speed limits, number of travel lanes, lane width, paved shoulder width, rumble strips, guardrail or safety barriers, road markings, movement condition, overtaking demand, intersection layout, bicycle facilities, pedestrian crossing facilities, utility poles and lighting. **Step 2** – this data is recorded, reviewed and analyzed at the iRAP Headquarters by teams of professionally trained road safety engineers and safety countermeasures established. **Step 3** – Recommendations – Safety Audit Report plus baseline costs for implementation.

The timeline for the Cayman Islands is as follows:

- January 2014 – Official launch and Press Briefing – NRA, iRAP crew
- January 2014 – Road Survey (400km of roads)
- February 2014 – Initial Assessment Report
- April 2014 – Star Ratings & Google mapping
- May 2014 – Countermeasure Investment Plan
- June 2014 – Final Report

**4b. Crosswalks – Camana Bay**

A time-lapse video presentation on the use of the crosswalk by pedestrians was done by the Managing Director Actg. The objective of this short field study was to evaluate the effectiveness of the crosswalk installation located on the Esterley Tibbetts Highway fronting the Camana Bay Development and to provide discussion and recommendations on any needed safety improvements, legislative changes etc. The crosswalk was installed at the Camana Bay location in March 2013.

A field study was conducted between the dates of December 3<sup>rd</sup> and December 20<sup>th</sup> 2013 that included observations and manual pedestrian counts by NRA technicians.

The crosswalk allows for pedestrian right of way across the busy Esterley Tibbetts Highway which is currently a two lane divided highway. However future plans allow for the roadway to be expanded to a four lane divided highway to accommodate traffic growth demand.

Some of the concerns/questions raised by the NRA Board which prompted this study included:

- Is the crosswalk installation negatively impacting thru traffic?
- The red zone on approach to the crosswalk – what is it for?
- The area appears to be too dark – Can additional lighting be added?
- Is the Camana Bay crossing consistent with the legal definition in the Traffic Law?
- Why do the flashing yellow crosswalk signs activate immediately as the crosswalk call button is pushed? Can a delay be added?
- Can a pedestrian “WALK/DO NOT WALK” sign be added?
- Why is there not a zebra or ladder pattern painted along the designated crossing location?
- Some pedestrians are not using the crosswalk correctly – i.e. pushing the button and crossing in the designated path. What can be done to remedy this?

Observations made from the study included:

- Significantly more than half of the pedestrians did not push the button to activate the crossing during daytime hours
- The percentage of persons not pressing the button (activating the flashers) to cross at night was 45% on average
- It is primarily the employees of various establishments at Camana Bay who cross daily without pushing the button, and who also crossed well outside of the designated crossing path.
- The red zone on the pavement is highly visible at night and many drivers are keen to stop outside the red zone for pedestrians
- Signs and flashers, and in pavement lights are highly visible at night
- The pre-warning flasher (continuous) has proven effective in slowing motorists on approach to the crosswalk.
- The NRA is aware of only two motor vehicle crash incidents at Camana Bay thus far.

Recommendations and countermeasures

- New larger and more pronounced signage which warns pedestrians to push the button and wait for traffic to stop were added to the vertical poles on January 7, 2014 after December 2013 field reports. The NRA observed that the number of persons not pressing the button decreased significantly from 72% to 57%.
- Further observations will be made as it is believed that this percentage will decrease even more with more exposure of PSA's at the cinema, on the radio and television.

Due to safety concerns re the future expansion of the roadway to a four lane divided highway, it was suggested that a review of the DART/NRA/CIG Agreement be done re this crosswalk as it was agreed that sufficient statistics/study had been collected to build a case for eliminating this cross walk

Copies of the relevant section of the Agreement re the crosswalk is to be circulated to members for review and discussion at the next meeting.

**5. Other Matters**

- a. The Managing Director Actg. informed members that the current Lease Agreements for the two warehouses located on Kingbird Drive which currently houses the NRA Lab and Sign & Lines Shop/Crew expires September 1, 2014. NRA Management is currently looking at not renewing the lease agreements and relocating the lab and sign shop to the PWD Compound. However there is no existing space available and this proposal would have to be presented and discussed with PWD.

It was suggested that a review of the existing agreement be done to see what options are available (possible lease to own). A report is to be done for the last Board meeting in February 2014.

- b. The Chairman has requested NRA Management to provide the Board with:

an Activity Report for the period October to December 2013 prior to the second meeting in February (likely 26 Feb.); and

a report on activities and financials for the month of January prior to the meeting next meeting on 12 February.

Going forward, the Board will advise the management as to the frequency and format of the reports which it wishes to receive.

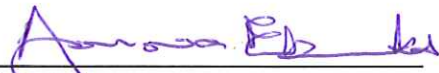
- c. Directors who attended meetings were paid (compensation) for the period October 2013 to January 15, 2014 (total of seven meetings).

**6. Date of Next Meeting**

The next meeting is scheduled for February 12, 2014.

**7. Adjournment**

The meeting adjourned at 12:13pm.

  
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Signature  
Chairman of the Board  
Confirmation of Minutes – 30.01.14  
Date: 26.02.14

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Signature  
Executive Secretary  
Seconded: Confirmation of Minutes  
Date: 26.02.14