

Road Safety Risk Analysis

St. Eustatius



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INHOUDSOPGAVE

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Foreword

We are pleased to present this road safety risk analysis for St. Eustatius, carried out in line with the guidelines of the Strategic Road Safety Plan (SPV) 2030 as described on the website of the SPV Knowledge Network. This analysis marks an important milestone, as it is the first time that a Public Entity in the Caribbean Netherlands, such as St. Eustatius, can apply for funding from the third tranche of the National Road Safety Investment Impulse.

Context of the third tranche of the Road Safety Investment Impulse

Through the “Regeling stimulerend verkeersveiligheidsmaatregelen 2025–2030”, the Ministry of Infrastructure and Water Management has made the remaining budget of the Investment Impulse – €236 million – available to decentralised authorities. This budget is intended for the implementation of proven, effective infrastructural measures that improve road safety. Compared to the second tranche, several improvements have been made, such as the inclusion of new measures in the menu of interventions and a better alignment of the allocation key with the main road safety risks. The third tranche has been divided into multiple application periods to better reflect local policy and budget cycles.

Challenges in conducting the risk analysis on St. Eustatius



In contrast to Dutch municipalities, where extensive road safety data are generally available, such data are largely lacking on St. Eustatius. This limited availability of quantitative data posed a challenge for carrying out a traditional risk analysis. In order to still obtain a sound picture of road safety on the island, and to align as much as possible with the formal SPV requirements for a risk analysis, we visited St. Eustatius in week 10 of 2025. During this visit we identified and analysed high-risk locations together with the responsible local infrastructure policy officers.

In addition, we conducted interviews with a wide range of stakeholders, including representatives of the police, fire brigade, ambulance services, residents, car rental companies, school management, transport operators, the Island Governor and her Commissioners. This qualitative approach was essential to capture the local road safety risks in a meaningful way.

Differences compared to risk analyses for Dutch municipalities

This risk analysis differs from those carried out for Dutch municipalities in several respects:

1. Data infrastructure

Dutch municipalities have access to extensive road safety datasets and monitoring tools, such as the SPV viewer and risk figures from Hastig. These tools are not available for St. Eustatius. As a result, we had to rely on qualitative data and local knowledge.

2. Local context

The traffic situation on St. Eustatius has unique characteristics, such as specific road infrastructure and driving behaviour, which are not directly comparable to those in the European part of the Netherlands. This required a tailor-made approach in both our methodology and recommendations.

3. Importance of local cooperation

Due to the absence of quantitative data, cooperation with local stakeholders was crucial. Their insights and experiences have contributed to a nuanced and realistic picture of the road safety situation on the island.

Conclusion

This risk analysis provides a tailor-made insight into road safety on St. Eustatius. Through the combination of fieldwork and intensive collaboration with local stakeholders, we have laid a solid foundation for improving road safety on the island, particularly in and around school environments. We hope that this analysis will contribute to effective measures and policymaking that are well aligned with the unique context of St. Eustatius.

We would like to thank all those involved for their valuable contributions and look forward with confidence to a positive decision on our application to improve road safety on St. Eustatius.

Summary

This road safety risk analysis for St. Eustatius follows the framework of the Strategic Road Safety Plan (SPV) 2030 and forms the basis for improving road safety on the island. Due to limited availability of quantitative data, such as accident statistics, we have opted for a qualitative, risk-based approach. During a visit in March 2025, high-risk locations were identified and mapped, in combination with in-depth conversations with stakeholders such as the police, fire brigade, schools, residents and local policymakers. This local knowledge and these insights have been used to proactively map road safety risks.

The main outcomes of the risk analysis are:

- **Infrastructure problems**
More than 80% of the road network is in poor condition. Roads are often narrow, include sharp bends, and lack footpaths, adequate lighting and road markings, particularly around school zones.
- **Parking pressure**
Limited parking facilities cause unsafe situations due to congestion and reduced accessibility for emergency services.
- **Speed**
Speeding is a structural problem, especially in residential areas and near schools. Physical speed-reducing measures such as speed humps and clear speed markings are largely absent.
- **Road user behaviour**
Risky driving behaviour is frequently reported, particularly among young scooter riders, as well as drink-driving, insufficient use of safety equipment, distraction by mobile phones and poor vehicle lighting.
- **Enforcement**
Traffic law enforcement is insufficient due to capacity constraints at the police, which indirectly encourages risky driving behaviour.

Priority areas for the coming years

In view of the outcomes of this risk analysis, it is recommended to focus on the following priorities in the coming years:

1. **Structural improvement of infrastructure**
Especially around schools and at high-risk intersections, through the construction of sidewalks, crossings, better lighting and clear traffic markings.
2. **Implementation of speed-reducing measures**
Such as speed humps, clear speed limit signs and effective enforcement using, for example, cameras or speed displays.
3. **Stimulating behavioural change and awareness**

Through traffic education and targeted campaigns aimed at young drivers, parents and the general population.

4. **Improving parking policy**

To reduce unsafe situations, with attention to sufficient parking facilities at strategic locations.

5. **Strengthened cooperation and enforcement**

Between police, judiciary and local government to address violations more effectively and to make the consequences of risky behaviour visible.

By investing in these priorities, St. Eustatius can significantly improve road safety, using a proactive approach that fits the island's unique local context.

Introduction

St. Eustatius is an island of approximately 21 square kilometres in the Caribbean Sea and has a road network of about 35 kilometres of paved roads, complemented by an unknown number of kilometres of unpaved roads. This network forms the backbone of the island's infrastructure, as there is no public transport and both residents and visitors depend primarily on private vehicles and taxis. Due to the hilly landscape, dominated by the volcano The Quill, and the absence of a (safe) cycling infrastructure, cycling as a daily mode of transport for commuting is virtually impossible. Despite the modest size of the island, the condition of the road network plays a crucial role in the accessibility of residential areas, businesses and tourist attractions.

The traffic situation on the island is concerning and characterised by several complex challenges. Road safety is under pressure due to a combination of outdated infrastructure, limited enforcement and rapidly changing traffic conditions. Many roads were originally designed for significantly fewer and smaller vehicles than is currently the case. As a result, roads are often too narrow, bends are too sharp and there is insufficient space for, for example, trucks and other heavy vehicles. This regularly leads to damage to vehicles and dangerous traffic situations.

Backlog in maintenance



More than 80% of the road network on St. Eustatius is currently in poor to very poor condition¹. Despite recent projects such as the completion of Jeems Road, Cherry Road and the first phase of the Airport Boulevard, the overall condition of the infrastructure remains problematic. Especially after heavy rainfall, erosion leads to deep potholes and subsidence, creating hazardous situations for residents and visitors. At present, work is underway on further improvements, including the reconstruction of the crucial Oranje Bay Road, which connects the port and the airport, and the upcoming start of the second phase of the Airport Boulevard. Nevertheless, regular and sustainable maintenance remains essential to prevent further erosion and unsafe conditions.

A major complicating factor is the legal issue surrounding land rights. Uncertainty about land ownership slows down or blocks projects such as the renovation of the "Road behind the Mountain" – an important connection road to resorts, schools, agricultural areas and a botanical garden – despite available funding. In addition, the absence of sidewalks, safe footpaths and clear traffic markings creates unclear and risky situations, especially around schools. This has already led to several accidents. A structural approach is necessary to improve both road safety and the overall quality of the infrastructure.

¹ [Andersson Elffers Felix 2024; Klein gebied, grote opgave. De financiële opgave van de fysieke infrastructuur in Caribisch Nederland](#)

Infrastructure and future developments

To improve the safety and accessibility of St. Eustatius, several infrastructural projects are planned. In 2026, the roads to the hospital and the solar park will be renewed, followed by the roads in the inner city of Oranjestad, renovation of the roads in Bay Brow and the side roads in White Hook. Further improvements in accessibility are also being planned, including a second access road to Whitewall and additional parking facilities. Alongside these expansions, structural renewal is required to achieve a safe and reliable road network. Ongoing projects, such as the reconstruction of Oranje Bay Road and the second phase of the Airport Boulevard, contribute to this goal.

At the same time, the limited space for expansion presents a challenge. This calls for smart solutions such as more efficient use of available space and investments in sustainable infrastructure. Although budgets for these improvements are limited, implementation is further complicated by legal obstacles related to land rights. Uncertainty about plot ownership leads to delays, particularly in projects that form crucial links for economic and social development. To prevent further stagnation, cooperation between government bodies, landowners and project developers is essential.

Parking pressure

In addition to infrastructural problems, the limited number of parking spaces, in combination with parking behaviour, causes considerable traffic risks and challenges on St. Eustatius. Due to the lack of parking facilities, residents and visitors increasingly park along narrow roads, leading to congestion and dangerous situations. This problem becomes even more acute during events such as Carnival, when traffic volumes increase and the passage of emergency services is obstructed, with potentially serious consequences in emergencies.

The persistent shortage of parking capacity is therefore not only a practical inconvenience, but also a structural safety issue. It impedes the flow of traffic, increases the likelihood of accidents and makes it more difficult for emergency services to reach incidents quickly. To reduce these risks, a structural approach is needed that addresses both parking pressure and road safety.

Enforcement issues

St. Eustatius faces serious challenges in the area of traffic law enforcement, particularly with regard to young scooter riders. Many of them display risky driving behaviour, ride without a driving licence or licence plate and cause dangerous situations. The police are constrained in their response, as they are not allowed to pursue these youngsters from a safety perspective, which makes effective control more difficult.

In 2024, the police registered 57 road crashes on St. Eustatius (2023: 71). However, the causes of these crashes are not systematically recorded, which makes it difficult to develop targeted policies and implement preventive measures. Without a detailed analysis of the underlying causes, it remains unclear which factors contribute most to unsafe traffic situations on the island.

Moreover, political pressure, limited financial resources and insufficient cooperation between different institutions hinder effective enforcement of traffic regulations. Controls are therefore carried out too infrequently, and because sanctions are not consistently applied, offenders often get away with their behaviour. This situation encourages dangerous driving, thereby increasing the risks for other road users and vulnerable traffic participants.

Financial dependency

Local policymakers and stakeholders express serious concern about the lack of structural financial resources. The local government indicates that the annual maintenance budget is insufficient to achieve sustainable improvements and structural redesign of roads and infrastructure. The dependency on subsidies from the European part of the Netherlands means that necessary adjustments can only be implemented to a limited extent and in an ad hoc manner. Given the seriousness of the situation, there is a widely shared understanding of the need for structural and integrated improvements in order to prevent future problems.

The main recommendations and points of attention for improving road safety arising from our interviews are:

- Structural road widening and improvement of bends and intersections to improve traffic flow where possible.
- Improved lighting, road markings and traffic signs, particularly at critical locations such as schools and hazardous intersections.
- Infrastructure improvements around schools, including clearly marked crossings, “kiss & ride” zones and safe walking routes.
- Strengthened traffic education and awareness campaigns targeting young people and parents to encourage safer driving behaviour.
- Stricter enforcement, for example through licence plate recognition and camera surveillance, and closer cooperation between police and judiciary.
- Centralised parking facilities to keep residential areas and narrow streets free for through-traffic and emergency services.
- The introduction of a digital reporting system (similar to the Dutch “Fixi” app) enabling residents to easily report infrastructure problems.
- Advocacy for structural funding from the European part of the Netherlands to realise sustainable and lasting improvements to the road network.

In short, substantial investments, improved cooperation between stakeholders and an integrated approach are essential to structurally improve the road safety and infrastructure of St. Eustatius. The current Road Safety Investment Impulse can be an important first step in that direction.

The Strategic Road Safety Plan (SPV) 2030

Zero road casualties in 2050 – that is the goal set by the European Union, the central Dutch government, provinces and municipalities. The Strategic Road Safety Plan (SPV) 2030 outlines the course towards this ambition. The central shift is from reacting to crashes (reactive) to preventing risks in the traffic system as much as possible in advance (proactive).

The main agreements of this new approach have been laid down in the National Road Safety Action Plan. In SPV 2030, the national ambition is to reduce the numbers of road casualties further. Where the Netherlands once had more than 3,000 road deaths per year (1972), this number has now fallen to below 700. Despite this progress, the decline has stagnated in recent

years. The SPV introduces new policy agreements to reduce the numbers of injury crashes, road deaths and serious road injuries even further.

Nine policy themes

SPV 2030 identifies the main risks and outlines what is needed to reduce them. To this end, the plan defines nine policy themes that together cover the broad spectrum of road safety risks. The nine policy themes of SPV 2030 are:

1. Safe infrastructure
2. Heterogeneity in traffic
3. Technological developments
4. Vulnerable road users
5. Inexperienced road users
6. Driving under the influence
7. Speed in traffic
8. Distraction in traffic
9. Traffic offenders

The first three themes focus on risks arising from the traffic system and the vehicle – these are more generic in nature. The remaining six themes focus on risks arising from the individual road user and his or her behaviour.

SPV 2030 is an initiative of governments, road authorities, scientists and other traffic experts.

The risk-based approach

Traditional road safety policy is mainly based on casualty studies. Such studies show where crashes occur and what the consequences are. Over the years, however, it has become clear that these studies alone are not sufficient. They show *where* things go wrong, but not always *why* they go wrong or where future risks lie.

Recent discussions with stakeholders on St. Eustatius, including government, emergency services, schools and transport operators, confirm that crashes are often the visible outcome of underlying risk factors. Poor road markings, limited visibility in bends or insufficient enforcement are not always recorded directly as causes.

Research shows that road crashes usually result from a combination of causes. These may be related to the infrastructure (for example, poor road surface or unsafe crossings), to road user behaviour (such as speeding, distraction or driving under the influence), and to external factors (such as weather conditions). In a risk-based approach, the focus is on identifying and tackling these risks at an early stage, before they lead to casualties. This is the essence of a risk-based approach.

Risk analysis and implementation agenda

But what should St. Eustatius focus on? Should the infrastructure be made safer? Should the main focus be on speed? Or is behaviour the greatest risk? In practice, it is often a combination of these elements. A risk analysis helps to answer these questions in a structured way. In a number of steps, it is determined:

- where the major risks are in the traffic system, and
- which groups of road users are particularly vulnerable.

By systematically going through the policy themes and risk indicators, a picture emerges of the locations, behaviours and situations that entail the highest risks. On this basis, a package of targeted measures can be developed, in which the principles of the sustainably safe traffic system are important.

The measures themselves are elaborated later in an implementation programme. The risk analysis therefore precedes the concrete list of projects, but provides the foundation for it.

A risk analysis also offers more concrete handles for monitoring and evaluation. If it is clear which risks are being addressed and which indicators are being improved, policy can be more precisely aligned and adjusted.

How do we determine the risks on St. Eustatius?

Traditionally, traffic risks are measured by looking at the number of casualties and crashes. In that approach, data are used on:

- where crashes occur;
- how serious they are; and
- what circumstances play a role.

In the Netherlands, five risk indicators are currently used within the risk-based road safety policy:

- **Safe infrastructure** – how safely is the infrastructure designed?
- **Safe speed** – at what speeds are different roads being driven?
- **Safe road users** – how safely do road users behave in traffic?

- **Safe vehicles** – how safe is the vehicle fleet?
- **High-quality trauma care** – how quickly can trauma care be on the scene?

On St. Eustatius, various factors play a role in road safety that are not yet captured quantitatively, but can be included as risk indicators:

- **Infrastructure**
Many roads are narrow, have sharp bends and are in poor condition. There is often a lack of footpaths, safe crossings, road markings or street lighting, which increases the likelihood of crashes.
- **Behaviour and enforcement**
Speeding is common, traffic rules are frequently violated and police capacity for enforcement is limited. Young scooter riders in particular often drive recklessly without licence plate, helmet or driving licence.
- **Parking pressure and blocked roads**
Illegal parking and narrow streets obstruct traffic flow and restrict access for emergency services.
- **Specific high-risk locations**
School environments, intersections and roads with heavy traffic or poor visibility pose an increased risk. These places often lack safe crossings, drainage and warning signs.

By using these factors as indicators and trying to quantify them where possible, a better picture can be obtained of the main risks to road safety on St. Eustatius. This forms the basis for targeted measures to improve road safety on the island.

The SPV Knowledge Network has developed guidelines for these risk indicators, which serve as starting points for risk-based road safety policy. In the table below, the positions of the nine policy themes from SPV 2030 are divided across the five risk indicators.

		Risico-indicatoren					
		Veilige infra-structuur	Veilige snelheid	Veilige verkeers-deelnemers	Veilige voertuigen	Hoog-waardige traumazorg	
SPV-beleids-thema's	1	Veilige infrastructuur	✓				✓
	2	Heterogeniteit in het verkeer	✓	✓			
	3	Technologische ontwikkelingen		✓	✓	✓	✓
	4	Kwetsbare verkeersdeelnemers	✓	✓	✓	(✓)	
	5	Onervaren verkeersdeelnemers			✓		
	6	Rijden onder invloed			✓		
	7	Snelheid in het verkeer		✓			
	8	Afleiding in het verkeer			✓		
	9	Verkeersovertreders		✓	✓		

Figure 2: Distribution of the nine policy themes (SPV 2030) across the five risk indicators.

The risk analysis

A risk analysis determines, in a number of steps, which risk-prone characteristics in the traffic system threaten road safety on St. Eustatius. A risk analysis is therefore a proactive instrument for identifying risks and preventing crashes by addressing those risks. A risk analysis shows at which points the traffic system needs to be improved in order to prevent unsafe situations. A risk analysis itself therefore does not contain any measures; these are dealt with later in an implementation programme.

A risk analysis moreover offers more concrete points of departure for taking the right measures at the right locations than an analysis of casualties alone. And because local and regional information on risks is used, policy can also be aligned with these risks more precisely.

This risk analysis only addresses those risk indicators for which St. Eustatius, as road authority, has primary responsibility and on which it can exert influence. St. Eustatius is responsible for including the following risk indicators within its risk-based road safety policy:

- Safe infrastructure
- Safe speed

By means of physical measures, the infrastructure can be designed to be optimally safe and influence can be exerted on credible, safe and actual driving speeds.

St. Eustatius also has influence on the risk indicator "Safe road users". Through education and campaigns, it is possible to steer towards safe participation in traffic by road users. Safe participation in traffic concerns the use of protective equipment that prevents crashes or limits injury in the event of a crash, but also safe behaviour and participating in traffic without being under the influence. Within the "triangle consultation" influence can be exerted on the enforcement of specific behaviours.

The risk analysis does not stand on its own. In addition, it is important to analyse crashes as well. However, a crash analysis alone offers insufficient guidance on which to base risk-based road safety policy. The crash analysis is used to obtain more insight into the risks, if necessary, and/or to prioritise possible measures. Up to now, St. Eustatius does not have a crash analysis, as appears from the interviews with police, fire brigade, ambulance services and policy makers of the Public Entity of St. Eustatius.

The risk indicator "Safe vehicles" falls outside the responsibility and sphere of influence of municipalities, and therefore also of St. Eustatius. On St. Eustatius, periodic vehicle inspections such as the Periodic Technical Inspection (APK) applied in the European Netherlands are lacking. Because of the absence of structural vehicle inspections, there is limited insight into the technical condition of vehicles on the island, which may, however, have consequences for road safety. In the recently adopted Road Traffic Regulation St. Eustatius 2022² it is emphasised

² [Road Traffic Regulation St. Eustatius 2022](#)²

that a BES Act relating to traffic and road safety is lacking, which means that this regulation serves as the primary framework for standards in the field of traffic and road safety on St. Eustatius[2].

By way of comparison: on Curaçao, for example, it is legally required to have vehicles periodically inspected by the Executive Organisation for Traffic and Transport (UOVV) of the Ministry of Traffic, Transport and Spatial Planning (VVRP). These inspections are intended to safeguard road safety by checking whether vehicles comply with the prescribed requirements.

The absence of such periodic inspections on St. Eustatius may lead to a lack of insight into the technical condition of vehicles, which can constitute a risk to road safety on the island.

Step-by-step plan

The SPV Knowledge Network has previously drawn up a step-by-step plan. For municipalities, steps 1, 2, 3 and 6 are the most relevant. The steps that are relevant for drawing up a risk analysis are:

- **Step 1:** Safe infrastructure;
- **Step 2:** Safe speed;
- **Step 3:** Safe road users;
- **Step 4:** Safe vehicles (not applicable at municipal level);
- **Step 5:** High-quality trauma care (not applicable at municipal level);
- **Step 6:** Prioritisation, including obtaining insight into the population composition and carrying out a crash analysis.

Purpose of the St. Eustatius risk analysis

Based on the analysed interview reports, the road safety risk analysis for St. Eustatius serves several purposes. The Public Entity of St. Eustatius is confronted with infrastructure problems, road safety risks and a lack of enforcement, which together lead to unsafe situations. This analysis is not only intended to provide insight into the current problems, but above all to offer a well-founded basis for structural improvements on the island. The risk analysis for St. Eustatius therefore has the following objectives:

1. Underpinning policy choices

- St. Eustatius needs a strategic approach for infrastructure improvements and road safety.
- The backlog in road maintenance, the increase in the number of vehicles and the changing use of the roads require a substantiation of future policy decisions.

- The analysis helps determine which measures should be given priority and what funding is required for structural improvements.

2. **Prioritisation of road segments with the greatest risks**

- The narrow roads, sharp bends and lack of clear road markings lead to many problems.
- Roads to resorts, the airport and Sandy Road are mentioned as locations with major risks.
- The analysis can help identify which road segments should be improved first and how this can be realised within the available budget.

3. **Objectification of complaints**

- Both residents and businesses indicate that the current infrastructure has a negative impact on logistics and safety.
- Police, fire brigade and ambulance services experience obstacles in the deployment of their vehicles due to poor parking behaviour and narrow roads.
- The risk analysis can help to substantiate which complaints are most urgent and what measures are needed.

4. **Monitoring and adjustment**

- The infrastructure on St. Eustatius is struggling with a maintenance backlog. Short-term repairs (such as filling potholes after rainfall) do not structurally solve the problem.
- The risk analysis can serve as a basis for monitoring whether measures are effective and whether further adjustments are needed.

5. **Measuring the effects of measures**

- The analysis can provide a baseline measurement before new measures (such as road reconstruction, redesign of parking zones and enforcement measures) are introduced.
- After implementation, the same parameters can be measured again to determine whether the measures are effective.

In summary, the risk analysis is an important instrument for developing a targeted and risk-based traffic and road safety policy for St. Eustatius. It supports the Public Entity in making well-founded choices and in making the best possible use of available resources to improve road safety.

STEP 1: Safe infrastructure

Road Network (Infrastructure)

St. Eustatius is confronted with an ageing and often poorly maintained infrastructure, which places the island before considerable challenges. This infrastructural backlog originates from the limited resources available and the lack of structural funding. According to a report by Andersson Elffers & Felix from 2024, the road network on St. Eustatius comprises approximately 35 km of paved roads. There are no bicycle paths. The condition of these roads is generally poor; more than 80% of the roads are in very poor condition and require urgent maintenance. The number of kilometres of unpaved roads is unknown; however, interviews indicate that this number is lower, although it has never been officially measured. The Public Entity is responsible for managing the roads, and it is essential to map the asset base, including the total number of kilometres of roads.

The BGT is a digital map of the Netherlands that contains detailed information on buildings, roads, waterways, terrain and railways. The registration is accurate to 20 cm and reflects the physical environment as it exists in reality. The BGT does not contain specific information on the situation in St. Eustatius, since the BES islands are not included in the registration. The roads on St. Eustatius are therefore not registered in this Basic Registration for Large-Scale Topography (BGT), which means that this registration does not provide a useful starting point for mapping the infrastructure of the island. Given the absence of data for St. Eustatius in the BGT, we recommend initiating a local registration for the island. This is necessary to obtain a complete and accurate overview of roads and other infrastructure.

The existing infrastructure on St. Eustatius exhibits several problems that affect the overall safety and efficiency of the island. Many of the roads are concrete, but there are also asphalt roads and unpaved roads. Most of these roads are narrow and lack sidewalks, which undermines the safety of pedestrians and (the few) cyclists. Several renovations have been carried out, such as the Jeems Road project, the Cherry Road project and the first phase of the Airport Boulevard (2023), and Oranje Bay Road is currently being reconstructed. Nevertheless, many roads continue to deteriorate due to erosion caused by heavy rainfall, meaning that all roads require frequent maintenance.

An additional obstacle to developing and improving the infrastructure is the issue of unclear land rights. Many parcels are undivided, which allows multiple individuals to claim the same land, hindering the progress of projects and the development of new infrastructure. In addition, St. Eustatius lacks an asphalt machine for the maintenance of asphalt roads, which further complicates the upkeep of these roads.

School zones

Many of the infrastructural road safety problems are particularly visible around school zones. These problems are partly caused by the poor condition of the (often unpaved) roads, such as deep potholes and subsidence that pose hazards for school buses and other vehicles. This is a

major problem, especially during rainfall when some roads become impassable, preventing pupils and teachers from arriving safely and on time at school.



There is also a lack of safe pedestrian crossings and proper road markings in the vicinity of schools. Many zebra crossings are faded or have disappeared, and there is no clear marking to make the school zones visible. This makes it dangerous for pedestrians, including schoolchildren, to cross the road. Many schools are also located near T-junctions or other complex traffic situations where traffic visibility is poor.

There are also problems with street lighting around school zones. In many cases, lighting is insufficient or too weak. Given the early school starting time (7:30 a.m.), adequate lighting is crucial for traffic safety. Poor lighting increases risks for pedestrians and motorists, especially during the early morning hours when it is still dark.

Parking around schools is also problematic. There is a lack of designated parking areas, which leads to dangerous situations when school buses, cars and scooters mix within the same traffic flows. In addition, it frequently occurs that parents do not drop their children off at the designated places, further disrupting traffic.

In summary, St. Eustatius faces an outdated and often poorly maintained infrastructure that requires continuous maintenance and restructuring to safeguard the safety of all road users. This applies especially to school zones, where road safety must be improved to create a safe environment for pupils, parents and school staff. There is an urgent need for investments in structural road maintenance and in addressing legal complications around land ownership, so that progress in infrastructure projects can be facilitated. Implementing targeted measures will contribute to improving road safety on the island.

Road categorisation

The Road Traffic Regulation of St. Eustatius does not include a detailed road categorisation, such as access roads, distributor roads or arterial roads. These road categories are, however, essential for the effective management of infrastructure, as they help determine the required maintenance measures and prioritise investments. The absence of such categorisation makes it difficult to determine which roads should be renovated or maintained first. This forms an obstacle to improving road conditions on the island, as there is no clear guideline for prioritising maintenance or systematically improving infrastructure.

By classifying roads based on their function, it becomes possible to establish which roads require urgent attention, such as important connecting routes or roads that are essential for access to schools and other key facilities. In heavily used areas, such as school zones, it is equally important to determine which safety measures are necessary based on the road function. Implementing a clear system of road categorisation would not only contribute to more effective infrastructure management, but would also improve road

safety, for example by ensuring safe routes to school for children.

Furthermore, a well-organised road categorisation system has an important influence on the efficiency of investments and renovation works. By having a clear overview of the different road categories, it becomes possible to invest more strategically in the appropriate infrastructure. This leads to an optimisation of the available budget, as investments can be targeted towards the most urgent and functional roads. This contributes to improving the quality and safety of roads and supports the achievement of long-term infrastructure objectives.

A key challenge for St. Eustatius is therefore the lack of road management plans, mobility plans or infrastructure development plans in which road categorisation could be incorporated. At present, there is no formal plan that documents road functionality and required maintenance in detail. This lack of strategic planning makes it difficult to manage and improve the infrastructure efficiently.

However, the Department of Economy, Nature and Infrastructure of the Public Entity of St. Eustatius (OLE) has cautiously started developing such plans. Although the process is still in its early stages, initial steps have been taken towards the structural management of infrastructure, including road categorisation. This is a positive development that may contribute to improving road safety, using resources more efficiently and establishing a solid infrastructure for the future.

In summary, the absence of a detailed road categorisation system on St. Eustatius is a major barrier to the effective management of infrastructure. Implementing a road categorisation system is essential for improving road conditions, increasing road safety and efficiently allocating investments in renovation. This is a necessary step to future-proof the infrastructure of St. Eustatius, and it is therefore important that the initiatives led by the OLE are further developed and rolled out.

In de Wegenverkeersverordening van St. Eustatius wordt geen gedetailleerde wegcategorisering genoemd, zoals erftoegangswegen, gebiedsontsluitingswegen en stroomwegen. Deze wegcategorieën zijn echter essentieel voor het effectief beheren van de infrastructuur, omdat ze helpen bij het bepalen van de benodigde onderhoudsmaatregelen en het prioriteren van investeringen. Het ontbreken van een dergelijke categorisering maakt het moeilijk om te bepalen welke wegen als eerste gerenoveerd of onderhouden moeten worden. Dit vormt een belemmering voor het verbeteren van de wegomstandigheden op het eiland, aangezien er geen duidelijke richtlijn is voor het prioriteren van onderhoud en het systematisch verbeteren van de infrastructuur.

Bicycle network

Due to the hilly landscape, dominated by the volcano The Quill, the warm humid climate and the complete absence of a (safe) cycling infrastructure, cycling as a daily mode of transport for commuting is highly uncommon on St. Eustatius. The island has no bicycle paths, and the few recreational cyclists use the public road. As previously described, the condition of those roads is a major issue, with potholes and subsidence posing dangers not only to vehicles, but also to pedestrians and cyclists, making cycling inadvisable from a road safety perspective.

Given the recent developments and discussions on road improvement and road safety, it may be worth exploring the integration of a safe cycling infrastructure network into wider infrastructure and mobility plans for the island at a later stage. This would not only contribute to a more sustainable transport system, but could also reduce traffic congestion and improve road safety, especially in busy areas such as school zones.


Characteristics of the risk indicator

St. Eustatius is a Public Entity of the Netherlands and not a municipality within the Netherlands, which means that no specific data about the island’s infrastructure are available in the SPI monitor or other national systems. The SPI monitor, which is part of the National Road Safety Action Plan 2022–2025, provides valuable insights into infrastructure-related risk indicators for Dutch municipalities, but contains no data on St. Eustatius. This means that the island cannot benefit from national datasets that typically support the identification of risk-prone infrastructure and the improvement of road safety.

Instead of being able to rely on these standardised data, we must rely on information collected during interviews conducted during our visit to the island from 3–5 March 2025. The insights provided by interviewed stakeholders and the identification of risk locations on the island form the basis for gaining insight into road safety and infrastructure problems. In doing so, we have attempted to follow the categorisation of the SPV as much as possible. This local perspective is essential for developing targeted measures to improve road safety on St. Eustatius, despite the absence of data in the SPI monitor.

Safe Infrastructure

- **Road sections within built-up areas**

Road characteristic	Description of the situation on St, Eustatius
<p>✓ No parking on or next to carriageway</p>	<p>On St. Eustatius, it frequently occurs that vehicles are parked on or adjacent to the carriageway, particularly around busy areas such as school zones. This increases the risk for pedestrians and passing vehicles, as parked vehicles obstruct visibility and the available road space for traffic is limited. Access for ambulance services, fire brigade and police may also be blocked as a result.</p>
<p>✓ Physical separation of driving directions</p>	<p>On St. Eustatius, there are few to no physical separations of driving directions, partly due to the narrow, outdated infrastructure. This leads to an increased risk of head-on conflicts, particularly on these narrow roads without clear separation between lanes. This risk is especially present in school zones and busy areas where cars, school buses and pedestrians mix.</p> 
<p>✓ Pedestrian crossings on road sections</p>	<p>There are few well-designed pedestrian crossings on St. Eustatius. In many cases, clear pedestrian markings are lacking, which makes it dangerous for pedestrians to cross the road. This is particularly risky near schools, sports facilities and other facilities such as the hospital.</p>

<p>✓ No driveway connections</p>	<p>On St. Eustatius, there are few well-structured driveway connections within built-up areas that are effectively integrated into the traffic environment. Many of the connections from residential and commercial properties to main roads are unclear, which can lead to hazardous situations. This is because vehicles often enter the main road from private properties without clear markings or traffic guidance. There is no structural separation between these driveway connections and the main roads, which results in conflicts between local traffic and through traffic. In addition, residents frequently park their vehicles not on private property but along the roadside in front of their homes, creating dangerous and unpredictable situations.</p>
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- **Road sections: Outside built-up areas**

Road characteristic	Description of the situation on St. Eustatius
<p>✓ Physical separation of driving directions</p>	<p>Roads outside built-up areas on St. Eustatius also frequently lack clear physical separation of driving directions, meaning that vehicles travel relatively close to each other, especially on narrow roads. In many cases, concrete or illuminated barriers between lanes are absent, increasing the risk of head-on collisions, particularly for large vehicles such as trucks and school buses that struggle to manoeuvre in tight bends and on narrow roads.</p>
<p>✓ Obstacle-free zone</p>	<p>Many roads on St. Eustatius do not feature an obstacle-free zone. There are various locations where vehicles encounter obstacles such as concrete edges or raised curbs. This limits the available space for vehicles, and the obstacles can cause damage or even trigger crashes, especially when larger vehicles such as trucks and school buses need to manoeuvre. The absence of a safe lateral space along the road increases the risk of traffic accidents.</p>
<p>✓ Passable shoulder</p>	<p>A passable shoulder is often lacking on St. Eustatius. The road shoulders are, in many cases, poorly maintained or entirely absent. In some areas, such as the roads leading to schools, vehicles may run off the road in unforeseen circumstances and have no space to return safely. Most shoulders are not wide enough or are poorly levelled, making it difficult for drivers to maintain control of their vehicles if they leave the carriageway. This is particularly problematic after heavy rainfall, which causes road subsidence or makes roads impassable.</p>
<p>✓ No driveway connections</p>	<p>On St. Eustatius, also outside built-up areas, there are few well-structured driveway connections that are effectively integrated into the traffic system. Many connections from residential and commercial properties to main roads are unclear, which can lead to hazardous situations. Vehicles often enter the roadway from private properties without clear markings or traffic guidance. There is no structural separation between these driveway connections and the main roads, resulting in conflicts between local traffic and through traffic. In addition, residents frequently park their vehicles not on private property but along the roadside in front of their homes, creating dangerous and unpredictable situations.</p>

- **Bicycle lanes**

Road characteristic	Description of the situation on St, Eustatius
No obstacles	St. Eustatius has no bicycle lanes
Visual guidance	St. Eustatius has no bicycle lanes
Sufficient width	St. Eustatius has no bicycle lanes
Pavement level, skid-resistant, intact and clean	St. Eustatius has no bicycle lanes
Forgiving edge	St. Eustatius has no bicycle lanes
Forgiving shoulder	St. Eustatius has no bicycle lanes

- **Intersections: Single-lane roundabout**

Conflicttype	Collision partners	
	Motor vehicles (mutual)	Motor vehicle or truck versus pedestrian or moped rider
Converging or diverging		<ul style="list-style-type: none"> • Sufficient distance between the roundabout carriageway and segregated cycle path and pedestrian crossings • Preferably no cycle lane
Longitudinal conflicts		Central refuge island
Lateral (crossing)	n.a.	<ul style="list-style-type: none"> • Pedestrian crossing facilities • At 70 and 80 km/h
Frontal, turning	n.a.	n.a

St. Eustatius has two single-lane roundabouts without pedestrian or bicycle facilities. Both are strategically located in close proximity to the airport and the harbour. These roundabouts were designed to regulate traffic and accommodate future traffic growth. The first roundabout, which was recently constructed near the airport, has contributed to improved traffic flow in that area. The other roundabout is located at the junction of the road leading north and the road leading south, near the main town of Oranjestad. This roundabout plays a crucial role in regulating traffic at this busy intersection, which forms an important connection between different parts of the island.

Despite their role as crucial traffic points, the infrastructure surrounding these roundabouts exhibits several shortcomings that may affect road safety. An important issue is the limited space of the roundabouts. Large vehicles, such as trucks, in particular have difficulty navigating the roundabouts safely without causing damage or creating hazardous situations. The sharp bends and limited space regularly lead to situations in which vehicles hit the curb or even end up in the opposite lane, increasing the risk of crashes.

The lack of space to expand the roundabouts is another challenge. This is partly caused by the presence of private land along the roads, which the government cannot use to widen the infrastructure. This limits the possibilities for improving the roundabouts and road safety. In discussions, it has been indicated that the lack of sufficient space for expansion and improvement severely hampers both traffic flow and safety.

It has been suggested in the discussions that future plans should focus on widening the roads, adjusting the sharp bends and improving the overall infrastructure to meet the growing traffic demand and to ensure the safety of both large and small vehicles as well as pedestrians.

Other related problems include:

- **Narrow roads:** Many of the roads surrounding the roundabouts are narrow and lack adequate markings. This makes it difficult for large vehicles such as trucks and buses to navigate the roundabouts safely, increasing the risk of traffic conflicts.
- **Poor road condition:** The condition of the roads surrounding the roundabouts is generally poor, with potholes and subsidence. This increases the risk of vehicle damage and makes it more difficult for drivers to process traffic safely. Poor road maintenance also complicates navigation for emergency vehicles.
- **Insufficient traffic education and enforcement:** There is a lack of traffic education around the roundabouts, particularly for young drivers and scooter riders. Enforcement of traffic regulations is also limited, which leads to unsafe driving behaviour, such as failing to respect roundabout priority or driving at excessive speeds.

In summary, the roundabouts on St. Eustatius face a combination of poor road conditions, insufficient infrastructural measures and a lack of adequate traffic enforcement. It is essential that the road conditions are improved and that structural measures are taken to ensure road safety around these roundabouts. Improvements such as clearer markings, wider lanes, and enhanced traffic education and enforcement could significantly increase safety.

- **Priority-controlled intersection**

	Collision partners	
Conflicttype	Motor vehicles (mutual)	Motor vehicle or truck versus pedestrian or moped rider
Converging or diverging		<ul style="list-style-type: none"> • Flared cycle path at 50, 70 and 80 km/h

Longitudinal conflicts		Central median at 50, 70 and 80 km/h
Lateral (crossing)	<ul style="list-style-type: none"> • Central island • Within built-up areas at intersections of distributor roads and access roads: preferably a driveway-style design on the access road 	<ul style="list-style-type: none"> • Speed humps on all approaches with 50 km/h or higher • Pedestrian crossing facilities (various types)
Frontal, turning	<ul style="list-style-type: none"> • Median • Left-turn lane on priority approaches 	<ul style="list-style-type: none"> • Speed humps on all approaches with 50 km/h or higher

Road safety around intersections on St. Eustatius is characterised by several important shortcomings, as evidenced by interviews, discussions with stakeholders and the inspection of high-risk locations.

On St. Eustatius, speed limits are restricted to 40 km/h and 60 km/h, which in principle regulate traffic speed in order to promote safety. There are no bicycle paths, but there are several intersections. Many roads and intersections are in poor condition due to deferred maintenance, leading to dangerous situations, especially during rainfall.



At some intersections, clear markings and traffic signs are lacking, which negatively affects the safety of road users. Moreover, many intersections are poorly visible, making it difficult to cross safely or to obtain a clear view of approaching traffic. This is particularly true for locations near schools, where (young) pedestrians may find themselves in hazardous situations.

Central islands and medians are essential for road safety, but these infrastructural elements take up a significant amount of space, which is not feasible on the already narrow roads. They must be wide enough to allow vehicles to change direction safely and to provide pedestrians with a safe refuge. The lack of space on the narrow roads of St. Eustatius makes it difficult to implement such measures, further compromising road safety, especially on busy and narrow roads.

- **Intersection with traffic signals**

	Collision partners	
Conflicttype	Motor vehicles (mutual)	Motor vehicle or truck versus pedestrian or moped rider

Converging or diverging		<ul style="list-style-type: none"> Flared cycle path at 50, 70 and 80 km/h One-Stage Free-Flow Crossing Fully conflict-free signal phasing for turning motor vehicles and through-moving cyclists
Longitudinal conflicts	Optimize traffic signal visibility	Central median at 50, 70 and 80 km/h
Lateral (crossing)	<ul style="list-style-type: none"> Central Island Speed-reducing measures at 70 and 80 km/h 	<ul style="list-style-type: none"> Crossing facilities (various types) Speed-reducing measure on all approaches of 50 km/h or above
Frontal, turning	<ul style="list-style-type: none"> Median island Left-turn waiting lane 	Speed-reducing measures on all approaches of 50 km/h and above
General	<ul style="list-style-type: none"> Do not allow partial conflicts in the signal control system 	Green phase for cyclists in all directions at 50 km/h (conflict-free for cyclists)

St. Eustatius has no traffic signal installations whatsoever.

- Intersection with priority to the right**

	Collision partners	
Conflicttype	Motor vehicles (mutual)	Motor vehicle or truck versus pedestrian or moped rider
Converging or diverging		
Longitudinal conflicts		
Lateral (crossing)	<ul style="list-style-type: none"> Speed-reducing measures at 50 and 60 km/h 	<ul style="list-style-type: none"> Speed-reducing measures at 50 and 60 km/h
Frontal, turning	<ul style="list-style-type: none"> Speed-reducing measures at 50 and 60 km/h 	<ul style="list-style-type: none"> Speed-reducing measures at 50 and 60 km/h

The Road Traffic Ordinance of St. Eustatius (A.B. 2023 no. 17) sets out the priority rules at intersections. Drivers must yield to traffic approaching from the right or to drivers traveling on a priority road, unless specific exceptions apply. In addition, drivers on unpaved roads must give way to drivers on paved roads.

It is essential that drivers respect traffic signs, including priority signs. Many roads and intersections are in poor condition due to deferred maintenance, creating hazardous situations—particularly during rainfall.

At several intersections, clear markings, speed-reducing measures and traffic signs are missing, which

negatively affects road user safety. Moreover, many intersections offer limited visibility, making it difficult to cross safely or to properly observe approaching traffic. This is especially critical near schools, where (young) pedestrians may find themselves in dangerous situations.

In summary

The infrastructure on St. Eustatius often does not meet the safety standards one would expect for safe mobility. The poor condition of the roads, combined with the increasing number of vehicles, results in a heightened risk of traffic accidents. The island faces elevated risks due to inadequate road markings and limited enforcement of traffic regulations, such as speed limits.



In particular, many intersections lack clear signage and warning signs, creating ambiguity and hazardous situations. Traffic accidents are frequently caused by a combination of poor infrastructure, unsafe driving behaviour (including reckless driving and driving without a licence), and the use of vehicles that are not suitable for the island's narrow roads.

Traffic safety in school zones—where the most vulnerable road users are present—is significantly affected by both infrastructure and driver behaviour among parents and scooter riders. Many of these school zones suffer from missing traffic signs, unsafe crossings and unpaved roads, all of which endanger the safety of children and other road users. Additionally, parents and scooter riders often fail to comply with speed limits, further exacerbating the situation.

These school zones therefore represent one of the most critical bottlenecks in the infrastructure of St. Eustatius. It is essential to prioritise these areas. By implementing structural improvements to the infrastructure around schools, promoting traffic education and introducing stricter enforcement, traffic safety in these zones can be substantially improved.

STEP 2: Safe speed

Local knowledge as an alternative

Speed is a crucial factor in both the occurrence and severity of traffic accidents. How risky speed truly is depends heavily on the design of the road and on the types of road users permitted to use it. In the Netherlands, insight into the risk indicator Safe Speed is obtained through the SPI Monitor. This monitor is part of the dashboard of the Strategic Road Safety Programme (SPV) Knowledge Network and is anchored in the National Road Safety Action Plan 2022–2025. It provides municipalities with a clear understanding of the proportion of speeding drivers on their roads.

Unfortunately, such valuable data is lacking for St. Eustatius, preventing the island from using national datasets that normally support the identification of high-risk infrastructure, the analysis of traffic speeds

and the improvement of road safety. St. Eustatius also has no structural speed measurements through detection loops, radar installations or pneumatic tubes, nor are such data available via commercial providers. As a result, there is no objective insight into driving behaviour or the extent to which it aligns with the design of the island’s road network.

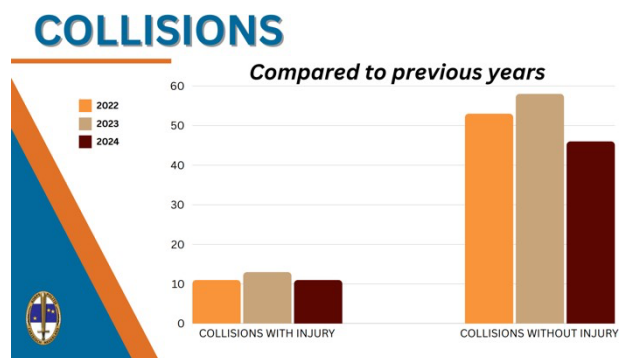
Moreover, the use of Floating Car Data (FCD) is currently not possible for St. Eustatius. Data derived from vehicle systems, such as driven speeds, are not available for the island through market parties. The SPI Monitor of the SPV Knowledge Network— which relies on Floating Car Data—likewise provides no data for St. Eustatius. This significantly limits the possibilities for implementing targeted measures and effectively improving road safety.

In the absence of these datasets, our analysis for St. Eustatius is based on insights gathered through interviews with local stakeholders during our visit to the island from 3 to 5 March 2025. These conversations enabled us to identify locations where excessive speeds occur and where traffic risks are greatest. In analysing and interpreting this information, we have aligned our approach as closely as possible with the classifications and structure of the SPV.

This local knowledge forms a valuable foundation for developing targeted measures that can help reduce speeds on St. Eustatius and thereby contribute to a safer traffic environment on the island—despite the lack of data in the SPI Monitor.

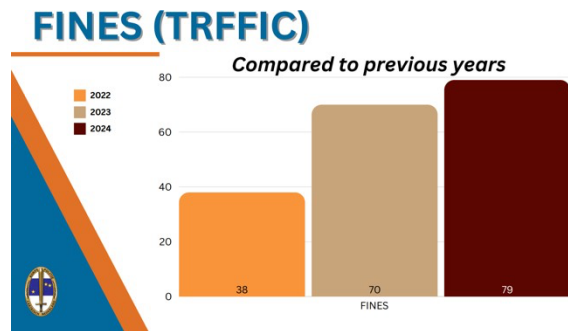
Analysis

In this step, the focus is on the proportion of speeding drivers on the roads of St. Eustatius. The island applies only two speed limits—40 km/h and 60 km/h—which in principle should regulate traffic speed and promote safety. However, interviews with the police, ambulance service, fire brigade, transport operators, residents and local officials revealed that many existing speed limits do not align well with the actual condition and design of the roads. It became clear that speeding occurs frequently and has serious consequences for road safety. Roads on St. Eustatius are often narrow, contain sharp bends and suffer from deferred maintenance, making lower speed limits necessary.



In recent years, the number of issued fines has shown a worrying increase, with more than a doubling since 2022. At the same time, the police currently have limited data on the specific causes of traffic violations and crashes. It has been agreed that starting in 2025, more detailed data will be collected and reported. Priority will be given to locations where speeding is most frequent and where risks are greatest.

During the interviews, several locations were identified where speeding occurs regularly and where road safety requires urgent attention. Sandy Road was frequently mentioned as a key problem area. Due to the



absence of sidewalks, pedestrians—particularly schoolchildren—are forced to share the roadway with motorised traffic. This creates hazardous conditions, especially when drivers exceed the posted speed limit. Large numbers of students visit the nearby Earl N. Merkman Sports Hall and the Johan Cruyff Court on a daily basis, further highlighting the need for a safe traffic environment.

as speed humps and clearly marked pedestrian crossings. Improved road markings and more visible traffic signs are needed to encourage drivers to adjust their speed. Additional enforcement measures, such as speed displays and cameras, will support better compliance with traffic rules.

It is therefore essential to reduce speed limits and implement additional speed-reducing measures, such

In addition to physical interventions, education remains crucial. Around schools, drivers and scooter riders frequently display reckless behaviour and ignore speed limits, leading to potentially dangerous situations. Schools have therefore strongly requested infrastructure improvements combined with awareness campaigns aimed at both parents and students. An integrated approach—combining enforcement, infrastructure upgrades and educational initiatives—will contribute to a sustainable and safe traffic environment for all.



To assess whether road design appropriately corresponds to the applicable speed limit, key design characteristics have been defined per speed category. Below, the main characteristics are presented, providing an overview of the road features and their associated risks on St. Eustatius.

Conflict type

Road characteristic

Oncoming traffic

Lane separation with markings, physical directional separation

Single-vehicle conflicts

Clear zone, semi-paved shoulder, paved shoulder

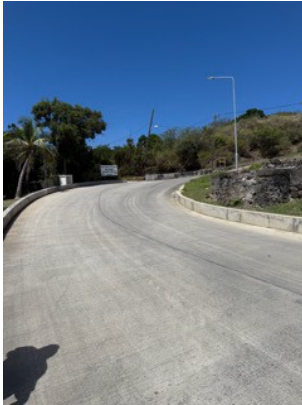
Crossing traffic on road sections and driveways

Speed hump or raised plateau, crossing facility, property access

Parked and parking vehicles

On-carriageway parking, parking bays alongside the carriageway

Lane separation with markings, physical directional separation



On St. Eustatius, there are very few, if any, physical lane separations, primarily due to the narrow and outdated road infrastructure. Many roads are narrow and lack clear centreline markings, or the markings have faded significantly due to wear and climatic conditions, causing vehicles to unintentionally drift into the opposite lane. This occurs especially on sharp bends and roundabouts, leading to hazardous situations and vehicle damage.

Within built-up areas, space is limited, making it difficult to install physical separations such as guardrails or raised medians, particularly because private properties often border directly onto the road and therefore restrict any form of widening. This increases the risk of head-on conflicts. Roads outside the built-up area also frequently lack clear physical separation between lanes, resulting in vehicles travelling in close proximity and leaving little room for safe manoeuvring. The absence of concrete or illuminated barriers between lanes further increases the risk of head-on collisions, especially when large vehicles such as trucks or school buses attempt to manoeuvre through tight bends and narrow sections.

Clear zone, semi-paved shoulder, paved shoulder

On St. Eustatius, clear zones along roads are often insufficient because physical obstacles—such as concrete edges and raised curbs—are located close to the carriageway. These obstacles frequently cause damage to vehicles.

Safe and usable shoulders are also often lacking. In many cases, shoulders are narrow, poorly maintained or entirely absent, offering insufficient safety and space for both drivers and pedestrians. Pedestrians, including schoolchildren, frequently have to walk on the roadway—as seen on Sandy Road—because sidewalks or safe shoulders are missing.



Vehicles also face hazardous situations when unexpectedly leaving the carriageway, as there is often little or no room to safely return to the road. Most shoulders are too narrow or uneven, making it difficult for drivers to maintain control of their vehicles, particularly after heavy rainfall when roads may subside or even become impassable.

Speed humps or raised plateaus, crossing facilities, property access

St. Eustatius has few well-designed pedestrian crossings, and clear markings for pedestrians are often missing. This makes crossing dangerous, especially in areas near schools, sports facilities, and other key locations such as the hospital.

There is also a shortage of traffic-calming measures such as speed humps or raised plateaus, particularly in school zones and at hazardous intersections. Roads around schools are frequently in poor condition and



lack essential features for safe crossings. Zebra crossings are often faded or completely worn away, and there is a lack of warning signs or mirrors that would help alert drivers to approaching pedestrians.

Finally, many roads have narrow driveways and property access points that are insufficiently visible or safe, regularly leading to conflicts with through traffic.

Parked and parking vehicles on the carriageway, parking bays alongside the carriageway

On St. Eustatius, it is common for vehicles to be parked on or alongside the carriageway, particularly in busy areas such as school zones. Due to the structural shortage of adequate parking facilities, residents frequently park their cars directly on the roadway, causing congestion and poor traffic flow. This creates an increased risk for pedestrians and passing vehicles, as parked cars obstruct visibility and reduce the available space for moving traffic.

Moreover, this situation negatively affects the accessibility of emergency services such as ambulances, the fire brigade and the police, as their passage is regularly blocked. Designated parking areas or marked parking bays along the roadway are often missing altogether or are insufficiently provided. This structural parking problem significantly affects road safety and accessibility, particularly in residential neighbourhoods and around schools.



Summary

On St. Eustatius, essential island-wide and objective road safety data are lacking, making targeted policy based on speed measurements currently impossible. Local interviews, however, show that speeding is a structural issue and poses major risks, particularly on roads that do not align with the current speed limits. Narrow roads without physical lane separation, insufficient clear zones, missing safe shoulders and inadequate pedestrian crossings all increase the likelihood of serious crashes.

Special attention is required for school zones, as well as Sandy Road, where vulnerable road users—particularly schoolchildren—are exposed to daily risks due to speeding traffic and the absence of safe walking routes and crossing facilities. Because of the structural lack of sidewalks and marked crossings, schoolchildren are forced to walk on the carriageway, significantly increasing the risk of accidents. Infrastructure improvements such as sidewalks, zebra crossings and speed humps—combined with clearly visible warning signs and speed displays—are essential. Additionally, targeted enforcement and educational awareness campaigns around schools are needed to remind drivers and scooter riders of their responsibility.

Only through this integrated approach—linking infrastructure, education and enforcement—can St. Eustatius effectively reduce traffic risks and create a safe road environment for all users, with particular priority for the protection of children in school zones.

STEP 3: Safe road users

Local knowledge as an alternative

The risk indicator “Safe Road Users” includes factors that have a significant influence on both the occurrence of traffic accidents and the severity of their outcomes. To gain insight into this risk indicator, the Netherlands uses the SPI Monitor. This monitor is part of the dashboard of the Strategic Road Safety Programme (SPV) Knowledge Network and is embedded in the National Road Safety Action Plan 2022–2025. It provides municipalities with insight into important characteristics—such as substance use (alcohol, drugs and medications) and accident information—that contribute to a better understanding of road safety risks.

Unfortunately, such valuable data are not available for St. Eustatius. At present, the SPI Monitor only provides data at the national and provincial levels within the European Netherlands, meaning that no insight is available for the island. As a result, St. Eustatius cannot benefit from data that would normally support the identification of risks related to substance use and the analysis of accident information. Moreover, the Dutch national accident registration system does not record any information regarding substance use in traffic crashes on St. Eustatius. This also limits the objective understanding of the road safety situation on the island.

Risk Lens Driving Under the Influence

The application of the Risk Lens Driving Under the Influence (ROI) provides an important opportunity for St. Eustatius to gain insight into local substance use and traffic behaviour, even in the absence of extensive local data. National data indicate an increase in driving under the influence (DUI), but these figures offer insufficient support for targeted local policymaking. The Risk Lens helps municipalities identify specific risk groups, critical areas and critical time periods through local discussions and predictive indicators.



The Risk Lens Driving Under the Influence (ROI) enables St. Eustatius to obtain local insight into the prevalence of driving under the influence of alcohol and drugs, particularly in situations—such as on St. Eustatius—where detailed data are lacking. By using interviews with local key stakeholders and predictive indicators, the Risk Lens supports municipalities in identifying risk groups, critical locations and specific time periods during which DUI occurs.

Based on discussions with local stakeholders, concrete risks and target groups can be identified, such as young drivers and specific groups more frequently involved in alcohol-related incidents. These conversations also help determine where and when driving under the influence is most likely to occur, for example in nightlife areas or during specific events. During the recent visit to St. Eustatius (3–5 March 2025), interviews with local stakeholders provided valuable insights that form the basis for a targeted approach. Identified risk groups on St. Eustatius include young scooter riders, motorists in nightlife areas and at events, drivers of larger vehicles, and hurried parents around school zones.

Critical areas include nightlife zones, school zones and roads such as Sandy Road. Critical time periods include weekend nights, school hours and periods of adverse weather conditions.

The Risk Lens offers St. Eustatius concrete points of departure for policymaking and guides the development of any additional monitoring or research that may be required. The integrated approach also highlights the importance of cooperation between various local actors, including the police, prevention workers in addiction services, hospitality staff, youth workers and municipal officials from different policy domains.

Human behaviour as a key factor in road safety

Road safety depends not only on the physical design of the road network but also on the behaviour of road users. From the perspective of a municipal road authority, influencing traffic behaviour is challenging, yet not impossible. On St. Eustatius, recent discussions with transport operators, emergency services, schools, residents and local officials have shown that certain behaviours among road users create serious safety risks. These behaviours include driving without a seat belt, distraction caused by mobile phones and driving under the influence of alcohol. Such high-risk behaviours significantly increase the likelihood of crashes and must be addressed proactively.

Particularly concerning is the reckless driving behaviour frequently exhibited by young people. This behaviour, combined with the absence of essential traffic regulations, poses a serious threat to road safety on the island. Given the severity of the situation, it is essential to develop targeted and impactful campaigns specifically aimed at improving traffic behaviour. These efforts should focus on behaviours that conflict with the four core characteristics of safe road users identified in the risk analysis: the use of seat belts, avoiding distraction while driving, preventing driving under the influence of alcohol and promoting responsible driving behaviour, especially among young people. By systematically addressing these behaviours, road safety can be significantly improved.

Indicator	Explanation	Definition
1. Sober drivers	Not under the influence of alcohol, drugs or medication	1A. The proportion of vehicle drivers (motor vehicles and mopeds/scooters/bicycles) who participate in traffic with no more than the legal alcohol limit. 1B. The proportion of vehicle drivers (motor vehicles and mopeds/scooters/bicycles) who participate in traffic with no more than the threshold values for a specific drug, or for a combination of drugs and/or alcohol. 1C. The proportion of vehicle drivers (motor vehicles and mopeds/scooters/bicycles) who are not under the influence of driving-impairing medications (dosage-related), as defined in the Regeling eisen geschiktheid 2000.
2. Use of safety devices	Use of seat belt, child restraint and helmet	2A. The proportion of drivers and passengers of (freight/delivery) vehicles who wear a seat belt (disaggregated by front and rear seats, vehicle type and road type per speed limit). 2B. The proportion of children transported in a legally approved manner using an approved child restraint system. 2C. The proportion of moped/scooter riders, speed-pedelec riders and motorcyclists who correctly wear a helmet approved for their vehicle type, measured separately by vehicle category.

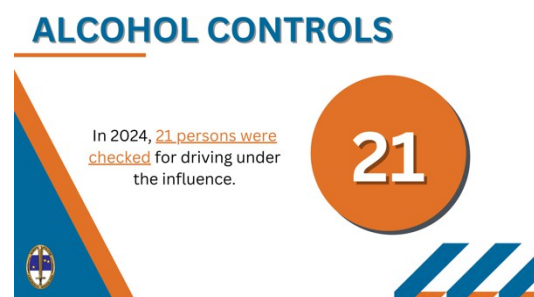
3. Proper use of vehicle lighting	Use of vehicle lightning	The proportion of vehicles using lights according to visibility conditions (daylight, dusk, darkness), measured separately by vehicle type ((freight/delivery) vehicle, motorcycle, moped/scooter/bicycle).
4. Driver attentiveness	No use of mobile electronic devices while driving	4A. The proportion of drivers of (freight/delivery) vehicles who do not use a mobile electronic device for communication or who do not operate or interact with an information-processing device (whether handheld or hands-free) while driving
	Not to tired to drive	The proportion of drivers of (freight/delivery) vehicles who report that, in the past year, they have not fallen asleep or nearly fallen asleep during any trip.

The discussions clearly show that behaviours such as driving under the influence, ignoring safety measures such as helmets and seat belts, inadequate use of vehicle lighting, the use of mobile phones and driver fatigue regularly lead to unsafe situations and accidents on St. Eustatius. Below is a detailed overview of these high-risk behaviours.

Key High-Risk Behaviours Among Road Users

The following behaviours have been identified as important and urgent to address based on their negative impact on road safety:

- There is significant reckless driving among scooter riders and young motorists.**
This group frequently disregards traffic regulations, often does not wear helmets and regularly drives without a licence or insurance. Scooter riders are difficult to enforce due to safety risks associated with pursuit. This behaviour directly leads to dangerous situations around schools and in densely populated residential areas.
- Driving under the influence of alcohol is a major threat.**
Emergency services regularly report accidents in which alcohol use is a contributing factor. Alcohol severely reduces driver alertness and reaction time, especially when combined with poor road conditions and narrow roads.
- Distraction while driving, particularly the use of mobile devices.**
Although mentioned less explicitly during interviews, general comments about inattentiveness and poor compliance with traffic rules indicate that distraction plays a significant role.
- Safety devices such as seat belts and child restraints are insufficiently used.**
This is observed particularly among young drivers and parents transporting children to school. Local authorities emphasise the need for campaigns to positively influence this behaviour.
- Poor vehicle lighting and inadequate illumination, especially among trucks and scooters.**
Insufficient lighting makes vehicles less visible, leading to dangerous situations—particularly during dark hours and adverse weather conditions.



In summary

Although St. Eustatius currently lacks access to comprehensive road safety data, local discussions have revealed clear and urgent risks. Reckless driving, driving under the influence, insufficient use of safety devices, poor vehicle lighting and driver distraction all pose significant threats to road safety on the island. To effectively reduce these risks, a targeted and integrated approach is essential. Behavioural change must be at the centre of this effort, supported by close collaboration between local stakeholders such as the police, schools, addiction services, the hospitality sector and municipal departments. By taking joint action focused on specific target groups, locations and high-risk time periods, St. Eustatius can actively work towards safe participation in traffic for all residents.

STEP 4: Prioritisation

Based on the risk analysis, several major road safety risks on St. Eustatius have been identified. The risk-based approach has mapped these risks while taking into account the limited quantitative data and the island's unique local circumstances. The risks that most significantly contribute to unsafe traffic conditions on St. Eustatius are:

- **Infrastructure problems:** More than 80% of the road network is in poor condition, with narrow roads, sharp bends and a lack of sidewalks and lighting, particularly around school zones. This increases the likelihood of crashes, especially during rainfall, when potholes and subsidence further compromise safety.
- **Parking pressure:** The shortage of parking space leads to dangerous traffic situations, especially around busy areas such as schools and events. Parked vehicles frequently obstruct the passage of emergency services, severely undermining traffic safety.
- **Speed:** Speeding is common, particularly in residential areas and near schools, increasing the risk of crashes. The absence of physical speed-reducing measures and insufficient enforcement further complicate this issue.
- **Unsafe traffic behaviour:** Reckless driving—especially by young scooter riders—and driving under the influence of alcohol or drugs occur frequently. The use of mobile phones while driving is another significant risk factor contributing to road incidents.
- **Enforcement challenges:** Limited police capacity and the absence of systematic crash registration make it difficult to develop targeted policies. Enforcement of traffic rules is often insufficient, placing additional pressure on road safety.

Crash Analysis

At present, no crash analysis is available for St. Eustatius, meaning there is no detailed information on the locations and concentrations of traffic incidents. This makes it challenging to prioritise risks based on actual recorded crashes. Conducting a crash analysis is, however, a critical step in improving road safety, as it provides insight into where crashes occur, their underlying causes, and which vulnerable groups are involved.

As recommended in this risk analysis, it is essential that traffic incidents on St. Eustatius are systematically and thoroughly recorded. This will not only improve road safety but also support effective prioritisation of risks by linking crashes to risk indicators. A crash analysis helps identify crash locations, clusters, causes

and the vulnerable groups and transport modes involved—information that is essential for targeted measures.

Demographics

When prioritising traffic risks on St. Eustatius, it is important to consider both the demographic composition of the island and the specific road safety issues. The population structure differs from that of the European Netherlands in several ways, which affects the nature of the risks present.

For example, St. Eustatius has a higher proportion of children aged 0–15, while the share of older adults (65+) is relatively smaller. Although the proportion of novice drivers is lower, the safety of this group remains an important concern. By combining demographic data with the identified risks, priorities can be set more effectively, and targeted measures can be developed that significantly improve road safety on the island.

Vulnerable road users	Percentage St. Eustatius 1-1-2024	Percentage Nederland 1-1-2024
Children aged 0–15 years	17,9 %	15,1 %
Novice and young road users/drivers (up to 25 years old)	9,5 %	12,3 %
Adults aged 25–65 years	58,2%	52,1 %
Older adults aged 65+ years	14,4%	20,4%

Source CBS 2024

Prioritisation of Risks

Based on the severity of the risks, their impact on road safety and the demographic characteristics of St. Eustatius, the following prioritisation has been established:

Highest Priority (Short term – immediate action required)

- Infrastructure improvements around schools:**
Improving sidewalks, pedestrian crossings, lighting and parking zones around schools must receive the highest priority, particularly given the relatively high share of children (17.9%) on St. Eustatius compared with the Netherlands (15.1%). These infrastructure measures contribute directly to the safety of children and other road users.
- Speed limits and speed-reducing measures:**
In areas with high activity by children and novice drivers (9.5%), such as school zones and residential areas, it is essential to implement appropriate speed limits. The deployment of speed displays, speed humps and the reassessment of speed limits are crucial to reducing speeding and improving road safety.
- Conducting a crash analysis:**
Carrying out a detailed crash analysis should be considered a high priority. This analysis will help identify specific locations where crashes cluster, provide insight into underlying causes and indicate which vulnerable groups are involved. Based on these findings, targeted interventions can be implemented to further improve safety. The crash analysis will also strengthen the effectiveness of infrastructure upgrades, speed management and behavioural campaigns by aligning them with actual risk locations and groups.
- Traffic education and behaviour change:**
Targeted campaigns for young people, parents and the general public in and around school

zones are necessary to increase awareness of road safety. This is particularly important given the share of young drivers (9.5%) on St. Eustatius, who may face increased risks due to limited experience.

MiddelsMedium Priority (Medium term – structural actions required)

- **Improving parking policy:**
Developing additional parking facilities within and outside the built-up area and improving parking infrastructure at strategic locations such as schools would enhance safety and traffic flow. A positive example is the recently improved Bay Area, which now features practical parking facilities that do not obstruct through-traffic.
- **Strengthened enforcement:**
Improved cooperation between the police, the justice system and local authorities is needed to enable quicker and more effective responses to traffic violations. The use of technology, such as licence-plate recognition and traffic cameras, can support enforcement.

Lower Priority (Long term – strategic planning)

- **Structural road improvements:**
The widening of narrow roads, improving curves and renovating key connecting routes should be planned for the longer term.
- **Addressing legal obstacles related to land ownership:**
Resolving legal issues that delay infrastructure projects must be undertaken as a long-term solution to enable sustainable improvements.

This prioritisation enables St. Eustatius to implement targeted measures to address the most urgent road-safety risks while also developing structural and preventive long-term solutions. Incorporating the crash analysis into this prioritisation will support a data-driven approach, allowing risks to be identified more accurately and interventions to be more effectively aligned with real-world bottlenecks. By including demographic characteristics in the prioritisation process, a tailored approach becomes possible—one that effectively enhances the safety of the island's most vulnerable groups.

Annexes

Gespreksverslagen interviews 4 maart 2025.

Interview report of the Island Governor and the Commissioners

March 4, 2025

The following people participated in the conversation:

- The Island Governor:
 - Alida Francis
- The commissioners:
 - Rechelline Leerdam
 - Reuben Merkman
- Policy Advisor Infrastructure St. Eustatius
 - André Brissett
- Ministry of I&W DGMO
 - Maurijn van Witsen
- &Morgen Consultant
 - Marc van der Seijs

Content of the conversation

1. Vision on road safety

The Island Governor emphasized that the biggest challenge for the island currently lies in the backlog in terms of infrastructure. Compared to other Caribbean islands within the Kingdom and to municipalities in the Netherlands, the condition of the roads is considerably worse. There is a long-term vision aimed at improving the road network, but due to limited financial resources, the implementation of this is problematic.

Projects have been started in recent years, such as the renovation of James Road and Bay Road, with sporadic funding from various ministries. However, the available annual maintenance budgets (about 1.5 million dollar per year) are insufficient to structurally tackle the backlogs. It advocates for more substantial and sustainable financing, where upfront payments would help to achieve greater improvements.

The infrastructure problems mean that the government cannot meet its legal obligation to guarantee safe roads. The poor condition of the roads leads to dangerous situations, with potholes and subsidence that become problematic again within a few weeks even after repair.

2. Specific road safety problems

During the conversation, various bottlenecks that affect road safety were discussed:

- **Poor maintenance and overdue infrastructure**
Many roads are in poor condition and the annual maintenance budgets are inadequate. This leads to dangerous situations, especially in the event of rainfall or intensive use of the roads.
- **Uncontrolled growth of car traffic**
Due to the development of the island and the increase in population and economic activity, the number of vehicles has increased significantly. This creates congestion and increased safety risks.
- **Narrowness of roads and parking behavior**
In some areas, such as residential areas and near schools, parking on the road is a problem. This sometimes makes it difficult for emergency services such as ambulances and fire trucks to pass.
- **Use of large vehicles**
Due to the geography and topography of the island, residents often opt for larger vehicles such as SUVs and four-wheel-drive cars. This contributes to traffic congestion and causes more wear and tear on the roads.
- **Unsafe driving and lack of enforcement**
The police have an overview of traffic accidents, but do not have sufficient data on the causes. Traffic enforcement is limited, leading to unsafe driving behaviors, such as reckless driving, driving without a license, and not wearing seatbelts.
- **Scooters and young drivers**
Many traffic violations are committed by young scooter riders. The police cannot pursue them because of security risks, which makes enforcement difficult. In addition, scooters also cause noise pollution in certain neighborhoods.
- **Road safety at schools**
There is a lack of clear crossings and traffic education at schools. In addition, there is a lack of respect for traffic rules among young pedestrians, which leads to dangerous situations.

3. Measures and possible solutions

Various measures were discussed to improve road safety:

- **Maintenance and redevelopment of roads**
There is a need for a larger and structural investment in the roads, so that they can be built and maintained sustainably.
- **Redesign of parking policy**
Centralized parking facilities are being considered to reduce the pressure on residential areas and narrow roads.
- **Physical traffic measures**
The use of speed bumps and other infrastructure modifications such as wider sidewalks is being considered. However, the right balance must be struck so as not to hinder accessibility for emergency vehicles.
- **Enforcement and traffic education**
The government promotes road safety through campaigns, such as wearing seat belts and correctly transporting children in car seats. In addition, the possibilities of using cameras for enforcement and registration of violations are being examined.
- **Use of technology and apps**
An application similar to "Fixi" from the Netherlands, in which citizens can report road problems, could contribute to a better understanding of the problem and faster solutions.
- **Better regulation and control of scooters**
There is a need for stricter regulation and control of the use of scooters by young people, given the high number of traffic violations and accidents in this group.
- **Future mobility development**

Possible pilots with cycle paths were discussed, but it was acknowledged that cycling is not yet established on the island. Parents often do not allow their children to cycle due to unsafe conditions. Also, the heat and the strongly hilly terrain are an important reason why residents do not cycle.

4. Financing and cooperation with the Netherlands

An important theme in the conversation was the need for additional funding from the Netherlands. The island does not have the tax revenues to independently finance large-scale infrastructure improvements. Attempts have been made before to enter into public-private partnerships, but the legal frameworks limit these possibilities.

In addition, the unequal distribution of subsidies within the Kingdom was discussed. Compared to Bonaire and Saba, the island receives relatively little financial resources for infrastructure, despite the large backlog. The representatives emphasized that they want to advocate with the Dutch government for a more fair and tailor-made distribution of resources.

Currently, a subsidy of €127,000 is available for road safety measures. This amount must be spent on specific projects as laid down in the subsidy programme. Maintenance work is not included, which limits the flexibility of spending.

5. Conclusion and follow-up actions

The conversation made it clear that road safety on the island is an urgent problem, but that the solutions are complex and dependent on external funding. The following steps were identified:

- **Pleading for structural funding from the Dutch government**
The local government wants to continue to emphasize that a larger and more structural budget is needed to eliminate the backlogs in infrastructure.
- **Developing concrete measures within the available subsidy framework**
A risk analysis and selection of measures are being worked on in order to use the subsidy effectively.
- **Organising a mobility table**
It was proposed by the consultant to start a structural consultation between the local government, ministries and relevant stakeholders to discuss road safety and mobility issues at a broader level.
- **Continue to focus on education and enforcement**
The current road safety campaigns must be expanded and better tailored to local problems.
- **Research into innovative solutions**
Possibilities such as camera surveillance, better registration systems and new regulations to improve road safety are being examined.

In conclusion, it was emphasized that the improvement of infrastructure and road safety is essential for the further development of the island, both economically and socially.

Interview report police, fire brigade and ambulance

March 4, 2025

The following people participated in the conversation:

- Police representative (2x)
 - Fire brigade representative (1x)
 - Ambulance representative (1x)
 - Policy advisor infrastructure St. Eustatius
 - André Brissett
 - Ministry of I&W DGMO
 - Maurijn van Witsen
 - &Morgen
 - Marc van der Seijs
-

Content of the conversation

1. Most common traffic violations

- **Illegal parking**
Mainly due to limited parking space and new regulations that extend the minimum distance to intersections from 5 to 8 meters.
- **Driving without a license**
Common among minors, who are aware that the police are not allowed to chase them.
- **Scooters without license plates**
Often involved in traffic violations, and difficult to identify.
- **Tinted car windows**
Make it difficult to identify drivers.

2. Enforcement and barriers

- **Speed traps**
In the past, speed was measured by driving behind a vehicle, but this is no longer accepted. There is currently no advanced monitoring.
- **Lack of strict sanctions**
Scooter riders are not pursued, fines are often not paid, and the process of enforcement of punishment is slow and ineffective.
- **Social media and WhatsApp alerts**
Controls lose effectiveness as soon as people are warned via WhatsApp groups.
- **Government interference**
Political pressure influences how and when traffic checks are carried out.

3. Road safety and infrastructure

- **Road accidents and causes**
No specific locations with a high concentration of accidents, but accidents are often related to:

- Alcohol consumption
- Confusing intersections
- Poor road conditions (such as sand accumulation after transport)
- **Solutions**
Awareness campaigns aimed at parents and scooter riders, and preventive measures such as better maintenance of roads.
- **Traffic signs and signalling**
Many signs and mirrors are removed or destroyed, which reduces road safety.

4. Accessibility and emergency services

- **Blocking of roads**
Parking problems and narrow streets hinder fire and ambulance vehicles.
- **Carnival period and major events**
Provide additional challenges in accessibility.
- **Propose**
Community education on fire hydrants and parking rules, possibly through a town hall meeting with a panel of experts.

5. Problems in interagency cooperation

- **Road works and utilities**
Lack of communication about planned works, leading to unexpected road closures without the knowledge of emergency services.
- **Driving licence procedure**
Digitization of exams seems to be focused on profit rather than road safety, and leads to more unregistered drivers.
- **Difficulties in fine enforcement**
Many traffic offenders do not pay their fines and there is no effective follow-up.

6. Proposals and possible solutions

- **Improving enforcement**
Use of license plate recognition, better cooperation between police and justice to collect unpaid fines.
- **Education and awareness**
Focusing on school programs and campaigns to make traffic rules and responsibilities clearer.
- **Infrastructure modifications**
Clear parking zones and better signage to reduce traffic problems.
- **Gather community insights**
Apps or other reporting systems allow citizens to report problems such as dangerous traffic situations and obstacles.

7. Conclusion

The meeting identified important bottlenecks in road safety, enforcement and infrastructure. There is a clear need for better cooperation between public authorities, improved fine collection and awareness campaigns. Political influence and lack of resources remain challenges, but targeted adjustments to infrastructure and enforcement can contribute to safer traffic.

Interview report school boards

March 4, 2025

The following people participated in the conversation:

- The directors/representatives of four schools
 - Policy Advisor Infrastructure St. Eustatius
 - André Brissett
 - Ministry of I&W DGMO
 - Maurijn van Witsen
 - &Morgen
 - Marc van der Seijs
-

Content of the conversation

1. Vision on road safety

The conversation focused on road safety around schools on St. Eustatius. The consultant, Marc van der Seijs, will carry out a risk analysis of critical areas and draw up a plan based on this. This plan will serve as the basis for a subsidy application to the Dutch Ministry of Infrastructure and Water Management, which has a special budget for road safety.

The aim is to implement concrete measures that contribute to a safer school environment. Specifically, traffic-calming measures, improvements in infrastructure and increasing awareness among both students and parents are being examined.

2. Current road safety problems at schools

The school representatives present indicated that the biggest concerns are not only about speeding, but especially about the condition of the roads and the lack of facilities for safe traffic around schools.

Poor condition of the roads

- Roads to and around schools are in very poor condition.
- There are deep potholes and subsidence, which poses a danger to school buses and other vehicles.
- After rainfall, some roads become impassable, making it difficult for students and teachers to get to school.
- A specific problem is that roads have to be leveled regularly by the government after heavy rainfall, but that this is only a temporary solution.

Dangerous crosswalks and intersections

- Several schools are located at T-junctions or at locations where traffic situations are confusing and dangerous.
- There are no mirrors or warning signs to make oncoming traffic visible.
- There have been cases where employees and parents have been involved in accidents because oncoming traffic did not see them.

Missing or faded traffic markings

- Zebra crossings at schools have faded or disappeared completely.
- There is no clear road marking to make the school zones clearly visible.

Lack of parking and boarding zones

- There is no clear 'Kiss & Ride' zone for parents dropping off their children.
- School buses and cars mix in the same traffic flows, which creates dangerous situations.
- In some schools, the school grounds and surrounding roads are also used by large trucks, which further damage roads and reduce road safety.

Unsafe driving behaviour of motorists and scooter riders

- Motorists and scooter riders often do not adhere to speed limits in school zones.
- Scooter riders sometimes drive recklessly past buses and crossings, putting students in danger.
- Parents sometimes race at the last minute to drop off their children on time.

Limited enforcement

- There is hardly any traffic enforcement at schools.
- Speed limits and traffic rules are not sufficiently checked.
- The police are aware of the problem, but there is a lack of resources and capacity to act structurally.

3. Possible solutions and measures

Based on the problems outlined, several possible solutions were discussed:

Infrastructure improvements

- Asphaltting the roads around schools to improve safety and accessibility.
- Construction of raised footpaths and clear crossings.
- Traffic-calming measures such as speed bumps and speed limits.
- Placing warning signs and reflectors at dangerous intersections.
- Installing additional lighting.

Redevelopment of the school zones

- Clear marking of school zones with eye-catching colors and signs.
- Creating separate parking spaces for teachers, parents and school buses.
- Introducing one-way traffic around some schools to reduce congestion.

Better traffic education

- More information and education for students about road safety.
- Awareness campaigns for parents and road users via radio and social media.
- Possible introduction of a youth traffic brigade at schools to make traffic situations safer.

Improving enforcement

- Strengthened cooperation with the police for extra traffic checks in the morning and afternoon hours.
- Investigate the possibility of placing speed displays or cameras at schools.

4. Subsidy application and risk analysis

Marc van der Seijs indicated that the Netherlands has a budget available for road safety projects through a subsidy scheme. However, the funding is awarded on the basis of a risk analysis. This means that:

- Schools and government should preferably provide clear data on traffic accidents and dangerous situations. However, there is none.
- Priorities must be set, because not all measures can be financed.

- School zones are likely to be given a higher priority, because the subsidy programme is aimed at vulnerable road users.

5. Open questions and discussion points

At the end of the conversation, some outstanding questions and points of attention emerged:

- **When will the new Gwendolyn van Putten school be put into use?**
It is not expected that it will move to a new building before 2026, but it is unclear whether this has taken into account infrastructure and road safety.
- **What is the role of the government in the maintenance of roads?**
The roads around schools are the responsibility of the local government, but the resources for maintenance are limited.
- **How can the community be better involved?**
It was suggested that more attention should be paid to road safety through community meetings, radio commercials and awareness campaigns.
- **Will there be a fair distribution of the subsidy money?**
The question was asked whether the available subsidy will be distributed proportionally among all schools or whether certain locations will be given priority based on the risk analysis.

Conclusion and follow-up actions

The conversation made it clear that road safety around schools on St. Eustatius is an urgent problem, with several structural challenges. The following possible next steps in the approach were discussed:

- Conducting a detailed risk analysis to identify the biggest bottlenecks per school.
- Drawing up a concrete action plan with feasible measures based on the subsidy conditions.
- Collecting additional data on accidents and traffic incidents to substantiate the grant application.
- Consult with the police and policymakers about possible enforcement measures.
- Setting up awareness campaigns to better inform parents and road users about road safety around schools.

In conclusion, it was emphasized that cooperation between schools, government and the community is essential to achieve lasting improvements.

Interview report of transporters, car rental and residents

March 4, 2025

The following people participated in the conversation:

- Various carriers and drivers of trucks and large equipment vehicles (4x)
 - Resident St. Eustatius
 - Representative Carrental Company
 - Policy Advisor Infrastructure St. Eustatius
 - André Brissett
 - Ministry of I&W DGMO
 - Maurijn van Witsen
 - &Morgen
 - Marc van der Seijs
-

Content of the conversation

- **Problems with the current infrastructure**
- **Roads that are too narrow and sharp bends**

Many roads on the island are narrow and have tight curves, making it difficult for large vehicles such as trucks to turn safely. This leads to damage to vehicles, traffic jams and dangerous situations.
- **Increased traffic pressure**

The roads were originally designed for a much lower number of vehicles. The growth in the number of cars and the increase in larger vehicles (such as trucks) are causing congestion and a greater risk of accidents.
- **Sharp roundabouts and uneven curves**

Many curves and roundabouts are too abrupt, preventing large vehicles from turning smoothly without hitting the pavement or entering the opposite lane.
- **Physical obstacles**

Concrete edges and raised pavements restrict the movement of vehicles and can cause damage to vehicles and tyres.
- **Impact on logistics and transport**
 - **Challenges for heavy vehicles**

Drivers of trucks and other large vehicles report that they often can't fit through certain roads without running into obstacles.
 - **Problems with deliveries**

Deliveries of large goods such as building materials and wind turbines are complicated by the tight road infrastructure.
 - **Limitations due to private property**

In many cases, it is not possible to widen roads because the land next to the roads is privately owned.
- **Solutions and proposals**
 - **Road widening**

Where possible, roads and curves should be widened to improve road safety.
 - **Lower curbs**

To give trucks and other large vehicles more space, the pavements could be lowered.

- **More fluid curves**
Instead of abrupt corners, roads should bend more gradually to promote smoother flow.
- **Improved signage and road signs**
Many drivers complain about the lack of clear road signs and road markings.
- **Maintenance and lighting**
The roads are often poorly lit, which creates dangerous situations, especially at night.
- **Road safety and education**
 - **Insufficient traffic education**
There is a lack of education about traffic rules and road safety, especially among young people and new drivers.
 - **Scooters**
Many scooter riders behave recklessly and do not obey traffic rules, which causes dangerous situations.
 - **Traffic checks and enforcement**
The enforcement of speed rules and other traffic regulations is considered inadequate.
- **Parking problems**
 - **Lack of parking**
Many residents park their cars on the road, which hinders traffic flow and prevents emergency services from driving smoothly through the city.
 - **Solution via building permits**
Future construction plans should take into account sufficient parking space at homes and businesses.
- **Specific problem locations**
 - **Sandy Road**
One of the most talked about roads, where pedestrians and schoolchildren often walk on the roadway due to a lack of sidewalks.
 - **Curves at the airport**
Sharp bends and insufficient space for large vehicles lead to dangerous situations and damage to vehicles.
 - **Accidents on the road to the resort**
There have been reports of multiple accidents on the road to the resort, caused by poor road infrastructure and excessive speeds.

Conclusion and recommendations

The conversation highlighted serious problems in the island's road infrastructure, particularly for freight traffic and heavy vehicles. The main recommendations are:

- Road widening and improvement of curves to improve traffic flow and safety.
- Better road markings and road signs to reduce confusion and accidents.
- Improved traffic education and enforcement to make driver and cyclist behavior safer.
- Strategic parking solutions to reduce congestion and blockages for emergency services.
- Better lighting and maintenance of roads to increase safety, especially at night.

The discussion highlighted that many of these improvements pose budgetary and political challenges. Nevertheless, it was emphasized that structural adjustments are needed to prevent future problems.

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