THE

House of Assembly Debates

(OFFICIAL REPORT)

SECOND SESSION 1981 – 86

HOUSE OF ASSEMBLY

Tuesday, November 29, 1983.

Pursuant to the adjournment, the House of Assembly met at 12.15 p.m. o'clock.

PRESENT

His Honour C. L. Bolden, LL.B., (Deputy Speaker)
Hon. L. S. Craig, (Minister of Parliamentary Affairs and Leader of the House)
Hon. H. B. St. John, Q.C., LL.B., (Deputy Prime Minister and Minister of Trade, Tourism and Industry)
Hon. H. deB. Forde, Q.C., M.A., LL.B.
Hon. Miss B. A. Miller, (Minister of Education)
Hon. L. B. Brathwaite, (Minister of Housing and Lands)
Mr. J. G. Odle, B.Sc., (Chairman of Committees)
Hon. V. L. Johnson, M.A., (Minister of Transport and Works)
Hon. DeL. O. Bradshaw, (Minister of Labour, Social Security, Sport and Community Services)
Mr. L. L. Sisnett, (Parliamentary Secretary)
Mr. R. E. Brathwaite
Mr. W. O. Franklin, A.I.A.S., J.P.
Mr. A. Truss

Prayers were read by Archdeacon F. A. Cayless.

MINUTES

Mr. DEPUTY SPEAKER: The Minutes of the meeting of Tuesday, November 15, 1983.

Hon. L. S. CRAIG: Mr. Deputy Speaker, I beg to move that the Minutes of the meeting of Tuesday, November 15, 1983 be taken as read.

Mr. DEPUTY SPEAKER: If there are no objections or observations, let those Minutes stand confirmed.

Mr. DEPUTY SPEAKER: The Minutes of the meeting of Tuesday, November 22, 1983.

Hon. L. S. CRAIG: Mr. Deputy Speaker, I beg to move that the Minutes of the meeting of Tuesday, November 22, 1983, be taken as read.

Mr. DEPUTY SPEAKER: If there are no objections or observations, let those Minutes stand confirmed.

ANNOUNCEMENTS

Mr. DEPUTY SPEAKER: I am to announce that I am in receipt of the Accounts and Statement for the month of October, 1983, as prepared by the Accountant General.

PAPERS LAID

Hon. H. B. St. JOHN: Mr. Deputy Speaker, I am commanded to lay the following:

The Diplomatic Immunities and Privileges (Exemption from Taxes, Fees and Duties) Order, 1983.

The Consumption Tax (No. 3) Order, 1983.

Statements showing Net Customs and Excise Receipts for 12 months ended 31st March, 1983.

Statements showing Net Customs and Excise Receipts for one month ended April, 1983.

The Annual Report and Statement of Accounts of the Barbados National Bank for the year 1982.

Mr. B. M. TAITT and Mr. L. E. SANDIFORD entered the Chamber and took their seats.

Hon. DeL. O. BRADSHAW: Mr. Deputy Speaker, I am commanded to lay the following:

The Annual Report of the Barbados National Training Board for the year April 1982 – March, 1983.

GOVERNMENT NOTICES

Hon. L. S. CRAIG: Mr. Deputy Speaker, I beg to give notice of the following:

A Bill to amend the Cable and Wireless (West Indies) Limited Act.

A Bill to amend the Stamp Duty Act.

A Bill to amend the Hotel Aids Act.

A Bill to amend the Plant, Pest and Disease (Eradication) Act, 1983.

BILLS READ A FIRST TIME

On separate motions of Hon. L. S. CRAIG, seconded by Hon. H. B. St. JOHN, the following were read a first time.

A Bill to amend the Cable and Wireless (West Indies) Limited, Act.

A Bill to amend the Stamp Duty Act.

A Bill to amend the Hotel Aids Act.

A Bill to amend the Plant, Pest and Disease (Eradication) Act, 1983.

OBITUARY SPEECHES RE DEATH OF MILTON DEXTER HAYNES

Mr. L. E. SANDIFORD (St. Michael South): Mr. Deputy Speaker, it was two weeks ago when the honourable Member for St. Michael South Central (Dr. R. C. Haynes) was performing his parliamentary duties in this Honourable Chamber that he received news of the death of one of his brothers, who died in very tragic and brutal circumstances.

I rise to extend the sympathy and condolences of Members of this Honourable Chamber to the honourable Member for St. Michael South Central on the tragic loss of his brother.

His brother, Milton Dexter Haynes, was a young man performing his duties to the public as a psychiatric nurse, helping to heal those who are sick in this country, in particular those who are mentally disturbed, those who are mentally deficient and those who may be suffering from psychosis or neurosis.

His death is a loss to this country in terms of the very useful life that he was living and in terms of the contribution that he was making to the life of this country.

I know that the honourable Member for St. Michael South Central has felt this loss very deeply, and I think it is only fitting that on this occasion he should know that he has the support, the sympathy and words of encouragement from Members of this Honourable Chamber. It is in this light that I rise to extend deepest condolences and sympathy to the honourable Member for St. Michael South Central and all the sorrowing family, mother, father, sister and all other members of the family.

Hon. L. S. CRAIG (St. James North): Mr. Deputy Speaker, I rise to second the Resolution and in so doing offer on behalf of the members of the Government our deepest sympathies to the honourable Member for St. Michael South Central and his relatives on the rather tragic circumstances in which his brother died.

Mr. P. M. GREAVES entered the Chamber and took his seat.

12.25 p.m.

I was not familiar with the deceased, Milton Dexter Haynes, but on attending the funeral, I saw that the large gathering which filled the St. George's Parish Church and its grounds was testimony of the fact of the way in which the brother of the Member for St. Michael South Central lived and died. I have no doubt that one can safely say, from the reports which I have received, that he died while performing his duties.

I would be failing in my duty if I did not rise to second the Resolution and also to extend to his sorrowing relatives and all of his friends and all of those concerned, the sentiments of the Members on this side.

I have no doubt in my mind that it must have been quite a blow to the Member for St. Michael South Central. And it came at a time while he was on his feet performing his parliamentary duties.

With those few remarks, Sir, I beg to second the Resolution.

Mr. J. G. ODLE (St. George North): Mr. Deputy Speaker, I would wish to join with honourable Members in supporting this message of condolence. It is always a very sad occasion when young people pass away, and the circumstances under which Dexter Haynes died deserves the deepest sympathy from all of us.

I must say that his death has been a shock to me, who knew him personally, and I well imagine the grief of his family, especially his mother, a lady for whom I have the greatest love and respect, his father and certainly his brothers and sisters.

I certainly would wish to join with honourable Members in this Chamber to express my deep condolence on the passing of Dexter, a man who was, above all, very friendly, with a peculiar and fine sense of humour. He had the ability to make people laugh and I enjoyed his company on several occasions.

I, too, will miss him, Sir.

Mr. L. L. SISNETT (St. Michael North East): Mr. Deputy Speaker, I also wish to be associated with the sentiments expressed on the sudden passing of Milton Dexter Haynes, who I happened to know for some thirty years.

We, as young boys, were schooled at the same school back in the Fifties, and we shared many moments of happiness as pupils of the Modern High School. Since our leaving school, we had remained in contact, even though we entered separate professions. But there was an affinity among most of the pupils of the former Modern High School that still exists today.

I remember Dexter, or "Dexy", as we called him then, sharing the same classroom at the Modern High, which was under the direction of his brother, who happens now to be the Member for St. Michael South Central. We had very happy moments there. The Member for St. Michael South (Mr. L. E. Sandiford) was at that time one of the principal tutors, I believe in Literature, at the Modern High.

"Dexy" was a very amiable and kind-hearted individual, and it is with great sadness that I and other members of our school learned of his tragic end, certainly the Minister of Social Services, who was also a member of the school then. He would have fond memories of the friendship that existed amongst most of the pupils of that school.

To have learned of his death, and in such circumstances, was indeed very disheartening to us and we would want to be associated with the sentiments expressed by the Opposition and Members on this side, and would wish to convey to his sorrowing relatives our deepest sympathy at such a tragic loss.

I support this Resolution on behalf of the members of the former Modern High School. I am sure that they would want to express condolences to his sorrowing relatives at this moment.

Mr. DEPUTY SPEAKER: I, too, would like to join in offering sympathy and condolences to the family of the departed one.

At this moment, I would ask that Members of the Chamber stand for a moment of silence to mark the passing of this Resolution.

Members stood for one moment's silence.

ORDERS OF THE DAY

GOVERNMENT BUSINESS

POLICE (AMENDMENT) ACT, 1983

Order No. 4 was called – To move the Second Reading of a Bill to amend the Police Act, Cap. 167.

Hon. H. B. St. JOHN (Christ Church East Central): Mr. Deputy Speaker, I think honourable Members will be pleased to know that this is one of the bits of legislation which has to be passed so that Government can implement its comprehensive system of traffic management in Barbados.

The Government, after representations being made and a thorough study of the proper method of controlling certain aspects of road traffic in Barbados, has decided that it would create a Licensing Authority and a Traffic Warden Division as separate and distinct departments outside of the Police Force.

In 1981, the Police Act was amended to establish the Traffic Warden Division. The new Road Traffic Act has been in force for some period of time and comprehensive Regulations, of a very voluminous nature, have now reached Cabinet, and they will be brought to this House before the end of the year. It is hoped that the functions which would have been performed by the Traffic Warden Division of the Police Force will now be performed by traffic wardens who will be responsible to the Ministry of Transport and Works. I am sure that the Minister of Transport and Works will be in a position to elaborate further on how he envisages the Traffic Warden Division to function.
12.35 p.m.

However it is not intended that the traffic duties of the Police Force will be completely replaced. We feel that there are certain duties, of a highly specialized nature, which will necessarily have to be performed by the police, particularly those relating to the use of motor vehicles for criminal offences. But the normal regulatory and minor traffic duties would be assigned to this Traffic Warden Division.

In August 1983, the Government also took a decision with respect to the supervision of car parks and matters relating to that. It is in consequence of that decision that Government's view is that the Traffic Warden Division in the Ministry of Transport and Works could play a useful role there also. All in all, it is envisaged that this transfer will lead to the improvement of traffic regulation in Barbados, and the improvement and supervision of car parks.

I am particularly happy that the Government has now decided that they are going to use a system for car parks which was used in an experimental way at the airport, an electronically-controlled system. We also hope that car parks will at least reflect some of the cost of the maintenance of the services of the car parks as opposed to the maintenance of car parks attendants. So we expect that a number of electronically-controlled systems will soon be in operation in the Cheapside car park.

Further details and the specific areas of this will be dealt with by my friend the Minister of Transport and Works.

I beg to move that this Bill be read a second time.

Mr. J. G. ODLE: I beg to second that.

Hon. L. S. CRAIG (St. James North): Sir, this whole idea has been rather long in coming. I think that with almost 50 000 cars on the roads in Barbados today, most of the police duties must be looked at in a different light. As the Deputy Prime Minister mentioned, there is a more specialized role for the police to play today, and the bringing into being of traffic wardens is something which I, for many years, have advocated, even when I was on the other side.

There is something that I would like to see that Government examine in relation to accidents, and I am not dealing with fatal accidents. I would like Government to look at the situation where vehicles get into some minor accidents, one vehicle strikes the other vehicle either at a side or the rear, and you have to wait, the whole highway is blocked at 4 o'clock in the evening. You have to send for the police to measure the road, then you have to get an inspector to come and test the breaks. If you have one inspector and ten accidents in one day, you do not know what time the person will get away from the scene of what I may consider a minor accident.

I am not dealing with a fatal accident, because surely that is a much more serious thing. But I would hope that some proposition can be worked out whereby, as they do in other countries, you can show your insurance certificates. You show each other your insurance certificates and you let each other know with which insurance company you are insured, and you let the insurance company deal with it, and the parties move their cars. All this is done in fifteen or twenty minutes.

It is really annoying to see that a car is across the road, one driver pulls away from the other chap to avoid an accident and misses and touches the bumper. It is true that this is where the lawyers come in. I know the lawyers do benefit from some of these traffic cases. I think Theodore Brancker was supposed to be some traffic specialist. But I believe you can save that inconvenience. I think it is a waste of time for traffic to be on the road and a minor accident takes place, and you have to wait until the police come and measure the two cars, and then you have to get an inspector from Transport and Works to come and inspect the car to see if it is in very good condition.

I think that we have to examine that aspect of the legislation, and I would sincerely hope that my colleagues, the legal draftsmen and the Ministry of Transport and Works would examine that aspect of it.

I want to also make reference again to the minibus drivers. A few weeks ago on the Floor of this House I referred to them as "road hogs", and one 'Tull' said that I did not know what they were all about. I said they would not comb their hair, they were untidy, they had no regard for other people – pedestrians or other motorists. I maintain that stand and I will maintain it until I see an improvement of the mini-bus drivers on the streets.

What is significant is that the very minibus drivers who must take up and put down the passengers, the workers of this country all day and all night – I have no doubt in my mind they are making a contribution –who drive with their hair plaited – I repeat it again – with their shirts dirty, some of them drive the bus bare foot, when the Americans were here.....

(Aside)

Hon. L. S. CRAIG: You want me to say that they smell sweaty. I would say that. You are a big coward. I am not paying you any mind. You are as much a coward as you are big, tall and dark. They smell badly, if you want me to say that.

(Aside)

Hon. L. S. CRAIG: When the Americans were here, I saw the very minibus drivers driving the American soldiers in collar and tie. On mornings, when I was jogging, I saw them going to the airport at 5 o'clock in the morning, well-groomed.

But when they have to drive our people to and from work, they come out any old how. The only conclusion to which I can come is that they have no respect for their own people.

12.45 p.m.

I saw this myself, and I am calling on the Association and on Mr. Tull to set a code of ethics for those drivers. The same way they treated the soldiers who came to Barbados, looking neat and clean on the road, they should treat our people during the day. They did not want to play the tape decks in their vans too hard, but

for us who must use the transport every day they have no regard. Yet they say that home drum beats first.

Now, where is the pride in ourselves of which we talk? When we are here in Barbados we litter, we have no respect for other people's premises, we dump garbage, we drive recklessly on the road. The minibus drivers have no regard for where they stop on the road. They stop anywhere in the road to take up and put down passengers. In the roundabouts, all around the corners, you have to be begging them to let you pass, and Mr. Tull says the police are harassing them!

I want the traffic wardens to play the important role that the police apparently could not play. Some form of discipline must be brought to the minibus drivers in this country.

Mr. Tull said they are being harassed by the Police. What is meant by being harassed by the Police? He said the Government is harassing the minibus drivers and want to put them out of business, when we are making money available through the Barbados Development Bank for them to go and borrow. We are harassing the minibus drivers, we are driving them off the road, and we are lending them money! Any of them can go to the BDB and borrow money to repair their vehicles or buy new vehicles, yet we are running them off the road! Do you see that Mr. Tull is only a clown?

Sometimes you have to wonder if the Press cannot find another scoop. Nobody goes to the meetings of the Minibus Drivers Association. There are 175 minibuses, according to Mr. Tull, and 30 are off the road, but he did not say why they are off the road. Just for the sake of pulling down the Government, any little thing you can do to obstruct the Government and to make the Government look badly, they use the media for this purpose.

Peter Morgan was quite right on one occasion, sometimes you really have to go along with these people, sometimes these villains of the peace may be fairly right. They could not get on the television with Peter Morgan around. We give them all the freedom and they abuse these privileges.

I sincerely hope that the minibus men forget Mr. Tull and have some pride in themselves, and conduct themselves in a manner in which we as Barbadians can feel justly proud. In the same way they treated the Americans when they were here, I want to see them treat the Barbadian public, with whom they have to live every day of their lives while earning their daily bread. That is the point I want to make, Mr. Deputy Speaker.

Mr. M. A. KING (Christ Church West Central): Mr. Deputy Speaker, I wish to begin my intervention in this debate by raising a question as to what is the position of traffic wardens once this legislation has been passed. Is the position going to be that until something else is done there is going to be an interregnum, so to speak, and that the traffic wardens as now exist have no authority whatsoever?

The traffic wardens had been set up as a result of an amendment to the Police Act, Part VII, which sets out the division of traffic wardens and the functions of traffic wardens as set out in that part of the Act. The authority for the traffic wardens to act is also set out. Anyone breaching the directions of the authority of traffic wardens expose themselves to prosecution.

Once you repeal these provisions of the Police Act, the definition and the Schedule which the amending Bill will do, repealing Part VII of the principal Act, it seems that the traffic wardens which exist now have no authority and have no say in anything connected to traffic until new legislation has been passed establishing a division providing for the necessary authority.

I do not know what the position is. Is this just another example of one Minister, as soon as he assumes a portfolio, seeking to get as many areas under his direction and control as possible? Is that the reason now for transferring these functions from one department to another? The question is, what is going to be the criterion now for hiring traffic wardens? Are we going to get the position now where the hiring of traffic wardens becomes highly politicised? Is it going to be highly politicised like other areas are tending to be?

Hon. L. S. CRAIG: Do you want the answer now? I can give you the answer if you want it. The answer is that they are chosen on merit. The traffic wardens are going to be chosen on merit. Do you want to know how they are picked.

Mr. DEPUTY SPEAKER: Has the honourable Member concluded his speech?

Mr. M. A. KING: Mr. Deputy Speaker, I have not.

Mr. DEPUTY SPEAKER: Will you please continue then?

Mr. M. A. KING: As Your Honour pleases.

Mr. Deputy Speaker, I raised this very important point, what is the authority of the traffic wardens once this legislation is repealed? And I went on to make another, what I consider equally valid, point; what is going to be the position as far as the appointment, terms of service and dismissal of traffic wardens are concerned? I raised the vital question as to whether this is going to be an area which will become as highly politicised in the appointment as so many other areas have been wont to become in very recent times.

These are very vital areas which have to be addressed. It seems to me that in bringing this measure before this Honourable House sufficient attention has not been paid to getting the ground-work and the basics in order, and I would really like to hear what is the position as far as the existing authority of these people is concerned and whether they are just going to be drifting in the wind like ships without rudders on the bank.

Hon. V. L. JOHNSON (St. Michael West Central): Mr. Deputy Speaker, the Bill before the House seeks to amend the Police Act to make provisions for new ideas which we have in respect of traffic management in Barbados.

The problem of traffic management has over the years become an increasingly complex exercise, which is bound to pose problems for a Police Department, which is not really geared to administer the very complex issues associated with a new and modernised concept of traffic management.

If you were to examine what obtains in larger and more progressive societies, you would discover that with regard to traffic there is always a separate transport authority that handles vehicular management and road traffic generally, and we in Barbados are merely seeking to provide for a more efficient way of dealing with the questions that relate to the movement of traffic in our island.

The reason why it is necessary to amend the Police Act is that at the time the new Police Act came into effect, it was envisaged that the traffic warden scheme would have been carried out by the police. But those provisions relating to traffic wardens, as we are now talking about them, have never been implemented. 12.55 p.m.

The only traffic wardens in Barbados are those who now operate under the Road Traffic Regulations currently in force, and who provide assistance to school children crossing our highways at busy intersections. This is a voluntary service provided under the existing Road Traffic Regulations. However, the new concept in traffic wardens that we are talking about involves a more meaningful role, which will entail a number of other more specific functions that have to do with traffic management.

The honourable Member for St. James North (Hon. L. S. Craig) alluded to the question of minibuses; the drivers who at the moment do not appear to be amenable to direction and who sometimes reflect a callous and recalcitrant attitude with respect to certain basic regulations that we would like to enforce.

The police are now responsible for them, and it is sometimes difficult for a Police Force, concerned as it is with the concept of law and order, to deal with traffic in all of its complex variables. It will now be possible for persons who are in breach of the Road Traffic Regulations to be reported, if I might use that term, by the traffic wardens which we are seeking to introduce.

Under the new Road Traffic Regulations which are now before the Cabinet – they had their first examination at Cabinet last Thursday – a number of far-reaching and wide-ranging provisions are being brought into effect. The Act has taken us this long to bring forward because we wanted to make certain that we had touched all of the areas that a complex set of regulations like these are bound to touch on. But it is always possible that, even when you think you have taken all into consideration, you have left out something very important.

We have been very patient in putting together these new regulations in order to come before the House with a document that is not likely to be deficient in any area. I would not want to suggest that we are so picture perfect that we would have considered every single detail, but certainly looking at it as long as we have looked at it, we are fairly certain that those areas that need to be considered have been carefully considered.

To give you just a preview – I would not want to go into it comprehensively, but in as much as the honourable Member for St. James has raised questions with respect to mini-buses – I should like to point out that, in fairness to the Mini-bus Association, they have published a code of discipline for themselves.

A delegation from the Mini-bus Association came to my office during the time that we were considering the Road Traffic Regulations. Mr. Tull himself made very strong representations about what he wanted to see in the Road Traffic Regulations as they related to the mini-bus operations, and what he sought was a more efficiently operated service, and a more professional looking mini-bus image.

The Mini-bus Association itself has introduced uniforms for the crew. We took that point and we have put that in the legislation, so the drivers and conductors of the mini-buses will now be wearing a standard dress.

In addition to this, the Mini-bus Association represented that they wanted to see the "hairy-scary" attitude of the drivers, that is stopping all over the highway at intersections and creating danger, eliminated and under the new regulations mini-buses will be required to stop at the bus stops.

The Mini-bus Association also expressed some dissatisfaction with the fact that "Z" vans, which now

operate as mini-buses, were encroaching on their business without having to pay the required licencing fee. We have dealt with that matter under the new Road Traffic Regulations, so the mini-buses will be functioning as mini-buses. All of them will be required to be painted in the standard yellow and blue band that has been adopted for for the mini-bus men and all of them will be expected to come up to the standard of road safety and public acceptance that we feel is in the best interest of passengers.

We believe that the matter of public transport is a matter which can no longer be allowed to be a haphazard kind of service that anybody with a pick-up truck, that has just hauled a load of potatoes, can suddenly be put into service to convey passengers. I believe that those persons who represent themselves as being in the mini-bus concessionary business must be able to abide by the regulations that we set, and must operate vehicles that measure up to the standards set and enforced by the Ministry of Transport and Works. So there will be a general improvement in the quality of transport service, both private and public.

I have said this repeatedly in here and outside, and I will say it again. I do not regard the mini-bus business as a bother or hindrance in the sense that it is in competition with the Transport Service. We have licensed a number of mini-buses in this island, and as such, I believe that those persons who have paid their licences and are prepared to abide by the regulations are entitled to earn their living at the business which they have chosen. Consequently, and in as much as they are providing a useful adjunct service with the public transport, we will try as much as possible to accommodate the mini-buses within the traffic scheme and the general public transport scheme in Barbados.

It is an adjunct scheme, because the bulk of responsibility for passenger movement in this island rests with the public transport service. And while we are setting high standards for our mini-buses, and while we are expecting their operators, that is, drivers and conductors, to abide by the code that will be established, there is going to be a tough and uncompromising attitude with respect to the standards that we would expect for our own transport service.

For too long the public of Barbados has been badly served by people whose attitudes do not reflect the kind of sensitivity to the job they are being asked to do in dealing with the public on a day-to-day basis.
1.05 p.m.

I submit, Sir, that persons who drive buses and who conduct buses need to be schooled in the rudiments of discipline, because they are going to be interfacing with all kinds of people on a day-to-day basis, eight hours a day. They have to be paragons of virtue in so far as patience and endurance are concerned, because sometimes you encounter people who have had a rough time themselves and are likely to take it out on the staff of the transport service, and too many times we have had situations where our bus operators and conductors tend to shoot back in kind. They have been unkind to passengers, treating them harshly; they have cursed them, they have not been offering the level of sophistication that we feel they ought to bring to transport.

We are going to be requiring under the new regulations an entirely different attitude, and to meet our responsibility in so far as this new service is concerned, the Transport Board has been instructed to institute a modernised training service, using all of the modern training components, electronic and otherwise, that are essential to exposing our bus operators to the kind of service that we feel is possible in Barbados, and which we will insist on for the future.

I do not want to sound as though we are coming down unnecessarily hard on the bus conductors and drivers, but I will not make any apology for bad behaviour, indifference or recklessness in relation to their behaviour. Those persons who continue to pose problems in so far as these matters are concerned are going to discover that they will not be accommodated in the new programme. I will make a general appeal and I believe that the vast majority of persons who work with the Transport Board, as well as with the mini-bus service, will be able to respond to the training that we feel they lack in order to bring them up to the level that we expect them to reach. I believe, Sir, that that is enough on the matter of public transport.

There are a number of other matters which have to do with the control of traffic generally, and one of these matters is the question of parking. Parking will be dealt with under the new Traffic Regulations as well, and the bulk of the responsibility for parking, particularly as it relates to parking in prescribed parking areas, will be handled by the Ministry of Transport and Works, and will be policed by the Traffic Warden Scheme.

We have put in new electronic parking systems at Independence Square and down at the Harbour Road that will be able to accommodate cars in a very orderly fashion. The parking meters will be able to monitor the revenue that comes in from the parking service and will bring a more efficient operation to the business of parking in central Bridgetown.

As our city grows, as our business base expands, more and more people are going to be requiring parking facilities in the city of Bridgetown, and we have to start anticipating this new growth and development by providing enhanced parking facilities generally. We propose to bring forward a completely new development

programme for that western part of the city including the Lower Green, and this will all incorporate the traffic handling arrangements, not only as it relates to parking, but as it relates generally to the circulation of traffic.

In that regard, the Lower Green is going to eventually give way to people, and our buses will be sited farther to the west. Traffic will be circulating not through the Jubilee Gardens but will be circulating around the Jubilee Gardens, and the Jubilee Gardens and the Lower Green will become one central green in the centre of town. It will be a new park, if you want to call it that, in which people will be able to sit and traffic will be able to flow around it. So at that end of the city, we will have a pleasing, restful environment for our people, and we will have an enhanced traffic flow around that green. These are some of the provisions which we are hoping to accommodate under this amendment that has come before the Chamber today.

If I might speak just briefly in the amount of time I have remaining to the question of accidents on the highway, I would like to appeal to Barbados to exercise a keener sense of care on the highways. When the Spring Garden road was first opened, we had a spate of accidents, which created a great deal of tension in our society, and persons were beginning to get a bit restless, attributing it to the fact that traffic on the Spring Garden was permitted to travel a bit faster than the rest of the traffic on the other highways.

I do not share that view. I believe that, in the final analysis, the question of traffic safety rests with people; and as long as our drivers, whether they are driving at 30 miles an hour or at 50 miles an hour, fail to bring a sensible approach to their driving and be disciplined in the exercise of the privilege they have on the highway, then we are going to have accidents.

Spring Garden has fallen into a more stable pattern now, people are beginning to understand how the highway was intended to be used, so that the opportunity for accidents has diminished sharply in the last few months. I hope that this is the beginning of a trend and that our citizens will continue to use the improved highway system that we are providing in a spirit of restraint, and operate within the law as it has been laid down.

I regret, Sir, that I personally had to go down there the other morning and plead with a young man who persisted in breaking one of the new Road Traffic Regulations that relate specifically to the Spring Garden. In spite of the fact that that regulation has been introduced and is in force, he still persisted in selling newspapers at that intersection. But what is more important, Sir, is that even though the regulations are in force, responsible citizens of Barbados, bank managers, other managers, teachers, pull up alongside that highway every morning and continue to patronise that gentleman.

I do not feel we should put all the responsibility on irresponsible persons who sell newspapers, but we ought to put the burden squarely on those persons who continue to do what they know they ought not to be doing, and these are responsible leaders in our society. If I should call some of the names you would be shocked, but the Rules of the House do not permit that. But I hope that, generally speaking, the persons who perform a leading role in our country, and who are looked to for example setting, will be conscious of the responsibility and not lead innocent and unsuspecting people to breach laws that put people's lives in danger, because when that happens some other irresponsible person is bound to say that the pile-up happened because Spring Garden Highway is too fast, it should be 30 miles an hour.

It is not speed, Sir. It is that persons do not use our road system in the way it was intended to be used, particularly having regard to the fact that the traffic density in Barbados has grown very sharply in the last several years. Things that we could do with impugnity once are not things that we can do now. Around every bend there is likely to be another car, or bus, or trailer-truck coming. Therefore, we have always to be on our "ps and qs".

I believe that I have said enough on this matter. When the Road Traffic Regulations are brought before the Chamber, there will be other opportunities for us to expand on the question of road traffic. I would like to lend my support to this and assure all honourable Members that we at the Ministry of Transport and Works will try our best to make sure that what we have is a more efficient and more up-to-date programme for traffic management in Barbados.

1.15 p.m.

Mr. B. M. TAITT (St. Michael West): Sir, I wish to make a contribution to this debate, and I wish to take it in three parts. I first wish to deal with the legislation itself.

On the face of it this piece of legislation seems innocuous. It says:

> "This Bill seeks to amend the Police Act, Cap. 167 in order to abolish the division of the Police Force known as the Traffic Warden Division."

Then, Sir, one looks at the 1981 – 21, and one realizes that this is an indication yet again of the incompetence of this Government.

From time to time in this Honourable Chamber, I have raised this question as to the way in which legislation comes to this Honourable Chamber to be dealt with.

(Hon. L. S. CRAIG: You are looking for a job up there.)

Aside.

Mr. B. M. TAITT: Mr. Deputy Speaker, when we shall have passed this – it is true it says it shall come into force on a day to be proclaimed – it seems to me that it is a waste of this Honourable Chamber's time to be debating this before we see the new Traffic Warden Division as created. – It seems to me that the first piece of legislation which should have come here – or the two of them should have come together – is a piece of legislation saying, "There shall be a new Traffic Warden Division" or "There shall be some new Division in the Ministry of Transport and Works", so that we would be in a position to judge whether the new piece of administrative machinery can merely supplant that which was brought to us only in 1981.

This Government is completely and totally confused about how it is going to run the country. Even on a matter as straightforward as traffic, they have it confused! In 1981, they had had five years in power. They set out a Manifesto. Then in 1981, they came here, and I believe it was due to the indefatiguable work which was done by the honourable Member for St. Joseph (His Honour C. L. Bolden) that we managed to get a 1981 Traffic Act at all. Both sides agreed that that was an awful situation.

(Hon. L. S. CRAIG: He is not Husbands! He is the Speaker that walked across!)

Mr. B. M. TAITT: Both sides agreed that that was a tragedy and that we were glad to see that.

Then we had the discussion about our having a Road Traffic Act and having to use old regulations. I was very pleased to hear the honourable Member say today that there will be regulations before the end of the year. We have thirty-two or thirty-three days left, and the Lord knows that we look forward to those new regulations, because, to this day, the police are confused, the citizens are confused, the magistrates are confused! We have total confusion so far!

(Hon. L. S. CRAIG: Taitt is confused.)

Mr. B. M. TAITT: I am a citizen, so you would understand that I am confused about this too. I am confused about the regulations. The failure to produce regulations that are in the same vein as the Road Traffic Act has created confusion. We all are agreed on that. So we look forward to these new regulations.

Then in 1981, we had them coming down here saying that they had come up with a new way to deal with traffic. Almost the identical speech which the honourable Member for St. Michael West Central (Hon. V. L. Johnson) made today! A speech which said, as you know, Sir, you want to remove the function of traffic away from the day-to-day beat of the policeman. We created a Traffic Warden Division. We put it in the Police Act because the police powers are given in Cap. 167 of the Laws of Barbados, and it was believed then, and I agreed at that time, that the proper place to put police powers would be within the ambit of the Police Act, Cap. 167.

And he felt that in terms of the Executive exercising its authority in a society of this size that a Traffic Warden Division within the Police Act was reasonable. So we went along and we agreed. Now, today, Sir, as a result of the importation into the Ministry of Transport and Works of one with an alien philosophy.....

(Hon. V. L. JOHNSON: Alien philosophy! Me?)

Mr. B. M. TAITT: Yes, he admits to an alien philosophy, *vis-a-vis* how other persons think of these matters. He is trying now to implement an even greater and nearer system to the one to which he has become accustomed. And so, today we have them bringing something to repeal a 1981 Act to put in the 1983 Police (Amendment) Act.

But they put the cart before the horse! You come and you repeal that, but you do not bring anything to replace it! And you had the honourable Member for Christ Church East Central (Hon. H. B. St. John) scrambling, as he tried to introduce this! Because as I said to my colleague, "he is taking the brief as he goes along." Scrambling because he would know that it would have been much better, much more desirable for us to know what it is we are replacing this Traffic Warden Division with!

Small wonder that my colleague had to raise the question whether this is going to be a politicized division. No wonder that my colleague had to raise that, because we start wondering why is it you have not brought the new Traffic Warden Division for us to see.

But you know, Sir, the section that they are repealing not only creates the Division. The problem is not the traffic wardens *per se*. If they went on to spell it out in great detail – and this is the point, this is why I am arguing that you need to bring the other piece of legislation before you bring this piece repealing what we have in front of us, and all the other honourable Members over there who are remotely familiar with the law will agree – if you look at Section 2 of the 1981 – 21 Act, it says:

"Section 2 of the Police Act, in this Act referred to as the principal Act, is amended by adding thereto the following definition:".

And then it puts in ' "Traffic Warden" '. So this relates to the Police Act *per se.*

It goes further:

"The principal Act is amended by inserting therein the following new Part:".

And it inserts a completely new part. That new part then establishes what is a traffic warden, it says what a traffic warden may do, and it says how a traffic warden may perform. And it sets out:

"For the effective performance of their functions.... Traffic Wardens have all the powers conferred on members of the Force under this Act except the powers of arrest."

Then we come here today, and we are passing legislation which say, "Repeal that, full stop!"

Mr. Deputy Speaker, I do not think I need to push this point. It is true that the honourable Minister responsible for Transport and Works might not at first be able to take the point I am making, and I am not saying that in a critical way. But I think that if he examines what I am saying, he would wish to defer this particular piece of legislation until he has the rest of it, so that we can look at the two of them together and assist and make a sensible contribution to the debate. I would recommend to him that he withdraws this Bill and holds it until we bring the other piece of legislation

The second thing I want to allude to in relation to this debate has to do with something the honourable Minister responsible for Transport and Works said about his plans for roadways. I saw in the newspapers recently the notice proclaiming the regulations concerning Spring Garden.

The first thing I wish to say, on this matter is that the Government, and more particularly that Ministry, has a responsibility when it is proclaiming regulations of this kind to give them the widest possible publicity. The notice which I saw was in the smallest possible print you can find in the newspaper. I happened to have caught it. I was passing and saw it, and I had to get my glasses to read it properly.

(Hon. L. S. CRAIG: It was in the Classified Ads.)

Mr. B. M. TAITT: The honourable Member is with me. It was over where you do not expect the people who live in Parris Gap and those places to be muddling down in that corner looking for the public notices.

(Hon. L. S. CRAIG: Do they not have any sense down there?)

Mr. B. M. TAITT: They have more sense than the honourable Member for St. James North, and that is why they do not bother to look through the Classified Ads.

(Hon. L. S. CRAIG: They would look down there.)

Mr. B. M. TAITT: They do not bother to look in the Classified Ads, because they know that is a lot of propaganda.

1.25 p.m.

But, quite seriously, the second thing about the notice bears some relation to what I was saying earlier, when I said that this Government has a way of putting the cart before the horse. I believe that the Minister might be quite sincere in his attempt to make this Spring Garden Highway a safer place. But in his zeal to do that, it seems to me that he has completely forgotten the people who live adjacent to the Spring Garden Highway.

Now I cannot forget them, because I represent them. Among the regulations which they passed was that there shall be no parking on the Spring Garden Highway. Surely, to give one example of what I am talking, those honourable Members over there must be aware that along that highway there is, and there has been, from almost time immemorial, a number of small businessmen who earn their living by having, for example, in one case, parties, dances, weddings and so on.

Aside.

Mr. B. M. TAITT: The one in particular that has dancing at night.

Aside.

Mr. B. M. TAITT: You do not mind, I am putting a case for my constituents. Do not try to make this debate seem as if it is invidious because we call any particular individual.

I am saying, Sir, that it is well known that patrons of a particular business place on that highway park, usually on weekends, after certain hours to allow for enjoyment in the way that all of us have become accustomed. The loss of business which will accrue to that particular business alone ought to have occupied the attention of the planning people in that Ministry when they were looking at the regulations of this highway.

I go further Sir. We have a number of small people who push box carts, who live in Westbury Road and Parris Gap, who sell fish, who are accustomed to going through the sand pit, collecting their fish, putting them on a box cart and coming back on to Westbury Road to start to sell their fish. According to these regulations,

those people cannot drive their box carts on the Spring Garden Highway. Do you know what they have to do now, Sir? They cannot cross the highway without breaking the law, so they have to take the box cart and go up Westbury Road, down to the Harbour Road, and make a "tack-a-two".

Aside.

Mr. B. M. TAITT: You would not know what is a "tack-a-two".

Aside.

Mr. B. M. TAITT. The honourable Member says that they should put the box cart on their heads. You see, that is the contempt that he has for my constituents. I am going to tell them that the Government says that those who have box carts can put them on their heads. That is the attitude that I am discussing.

I am not finished, Sir. Let me go on and list all of the problems. Take the people who work in the Port. Anyone who knows about Barbados knows that there is a gang of people who live in Brandons, the Farm, and in Goodlands. They all work in the shipping, as it is called, at the Port. They ride their bicycles to work. Anybody who passes and sees them when they are changing shifts can see that gang of bicycle people going to work. It is now suggested that the people who live in Brandons cannot ride their bicycles to work along the route they have been riding for all of their lives. They now have to cross the Spring Garden Highway.....

Aside.

Mr. B. M. TAITT: You see, Sir. if they knew the area, they would know that Lands End always had a track, and that you always came to the point.....

Aside.

Mr. B. M. TAITT: Don't say "It isn't true". You do not know.

Mr. Deputy Speaker, you would know what I am speaking about. Those people have been coming through the track on to what is now a highway for a substantial part of their lives. They have been riding bicycles there. You are now saying to them that you would take the road and go all around through the Farm, through Goodland and Westbury Road.

One is not suggesting that there should not be any progress. One is not suggesting that there should not be a highway. One is suggesting that before you get hot and sweaty and implement all of these regulations, and before they implement all of the plans for the super highway of two point something miles, they ought to have made provisions for the ordinary people.

I was just in the United States and I spoke to a couple of traffic people and asked them what it would cost to put an overhead crossing on a highway, and I described the highway – I told them that the Minister had announced that the plan called for $355 000 to build the over pass. The honourable member had announced that figure of $355 000. They laughed and asked if they are building a hangar for a space ship.....

Aside.

Mr. B. M. TAITT: The point is that for $355 000 they will build one crossing. Now the question would still be, where would they put it? Are they going to put the crossing up by Piley? Are they going to put it down at the crossing of the main road going into Black Rock? Are they going to put it near to Paradise?

The point is, Sir, that it shows a remarkable incapacity to plan or a tremendous capacity for contempt of the people that live in that area. I maintain that nothing that the Government has said concerning the Spring Garden Highway demonstrates that there has ever been a single iota of thought for the people who live in that area. What the Government has been concerned with is enhancing its own image by saying that it has brought super highways to Barbados. It has not been concerned with the people of that area.

After my agitation, they have filled in the land by Lands End, and I thank the honourable Member, the now Minister – they change so fast over there you can't tell who is who– honourable Member for St. Michael South East (Hon. DeL. O. Bradshaw). I will say that he paid some attention to the agitation and we have filled in the land at Lands End. We now have a playing field. Now if you do not put some kind of place for people to gather, if you do not make some kind of entry into that playing field for vehicular traffic, the people who would stop to watch cricket or football as it is played there are bound to find themselves afoul of the new regulations which you have brought in.

I am suggesting that the whole area surrounding the monument is capable of, and ought to be in receipt of, a total plan for the people in the surrounding area, and that total plan should include an area where people can gather. The people who live in Parris Gap, Lands End and Brandons are entitled to be considered in any plan which so completely and so radically changes the whole structure of their environment.

I go further, Sir. When the highway was being constructed, I took it upon myself, and I believe I have said it in a different way in here, to go to the Government

Information Services and begged them to let us have a programme of education. I have said in this House and I have asked the Ministers from time to time to let us have a programme of education for the use of that highway. 1.35 p.m.

We still have a situation where people come to the major road to stop, and cars are coming at 50 miles an hour and over, and they turn into the highway at six miles an hour. That is a guaranteed accident, unless the fellow who is coming has enough prescience to recognise that the one in front does not understand how you enter into a highway. These are matters which can be dealt with with education.....

Asides.

Mr. B. M. TAITT: He would not understand the word, it is too big for him. The word is too big for the honourable Member. (I am sorry, Sir.) It starts with a "p".

The point I am making, Sir, ...

Mr. DEPUTY SPEAKER: Will the honourable Member cease with the English debate and get on with the parliamentary debate?

Mr. B. M. TAITT: We try to do it in English, Sir.

The point I am making is that the whole idea of the use of that highway is different from anything we have had in Barbados. Ask them to go on television. You put a lot of foolishness on television from time to time. You have Civil File doing some serious propaganda for the Government. Let it do something for the people for a change. You are putting on the same propaganda programme on Civic File almost every night, and you have the Ministers making fools of themselves and you have political slogans coming on night after night. Stop trying to do that. The people would be grateful to you if you take some of those films which are available, which the honourable Member knows are available, and put them on CBC television so people would know how to use the highway.

The 50 miles per hour may not be too much *per se*. No one can quarrel with 50 miles per hour on a highway *per se*. But with the introduction of the 50 miles per hour in the way you have done it, in the area you have done it, when people were accustomed to going into the sea by just walking across, do you expect that after 50 or 60 years they are going to come to a sudden halt? One or two of them have come to a sudden halt!

Mr. Deputy Speaker, I said I would do it in three stages and I am going to go to the third stage which is related to the other two. The honourable Member for St. James North (Hon. L. S. Craig) said that he has his perennial quarrel with the minibuses drivers, and he said they are unruly. I cannot argue for or against that. He obviously spends more time observing them than I do, and I will take his word for it that they are unruly, but I want to say this.

He finally asked in the end, "Where is the pride?" I want to make this point. The amount of pride we have in this country will depend to a large extent on the way people feel in this country, and the kind of leadership which is provided in the area of pride is what will have to be engendering in the minibus drivers and all other Barbadians who have to service other Barbadians, the feeling of deep respect one for the other.

We are debating today, the day before Independence Day. And if you look around this country, look around at the Government buildings, look around at the attitude of the Government towards independence, how do you expect us to have pride? There is no pride demonstrated by the Government. I do not know if it is that the International Monetary Fund said to you that you cannot buy flags, but there is at least some old bunting .....

Mr. DEPUTY SPEAKER: Will the honourable Member stick to the Bill which deals with the amendment to the Police Act and traffic, and please leave out the IMF and buntings?

Mr. B. M. TAITT: I beg you pardon, Sir, I was dealing with the pride along the highways.

It would have been nice, Sir, if along the highways, the Spring Garden Highway included, we could see some evidence of the kind of pride which ought to be coming at this time in our national history. If around the 17th birthday of independence.....

Mr. DEPUTY SPEAKER: We are not speaking about the Spring Garden Highway, we are dealing with the amendment to the Police Act. I know the honourable Member wants to talk about independence, but he could have brought a private Resolution. Stick to the Bill, and remember you have just five minutes to make your third and last point.

Mr. B. M. TAITT: Mr. Deputy Speaker, the minibus drivers, the police, the traffic wardens, the whole gamut of Barbadians who have to work servicing one another, will not have the kind of attitude which the honourable Member for St. James North calls for if that same attitude is not communicated to them by the leaders in the community, and those leaders include the leaders in industry, the leaders in commerce, the leaders in the church, and, more particularly, the leaders in the Government. How we behave will be a source of inspiration to those persons who have to function at levels that

might be considered below us. Those people cannot be constantly called upon to rise above the levels which are set by people whom they regard as their highers and their betters. I think that a whole new spirit is needed in this community before we are in a position, effectively, honestly and properly, to criticise all the actions of those people.

Mr. Deputy Speaker, as I said, I hope the Minister will have the goodwill and recognise that it is not right, it is not proper, that we should debate this and pass it before we see what we are replacing the thing we are repealing with. I hope the Minister will recognise that normally no one will be against what he proposes to do, we are just against the methodology which is being used because we do not know what it is we are getting for what we are replacing.

Thank you very much, Mr. Deputy Speaker.

Hon. H. deB. FORDE (Christ Church West): Mr. Deputy Speaker, I want to deal with the Bill which is before the House. I can understand my friend's concern about his constituents. I suppose he is in the Seaga mood, so he is a little concerned at present as to whether or not there may be a snap election. I think he can go to sleep peacefully.

There is no doubt that the scheme for the establishment of traffic wardens has been in the pipeline for some time. I believe that you know very well of the scheme yourself, having served in the Ministry of Communications and Works. But the honourable Member who has just spoken is quite mistaken if he is going to relate the fact that this Bill has come before Parliament in the form in which it has come to any incompetence on the part of the Government.

When I went to the Ministry in 1976, I found that such a scheme had been suggested to the previous Government, in 1971, and something like five years elapsed without any action at all having been taken other than the matter having been at one stage looked at by the Minister of Home Affairs, who referred it to the Cabinet, and had got a Cabinet decision.

The scheme continued to be shifted from Ministry to Ministry. Some Ministries did not want to take it on. I believe that at one stage Communications and Works had some inhibitions about taking the scheme on as it was, and on the other hand, there was a lot of – I would not like to call it administrative jealousy – but certainly disagreements between the people in the administration of this matter.

Finally, because a limited Traffic Warden Scheme was being run by the Police Department, it was decided in 1981 to get the scheme off the ground by amending the Police Act to allow the police to expand the scheme until a complete re-haul of the Road Traffic Act and Regulations and the Licensing Authority Department of the Ministry of Communications and Works, as it was at the time, had been completed.

We also had the experience at the airport where we were on a pilot scheme for the regulation of parking and giving limited authority to persons who administered that scheme at the airport.
1.45 p.m.

I believe that the Government has now made up its mind as to where the traffic wardens scheme should finally be housed, and the departments of Government which should implement that scheme.

It obviously becomes necessary to amend the Police Act in order to remove the division from the Police and transfer it to the Ministry of Transport and Works. Obviously, Mr. Deputy Speaker, it will be necessary for the Minister to look at the Road Traffic Act – I believe that the honourable Member for Christ Church West Central (Mr. M. A. King) was quite correct on his point, and his point has been taken by the honourable Member for St. Michael West (Mr. B. M. Taitt) as well – and have the Road Traffic Act amended.

I do not believe that the section containing the regulatory powers will be wide enough to allow the subsidiary legislation to contain all of the necessary powers that ought to be conferred on the traffic wardens. I think it would be necessary for the Minister to probably bring down an amendment to the Regulation Section of the Road Traffic Act to ensure that the Road Traffic Regulations are not *ultra vires* the powers of the Act. No doubt the section dealing with the proclamations, bringing in this Act to be proclaimed, is there to allow these things to go into place.

I believe the criticism of the honourable Member for St. Michael West is really that he would have liked to see the total package together. But sometimes, in my experience with legislation, what happens is that you have two or three Bills that have come out of the Ministry of the Attorney General making their rounds, and a Government is sometimes hard-pressed to wait to get a total package to bring to the House. That happened with a lot of the reform we did on the Family Law. I am sure that the Minister will bear in mind that the existing legislation will need to be amended.

The traffic warden must be given some power to deal with people who in their presence are in breach of other parts of existing legislation. Although under the Police Act we did not give them the power of arrest, I think they will have to be given some limited and properly circumscribed powers of arrest. It may do well to look

at the legislation which obtains in other Commonwealth jurisdictions, which clearly set out their powers.

It is possible, of course, to give them that power by conferring on every traffic warden the status of an island constable. I do not myself think that is the most adequate or the best way to deal with the situation, and I would commend to the Minister, if it has not already been done, that he look at some of the precedents that obtain in other jurisdictions.

I would like to say a word of praise for the YWCA, which started a Traffic Warden Scheme on a voluntary basis. Several of the public-spirited women of Barbados contributed without charge to assisting in the regulation of crossings, particularly at schools, and although they only perform a limited number of functions which traffic wardens perform, I believe that their work is another example of the outstanding contributions which women in this country make to public affairs. I am sure that the Minister will take that into account, particularly in the light of their experience, when we come to appointing people.

I hope to see many women carrying out the functions of traffic wardens. In many ways they are probably more suited to this task than men. For one thing, they are more conscious of proper order on the road than some male drivers and it is significant that, when one looks at the statistics, a lot of the road traffic offences are created by men rather than by women. Although I know men are sometimes critical of women drivers, I would hazard a guess that certainly on our roads, and probably on the roads of the whole of the world, women have proven themselves to be more considerate of other persons using the roads than men have proven themselves to be.

I want to make a remark, too, about car parking, because they will be operating the car parks, and not only looking after car parking but I hope will regulate people parking along the sides of our roads. A lot of the congestion of traffic in Bridgetown and on our main highways is caused by people parking in No Parking areas.

Now I am not totally blaming them and saying that our highway users are totally lacking improper consideration for each other and for other people using our roads, whether they be pedestrians or people with slow moving vehicles. Part of the problem is due to the fact that our road system is antiquated.

We are a small country and cannot have a series of wider highways like what we see in the United States, or Germany, or other industrialised countries. Most of our roads have been set out to follow what were originally cart roads, and even now, when we are doing improvement of roads, we are doing too many winding areas rather than straight roads set out in a system that would make traffic management easier.

One of the serious problems that we have in the City is the lack of adequate car parking facilities. I do not believe that we are going to achieve this merely by taking areas like Cheapside, for instance, and having some car parking there. I commend the Government on having looked at the need for car parking facilities in this manner, but I think we have to go a step further. Barbados must have within the City of Bridgetown, or its close environs, at least two major multi-storied car parking facilities, and the development plan of the City must accommodate this.

I recognise that already the Government is proposing to have some form of car parking facilities near to the new Central Bank Building and the auditorium which will be established there. But there are several business men and investors in the City who have been seriously exploring the possibility of constructing multi-storied car parks, with shopping facilities and arcades.

Mr. DEPUTY SPEAKER: Will the honourable Member be able to conclude his speech within the next ten minutes?

Hon. H. deB. FORDE: Yes, Sir, probably in just a few minutes.

The problem we have is a lack of space in the City. We do not wish to have Bridgetown become a ghost City so we want to keep some inhabitants. On the other hand, the problem we are having is that people are moving out to the shopping areas because they cannot have adequate shopping facilities in Bridgetown, and I think that the Government must work hand in hand with those persons to ensure that we can establish at least one, if not two, multi-storied car parks.
1.55 p.m.

I know that private enterprise have already had firm undertakings from investors to raise $3 million or $4 million to put in a major car park. But negotiations for the land have proved difficult, and I am seriously suggesting to Government itself that it makes available part of Government lands in the area, either by way of selling or by way of long lease, so that the investors can deal with this problem which exists.

Mr. Deputy Speaker, so that I can finish on time – I will curtail my speech somewhat – the last point I want to make is that certain areas make it difficult for even traffic wardens to operate, and that is road junctions. I want to congratulate the Government on widening the road junction at the Pine/Belleville Road. I think they are doing a good job there, but I myself am concerned at some of the blind corners in Christ Church

West on a main highway. Work is being done at the St. Matthias corner, but we must do work at Browne's Gap by Dear's garage and at Garden Gap No. 1 and No. 2, and the other side of Harts Gap, and we must proceed to do the change at the Stream corner.

Mr. DEPUTY SPEAKER: Is this the amendment to the Police Act?

Hon. H. deB. FORDE: Yes, Sir. Otherwise traffic wardens are going to find it difficult to control the flow of traffic and prevent accidents from occurring. That is the point I am trying to make. I had not got to my peroration; I was merely leading up right into the point; so I will draw to the Minister's attention these serious points. Dalkeith Hill too, Sir, linking Brittons Hill highway and the Deighton Road, where so many school children, without any traffic warden being available, are exposed to daily traffic. I must ask the Ministry to attend to that.

I thank you very much, Sir.

SUSPENSION OF SITTING

Mr. DEPUTY SPEAKER: This sitting now stands suspended until 2.45 p.m. today.
2.00 p.m.

ON RESUMPTION

Mr. DEPUTY SPEAKER: This sitting is now resumed.

QUESTION TIME

Mr. DEPUTY SPEAKER: It is now Question Time. Since there are no Questions on the Order Paper, we now move to Private Members' Business.

PRIVATE MEMBERS' BUSINESS

Mr. DEPUTY SPEAKER: There is one Order standing in the name of the honourable Member for Christ Church West. I do not now see him in his seat, so Government Business is now resumed.

GOVERNMENT BUSINESS

POLICE (AMENDMENT) ACT 1983 (Cont'd)

Mr. DEPUTY SPEAKER: When the suspension was taken, the honourable Member for Christ Church West had just completed his speech. Any other honourable Member who wishes to contribute to the debate may now proceed.

The question that the Bill be read a second time was put and resolved in the affirmative without division.

On motion of Hon. H. B. St. JOHN, seconded by Hon. L. S. CRAIG, Mr. DEPUTY SPEAKER left the Chair and the House went into Committee on the Bill, Mr. J. G. ODLE in the Chair.

Clauses 1 to 4 inclusive were called and passed.

On motion of Hon. L. S. CRAIG, seconded by Hon. H. B. St. JOHN, Mr. CHAIRMAN reported the passing of one Bill in Committee, and Mr. DEPUTY SPEAKER resumed the Chair and reported accordingly.

On separate motions of Hon. L. S. CRAIG, seconded by Hon. H. B. St. JOHN, the Bill was read a third time and passed.

Order No. 1 was called – To move the House into Committee of Supply to consider the grant of sums of money for the service of this Island.

On the motion of Hon. L. S. CRAIG, seconded by Hon. DeL. O. BRADSHAW, Mr. DEPUTY SPEAKER left the Chair and the House went into Committee of Supply, Mr. J. G. ODLE in the Chair.

COMMITTEE OF SUPPLY

SUPPLEMENTARY ESTIMATES 1983–84 No. 10

Head 28 - Ministry of Legal Affairs – was called.

Hon. L. S. CRAIG: Mr. Chairman, I beg to move that Head 28 – Ministry of Legal Affairs – stand part.

Hon. DeL. O. BRADSHAW: I beg to second that.

The question was put and resolved in the affirmative without division.

Head 42 – Ministry of Transport and Works – was called.

Hon. L. S. CRAIG: Mr. Chairman, I beg to move that Head 42 – Ministry of Transport and Works – stand part.

Hon. V. L. JOHNSON: I beg to second that.

The question was put and resolved in the affirmative without division.

SUPPLEMENTARY ESTIMATES 1983–84 No. 11

Hon. L. S. CRAIG: Mr. Chairman, I beg to move that this Resolution do now pass.

Hon. DeL. O. BRADSHAW: I beg to second that. 2.50 p.m.

Mr. W. O. FRANKLIN (St. Philip North): Mr. Chairman, Head 84. Let me start by declaring an interest in this particular Head, since I happen to be involved in a company that has some lands in this area, and, by profession, I deal with acquisitions.

I notice in this Head that some of these funds are for the Project Execution Unit, which has been expanded to include responsibility for the access roads to the industrial estates, the Bridgetown Traffic Study and other development projects.

Mr. Chairman, my contribution to this is more in the way of trying to solicit information from the appropriate Ministries on the access route, and my concern stems straight from information I have been able to discover.

In the acquisition for Phase I of this industrial access route, there are likely to be some 160 Section 3 notices published, which could mean 160 acquisitions. As you are aware, Mr. Chairman, Phase 1 of this road joins the University Road into the roundabout at Warrens, by way of Bailey's Tenantry, through the Cave Hill area, through the Lodge Hill area into.....

Hon. L. S. CRAIG: Sir, if the honourable Member would give way. Make it a proper question since you said you wanted information. I know my colleague here would be quite willing to give you the information in detail. I think that would help the honourable Member quite a bit, Sir. I am confident about that.

Bring it in the form of a question and we will give the information in detail, and then, with your supplementaries, you would get all the information you require. That is the best way to do it. It is only my suggestion from experience.

Mr. W. O. FRANKLIN: I take the point of the honourable Leader of the House, but I am not going to be long. It is not a contentious matter. I can quite appreciate all of us wanting to get away for our independence celebration.

Hon. L. S. CRAIG: I am not trying to get away. I am just trying to assist you.

Mr. W. O. FRANKLIN: What I am concerned about, Mr. Chairman, is the fact that there are going to be some 160 properties acquired in Phase I. This is a phase that passes through a lot of fairly densely populated areas and due to the fact that there are going to be a lot of houses there, people are going to be asked to move.

My concern at the moment is whether or not enough work has gone on between the Project Team, the Ministry of Housing and the Ministry of Legal Affairs to co-ordinate the acquisition procedure in this Phase I. As we are well aware, acquisitions have been taking a lot of time, and if you are expecting the present system to handle 160 acquisitions in a reasonable time as not to create hardships for those people in those areas, I would like to believe that some special team has been set up by now to look after this area.

The reason I am so concerned, as I said before, is that you are going to be passing through areas where people would be losing their houses. It would mean that they would have to know exactly if they are going to be compensated, or if provision will be made immediately to rehouse them. Compensation should be speedy enough to allow the people to get back some accommodation in a short space of time, so as not to create the type of hardships that could easily be created.

I am only inviting the appropriate Ministry to make sure that the co-ordination is efficient, because this cannot be handled in the usual way. One hundred and sixty acquisitions handled in the usual way you have set up would take twenty years, and in the meantime, you are going to have the problems of the people in those areas concerned. I invite the appropriate Ministries to look ahead since, from my understanding of a radio announcement by the Minister, the road should be started in April next year. It is only another three or four months.

Naturally, if the road is to be started at that time, it would mean that you are going to have demolition of properties in the areas where the road is to go through. So I take this opportunity to invite the appropriate Ministries to make sure that the machinery is set up to alleviate the hardships of the people concerned and make any suffering as little as humanly possible.

The question that Head 84 do now stand part was put and resolved in the affirmative without division.

On the motion of Hon. L. S. CRAIG, seconded by Hon. H. B. St. JOHN, Mr. CHAIRMAN reported the passing of two money Resolutions in Committee and Mr. DEPUTY SPEAKER resumed the Chair and reported accordingly.

On the separate motions of Hon. L. S. CRAIG, seconded by Hon. H. B. St. JOHN, the Resolutions were read a first and second time and agreed to.

ADJOURNMENT

Hon. L. S. CRAIG: This concludes Government Business, and I beg to move that this House do now stand

adjourned until Tuesday, December 6, 1983 at 12.00 o'clock noon.

Hon. H. B. St. JOHN: I beg to second that, Sir.

Mr. DEPUTY SPEAKER: The question is.....

Hon. L. S. CRAIG: Sir,.....

Asides.

Mr. DEPUTY SPEAKER: As I understand it, the Honourable Leader of the House has certain items to give notice of.

If there are no objections, leave will be granted before this House is adjourned.

GOVERNMENT NOTICES

Hon. L. S. CRAIG: Mr. Deputy Speaker, I must apologize, I had them before me.

I beg to give notice of the following Resolutions:

A Resolution to grant the sum of $663 949 from the Consolidated Fund and to place it at the disposal of the Government to supplement the Estimates, 1983–84, Part I Current as shown in the Supplementary Estimates, 1983-84, No. 12 which form the Schedule to the Resolution. And Sir:

A Resolution to grant the sum of $4 172 071 from the Consolidated Fund and place it at the disposal of the Government to supplement the Estimates 1983–84, Part II Capital as shown in the Supplementary Estimates, 1983–84, No. 13 which form the Schedule to the Resolution.

Mr. DEPUTY SPEAKER: And does this bring you to the end of Government Business?

Hon. L. S. CRAIG: Yes, Sir.

The question that the House do now stand adjourned until Tuesday, December 6, 1983, at 12.00 o'clock noon was put and resolved in the affirmative without division and Mr. DEPUTY SPEAKER adjourned the House accordingly.

3.00 p.m.

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SPEAKERS IN THIS ISSUE

BOLDEN, His Honour C. L. (St. Joseph)
CRAIG, Hon. L. S. (St. James North)
FORDE, Hon. H. deB. (Christ Church West)
FRANKLIN, W. O. (St. Philip North)
JOHNSON, Hon. V. L. (St. Michael West Central)
KING, M. A. (Christ Church West Central)
ODLE, J. G. (St. George North)
St. JOHN, Hon. H. B. (Christ Church East Central)
SANDIFORD, L. E. (St. Michael South)
SISNETT, L. L. (St. Michael North East)
TAITT, B. M. (St. Michael West)