
THE

House of Assembly Debates

(UNOFFICIAL REPORT)

PARLIAMENT 2013 – 2018

HOUSE OF ASSEMBLY

Tuesday, April 19, 2016

Pursuant to the adjournment, the House of Assembly met at 10.15 a.m. on Tuesday, April 19, 2016.

PRESENT

His Honour M. A. CARRINGTON, B.A., LL.B. (Speaker)
Her Honour Mrs. M-J. M. THOMPSON, B.A., M.Sc. (Ph. Ed.) (Deputy Speaker)
Rt. Hon. O. S. ARTHUR, M.Sc. (Econ.)
Mr. G. W. PAYNE, Q.C.
Mr. G. A. CLARKE, J.P., B.Sc., Dip. Ed.
Mr. R. St.C. TOPPIN, LL.B. (Hons.)
Hon. D. St.E. KELLMAN: (Minister of Housing, Lands and Rural Development)
Miss M. A. MOTTLEY, Q.C., LL.B. (Leader of the Opposition)
Miss C. Y. FORDE, J.P., L.C.P.
Hon. R. D. JONES, J.P., B.A. (Hons.), M.A. (Ed.) (Minister of Education, Science, Technology and Innovation)
Dr. the Hon. D. C. ESTWICK, B.Sc., M.B. B.S. (Minister of Agriculture, Food, Fisheries and Water Resource Management)
Mr. D. D. MARSHALL, Q.C., LL.B. (Hons.), L.E.C.
Hon. M. A. LASHLEY, LL.B. (Hons.) (Minister of Transport and Works)
Hon. R. L. SEALY, B.Sc., M.B.A. (Minister of Tourism and International Transport)
Hon. F. J. STUART, B.A., LL.M. (Prime Minister, Minister of National Security, the Public Service and Urban Development)
Hon. J. D. E. BOYCE, M.Sc., C. Eng. (Ministry of Health) (Leader of the House)

Hon. S. D. BLACKETT, (Minister of Social Care, Constituency Empowerment and Community Development)

Mr. J. D. PAUL, B.Sc. (Chairman of Committees)
Dr. the Hon. D. S. LOWE, Dip. Theology, B.A., M.Ed., Ed.D. (Minister of Environment and Drainage)

Hon. A. D. BRATHWAITE, LL.B. (Hons.) (Attorney-General and Minister of Home Affairs)

Hon. S. A. LASHLEY, B.Sc., LL.B. (Hons.), L.E.C. (Minister of Culture, Sports and Youth)

Hon. D. O'N. INNISS, Dip., B.Sc., M.B.A. (Minister of Industry, International Business, Commerce and Small Business Development)

Hon. C. P. SINCKLER, B.A., M.Sc. (Minister of Finance and Economic Affairs)

Mr. T. A. PRESCOD, B.A.

Mr. K. D. SYMMONDS, B.A., LL.B.

Lt. Col. J. D. BOSTIC, MVO, B.A. (Hons.)

Mr. E. G. HINKSON, LL.B (Hons.) LEC, LL.M.

Dr. M. M. AGARD, J.P., B.Sc., M.Sc., D.D.S

Mr. D. G. SUTHERLAND, B.Sc., M.Sc., MBA (Dist)

Miss S. J. O. BRADSHAW, LL.B. (Hons.)

Prayers were taken by Reverend Mark Harewood.

Mr. SPEAKER: Good morning Honourable Members, this Sitting of the House is now in session.

ANNOUNCEMENTS BY HIS HONOUR THE SPEAKER

Mr. SPEAKER: Yes, just briefly. As anticipated, a meeting of the Committee of Privileges was scheduled for this week. Unfortunately, we were not able to meet because there was no quorum, but that matter would be rescheduled very shortly.

This morning we want to acknowledge the presence of some students and their teacher of the Codrington Primary School. We are happy to have you and we hope that you find the session educational.

I am also happy to have with us this morning some members of a two-day seminar which is being hosted by us of the Core Group of Public Accounts Committees of the region. We are happy to have you here and we hope that you find the experience an enlightening one.

MINUTES

Mr. SPEAKER: I am in receipt of the Minutes of the meeting held on Tuesday, 8th and Monday, 14th March, 2016, respectively.

Hon. J. D. E. BOYCE: Mr. Speaker, I beg to move that the Minutes for the Honourable the House of Assembly for its Meeting of Tuesday, 8th and Monday 14th March, 2016 be confirmed subject to any omissions, corrections and/or observations.

Hon. A. D. BRATHWAITE: I beg to second that, Sir.

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

PAPERS

Mr. SPEAKER: The Honourable Member for Christ Church South.

Hon. J. D. E. BOYCE: Mr. Speaker, I am commanded to lay the following:

1. Invest Barbados Annual Report for 2013; and
2. Invest Barbados Annual Report for 2014.

Mr. SPEAKER: The Honourable Minister of Finance.

Hon. C. P. SINCKLER: Mr. Speaker, I am commanded to lay the following:

1. Productivity Council Annual Report 2014;
2. The Value Added Tax Refund (All Souls Anglican Church) Order, 2016;
3. The Duties, Taxes and Other Payments (Exemption) (Delegation of the European Union to Barbados and the Eastern Caribbean) Order, 2016;
4. The Duties, Taxes and Other Payments (Exemption) (Barbados Film and Video Association Inc.) Order, 2016;
5. The Duties, Taxes and Other Payments (Exemption) (University of the West Indies Sixth Travelling Caribbean Film Showcase) Order, 2016;

6. The Duties, Taxes and Other Payments (Exemption) (University of the West Indies, Errol Barrow Centre for Creative Imagination Film Club) Order, 2016;
7. The Senate and House of Assembly (Remuneration and Allowances of Members) Orders, 2016; and
8. Ministers and Parliamentary Secretaries (Remuneration and Allowances) Order, 2016.

ORDERS OF THE DAY

SUSPENSION OF STANDING ORDERS

Hon. J. D. E. BOYCE: Mr. Speaker, I beg to move that Standing Orders Nos. 6, 16, 18, 20, 42(5), 43 and 44 be suspended for the remainder of today's Sitting.

Hon. A. D. BRATHWAITE: I beg to second that.

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

GOVERNMENT BUSINESS

ORDER No. 16

RESOLUTION TO APPROVE IN ACCORDANCE WITH
SECTION 5 OF THE LAND ACQUISITION ACT,
CAP. 228 THE COMPULSORY ACQUISITION BY
THE CROWN OF PARCELS OF LAND SITUATE
AT REDMAN'S VILLAGE IN THE PARISH OF
ST. JAMES, WARRENS TERRACE IN THE
PARISH OF ST. THOMAS, WARRENS
TERRACE IN THE PARISH OF ST.
JAMES AND LODGE HILL IN THE
PARISH OF ST. MICHAEL IN
THIS ISLAND FOR THE PUBLIC
PURPOSE OF IMPROVING THE
ROAD INFRASTRUCTURE
UNDER THE WARRENS
TRAFFIC SAFETY
IMPROVEMENT PROJECT.

Mr. SPEAKER: The Honourable Member for St. Philip North.

Hon. M. A. LASHLEY: Mr. Speaker, I rise to move this Resolution.

10.27 a.m.

This Resolution under the Land Acquisition Act is for the public purpose of improving the road infrastructure under the Warrens Traffic Safety Improvement Project.

Mr. Speaker, Sir, this project came about as a result of the growing Warrens Centre. As a result of meeting with the stakeholders, I do not want to call it a town as yet because it has not been defined or legally referred to as a town, but obviously we can refer to it as a centre, and of course the residents in the area, business owners and even motorists, they indicated their concern particularly in the area of traffic congestion. As a result of these concerns, the Government of the day, that is, the Cabinet, some time in 2005 directed or instructed the former Minister of Transport and Works the time to bring a paper addressing the congestion and the other concerns in that area and a way how to alleviate them. Of course, the designs were made and the solutions that came about were actually endorsed by the Chief Town Planner who also indicated that we should look at long-term solutions in resolving those problems at Warrens.

In 2010, Mr. Speaker, the Ministry of Transport and Works with responsibility for road infrastructure in this country developed a project and a scope of works which outlined the upgrade of a footpath on Highway 2 between the Canewood Moore/Jackson Roundabout and the entrance to the Warrens Industrial Park, the construction of a roundabout at the junction of Warrens Industrial Estate and Highway, the institution of a rotary system at the Manor Lodge/PriceMart intersection, the widening of Highway 2 at Eden Lodge turnoff and the construction of bus laybys in the area of SMJ Factory as well as one on the opposite side to accommodate the high volume of buses that ply these routes.

Mr. Speaker, the project, as I can outline today, is about 80 per cent completed with outstanding works to be done on Green Hill, St. Michael along Redman Village to Bagatelle, St. Thomas. The project is 24 months behind schedule, and it is granted a one-year extension on the original finish date. The major task is the acquisition of lands in that area. In fact, the estimated cost of the acquisition of other lands is close to about \$17 million in that area. The Ministry of Housing and Lands have started the acquisition process. In fact, my understanding is that the Ministry of Housing and Lands has gone as far as the Section 5 Notice under the Land Acquisition Act.

Mr. Speaker, Sir, the footpath on Jackson to Warrens Industrial Park is finished. The roundabout at Warrens Industrial Estate to the east has been finished. We have to now look at the widening of Highway 2, that is Eden Lodge, which has not started. The construction of bus laybys is 75 per cent completed. The link road to Warrens Towers and the link road to Simpson Motors are finished. The proposed pedestrian underpass at Warrens is not started, and of course, we have to consult with the other interested parties and agencies that would be affected by that.

The roundabout at Padmore Village/Welches is 90 per cent finish, the sidewalks and footpaths have been completed, and the four-lane Highway for the Darcy Scott to Redman Village is 95 per cent completed. Of course, we have some other areas that we have to complete that we have had some concerns about and we have actually have discussions with the contractor in bringing about a meaningful solution in terms of the finances and in terms of how we are going to finance the completion of this project.

Mr. Speaker, Sir, this project fits in with the overall mandate of the Minister of Transport and Works with respect to road safety, that is, ensuring that appropriate infrastructure is in place, setting standards, promoting safe practices by all road users and collaborating with all stakeholders to seek to ensure compliance with road safety standards and the enforcement of rules.

Mr. Speaker, Sir, in relation to the broad issue of road safety, we interact very closely with stakeholders particularly civil society entities in seeking to promote road safety and to strengthen good road safety practices in this country.

Mr. Speaker, apart from the road infrastructure, examples of such interaction include the crosswalk improvement project developed under the auspices of the Barbados Road Safety Improvement Project. Of course, we are partnering with the private sector to ensure that we have them on board. One instance, Mr. Speaker, is basically the proposal to sponsor some pedestrian crossings and to utilise their product and services and work hand in hand with the ministry.

Mr. Speaker, our mandate fits squarely with the fact that the ministry have membership on the Road Safety Council which is mandated to develop and implement road safety promotional activities to conduct public education programmes, to advise the Government on road safety issues, to act as a lobby group for the promotion of road safety and to reduce the number and severity of collisions and hence the mortality rate on Barbados' roadways.

Mr. Speaker, Sir, in conclusion, the project cost to date is some \$44 million and expenditure to date is \$42 million.

Mr. SPEAKER: The Honourable Member for St. Michael North East.

Hon. Miss M. A. MOTTLEY: Mr. Speaker, I rise to speak on this Resolution, largely because the works that have been undertaken in this area affect a number of constituencies, including mine. Indeed, Sir, it is unacceptable for the state of the road to remain in the condition that it is, even if Government cannot complete the works, and I want to make this point very clearly.

Mr. Speaker, anyone who comes up Green Hill to turn left to go to PriceSmart has to be confronted with a nasty, bushy environment that ought not to be there. It is also clear that this project was started without the appropriate planning, that is clear. We accept that the consequences of that are that Government cannot continue because it cannot pay the landowners. Indeed, the Minister has now said that the liability to the landowners is in the vicinity of \$17 million, and that the previous Minister, in a knee-jerk reaction to try to provide stimulus package, came into this House and boomed his way to the Warrens Road Improvement Project.

Mr. Speaker, but I am not even dealing with any other of that, my concern is that we have reached a problem and yet the people who traverse that road, the residents who live on the other side in Eden Lodge have to put up with an environment in the back of their properties that is nasty, that bush is growing, and the Ministry has general workers. Indeed, these same general workers, I am told, now happily ply the route to collect garbage on the behalf of the Ministry of the Environment and Drainage, so how does the Ministry of Public Works and Transport find it possible to allow these workers to do jobs for other Ministries, but does not seek to keep neat and tidy the operations that they have which have been stalled.

Mr. Speaker, if you go along that road, the truth also is that a number of persons have complained that their tyres have been affected, their shocks have been affected. The one saving grace is that as you approach a junction you have to slow down, so therefore you are not going to get it as badly as if it was in the middle of traveling.

Mr. Speaker, if I can perhaps highlight why the anxiety for the people who live in that area is as great as it is. The people who live in Lowland Terrace and Friendship Terrace behind Manor Lodge have been asking for over ten years to have their roads paved. This is a development that should be well-known to the other side that is what makes it even all the more difficult to understand. That development was placed in a contract that the Government of Barbados on August 2007 signed with Rayside Construction Limited, a \$35 million contract to do roads.

Mr. Speaker, one of the first things that this Government did when it became the Government was to remove that development from the contract. Now, this is a development that was started by the former Deputy Prime Minister who at that time was the representative for St. Michael North, a distinguished person who today, I believe, acts as Governor-General when the Governor-General is not available.

Mr. Speaker, the residents who live there feel that they have been made the victim of some form of political tribalism because not only was the contract amended to

take out that development but therein after every year, almost for the last six years, the name of that development comes in the Estimates, Friendship Terrace, and year after year, after year, after year, in spite of its inclusion in there, the roads are not dealt with. The roads are absolutely in an awful state and you are talking about almost 300 houses that are behind there.

Mr. Speaker, if the Government wants to treat to that development in that way, I say well that is most unfortunate and I give those residents the assurance that they should not have to be victims go get simple roads done, a lot of people's cars have been affected, a lot of people have water spattered on them because if you go through a road with potholes and the rain is falling, what happens is that the water spatters onto pedestrians.

Sir, they cannot understand how for eight years a Government first takes it out of a \$35 million contract with Rayside Construction Company Limited and then thereafter puts it in the Estimates, only not to be done year after year, after year.

Mr. Speaker, what really incensed them was the story in the newspaper -- and I think it is the Inter-American Development Bank project -- that the Government intends to do from Canewood Road to Lower Estate. Sir, who lives on that road, from the pasture to Lower Estate? Sir, not a single human being lives there. As you start on the left there is the playing field, the trees are in the middle of the road like a boulevard, then cane ground and now maybe one thousand yards away from the road is the new Chefette building. Sir, there is not a single house.

You come and you go right up to the corner and there starts the massive industrial estate of the magnets of Barbados: Ready-Mix Ltd., C.O. Williams Construction Ltd., Preconco Ltd.

Mr. Speaker, how does a Government prioritise a road to be done by those who are making the road worse anyhow, through the multiple heavy duty trucks traversing it every day? Sir, there is not a single human being living on that road and the people in the development settled by the Government in the early 1970s remain victims today in getting a road done, that 300 houses need to get in and out.

Sir, what is the evidence? When we became the Government in 1994 that development behind Friendship Terrace had one entry and exit, if you did not come in and out by Manor Lodge, you could not get in. At the back of the development is a gully, so unless you were prepared to jump and break your foot, God helped you if there was an emergency there that blocked off the mouth of the road. We put in an additional link road by Warrens Polyclinic as a matter of public safety to allow those people to have an alternative entrance and exit there.

Mr. Speaker, I am saying to you that having done that work we recognised that we needed to repave. There are about 15 avenue that needed to be repaved, as well as the entrance itself by Manor Lodge. We put it in the contract and the first thing the Government does is to take it out. I believe that this country has to reach a stage where roads and the provision of roads are done on the basis on need, not on the basis of political partisanship. I believe that poverty ought to be attacked equally on the basis of need and not political patronage. I feel strongly that in this 50th year of Independence that we need to commit to treating the provision of basic services to Barbadians on the basis of need. I feel so very, very, very strongly.

Asides.

Hon. Miss M. A. MOTTLEY: Not now, I have always felt so, and every Ministry that I have had, I have tried to ensure that there was equitable distribution of what was available in terms of services. The Minister does not want me to start to talk about a number of things. He really does not. The Minister of Public Works who is now the Minister of Health, who is responsible for the starting of this Warrens project without the budget and without the planning, has now left the Minister of Finance and the Minister of Housing to go and look for \$17 million, and has left the current Minister of Public Works to have to beg forgiveness from the residents who want to know why their yard is looking like a construction site. This is absolutely poor planning, but I say to the Minister of Public Works that you need to review your choice of projects in relation to what the Inter-American Development Bank (IDB) is funding. It is not fair to go and do a road on which not a single human being lives and on which the heavy trucks that traverse it and cause the deterioration of it come from the very major construction companies who are to be the beneficiaries of the award of roadwork contracts across Barbados. It does not make sense, Mr. Speaker, and I therefore have entered this debate just to make that very simple point and to pray that at the very least the Minister can send a team of people out there to clean up the place. It is not only there. The Member for St. James Central and the Member for St. Thomas will speak as to other areas where there is bush growing out. The place is unsightly. When you leave an area for months, with nobody cleaning it or weeding it, all of this affects not just the quality of the road and not just the aesthetics, but it ultimately affects the safety of the road.

The last thing, and I take the Minister sincerely on this, that he spoke about was road safety. You have this big piece of concrete, and the truth is that over time it has started to shift, so that you do not even have the width that you previously had. This has been so for at least four years. The last Election was three years ago, and this was so at least a year before the last Election, so this is a plea. Have someone go and address the circumstances at that junction.

We understand that you may be challenged to finish the roadworks as you had intended to do, but at the very least, let the obstacle be appropriately dealt with and have the debushing and cleaning done. This is one of the most heavily used roads in St. Michael, as you know, so this is not an idle cry. If the Minister can give me a briefing as to what realistically my constituents can expect, we will work with him because we know the Government does not have the funds available. I would say to him, however, that we would prefer to see the IDB road project cover the completion of this and the fixing of the roads behind Friendship Terrace which the people have been asking about for 11-12 years now. He would receive our support if the limited funds available to Government can go to be able to assist people where they are found in their density. I am obliged to you, Sir.

MR. SPEAKER: I am obliged. Yes, the Honourable Member for Christ Church South.

Hon. JOHN D.E. BOYCE: Mr. Speaker, I want to join the debate, like the Honourable Member who sat, to say a few words in respect of the roadworks at Warrens. As the Member indicated, I had the responsibility of starting this project, not without approval as she intimated but certainly with the approval of Cabinet.

Hon. Miss M.A. MOTTLEY: Sir, the Honourable Member is misleading the House. I never said that the project was started without approval. I said the project was started without planning.

MR. SPEAKER: Very well. Honourable Member, please stand corrected. Let us continue.

Hon. J.D.E. BOYCE: It was not started without approval or without planning, Mr. Speaker. The entire project would have been drawn by qualified civil and roadwork engineers and approved, as the Honourable Minister of Transport and Works indicated, not by the Ministry of Transport alone but by the Town Planning Department. I think one of the things the Honourable Member who just sat did say, which is fair, is that we never have enough money available to do all the roadworks that are required in Barbados. From time to time, we have to prioritise our work. She is right. Of course, the Honourable Member puts forward a theory this morning that she wants to prioritise it on a basis of need, and that is what she will be sticking to from here on in. Of course, the truth is that the Friendship Development which she referred to has been in that condition for a while, and not because of the Democratic Labour Party Administration coming to Government in 2008 but it was left that way. It was left in that state by her administration. The challenges at the Warrens project have been clearly enunciated by the Minister: The Warrens Traffic Safety Improvement Project.

The challenge which we have met is that we have, first of all, to settle the payment of landowners, whose lands we have either encroached upon or are about to encroach upon. These lands include areas in Green Hill, as referred to. Yes, I agree with the Honourable Member that that entrance to PriceMart at Green Hill can be tidied up, and it needs to be attended to urgently. It is really an accident waiting to happen, and I would join in urging the Minister to have the team address that area. They have done reasonably well at the Redman Village end. They have done some work at the Redman Village end. It is not perfect but with careful attention by road users, I believe that we can survive that area safely until such time.

In terms of lighting and road marking, road marking has always been an issue at the Ministry of Transport and Works, and I remember the many battles we had. The entire Warrens project requires constant review and renewal of the road markings. What is the Darcy Scott Roundabout, of course, is a much different entity than what was first conceived. Because of the number of entries and exits from this roundabout, I think it is essential to keep the road markings on that particular roundabout in good order, so that road users can use the area with some degree of safety. I believe I have mentioned in this House already that, yes, when the project started there were constant complaints about that particular junction, the Darcy Scott junction, but I think as road users got accustomed to the markings and directions, we have seen a transition in which the area is now essentially safe. I repeat, however, that I believe we need to get in there and do the road markings that are necessary.

Mr. Speaker, Barbados has as many as some 140 000 vehicles registered on our roads, and there is terrible congestion. The Honourable Member for St. Michael North East must remember the situation that they left in 2008 vis-a-vis congestion. The situation that they left, yes, in the Warrens area, that is why it was such an urgent matter, because the traffic was just not moving. The truth is that over the last four years, as we created that easement, again the ownership and the number of vehicles increased and again we have a situation at peak hours where the traffic can be moving very slowly. I am not a road traffic engineer so I am not going to go into a lot of detail, but careful examination will tell you that there is obviously something that has to be done in respect to giving people on Highway 2, for instance, earlier choices as to what roads they select in getting to their business places; whether you are going to the airport, to Bridgetown or whatever. (S5) Mr. Speaker, sometimes traffic is backed up from Redman Village as far back as Warleigh. The Honourable Members need to understand that these are the kinds of congestion challenges that the traffic planners in Barbados. It is not about a flyover but it is about the creation of alternative routes and we need to speculate as to how best we can manage this situation and how best we can create an environment where

vehicular road users have choices that they can exercise as they approach these dense intercessions.

Mr. Speaker, our emerging towns will not stop growing. We cannot put a stop on Warrens, we cannot put a stop on Wildey, we cannot put a stop on Sheraton and we cannot put a stop on Oistins. These are areas of business development and growth in our country which we must support and support fully. Sir, if there is need to reexamine the entire traffic plan for Barbados so as to provide some significant easement to vehicular road users, well then, this is something which the Ministry of Transport should be charged with almost immediately.

Mr. Speaker, I thought that the Honourable Member for St. Michael North East would have spoken to benefits which were derived from this project and give it some praised. She shared with me her absolute delight at the roundabout at One Accord Plaza which now created tremendous access to the village about the plaza.

Miss M.A. MOTTLEY: Mr. Speaker, on a point of elucidation. The Honourable Member is absolutely correct in the fact that I have thanked him for finishing the roundabout which was started and planned to give access to 1st Avenue Jackson but as he would recall with recent commentaries in the paper, what they have not done is to deal with the other old exit and the drainage to that, and if he can help me finish that problem, then that community would be fully benefitting from that development.

Hon. J.D.E. BOYCE: Mr. Speaker, we did share that conversation the morning but that was after I untied the Honourable Member from a bearded fig tree for which she had chained herself because there was a misunderstanding that the Ministry of Transport and Works was going to remove the baobab tree, when in truth and in fact it was a bearded fig tree on the other side. The Honourable Member was tied to the baobab tree and I secured the tree and unlock the chain so that she should be free. We had that conversation about 1st Avenue Jackson then. Sir, that was probably my worse mistake too.

Miss M.A. MOTTLEY: Mr. Speaker, on a point of order. Sir, not only is the Honourable Member grossly misleading the House about me being chained to anything. The Honourable Member is now trying to find a nice way of apologizing once the uproar came from all of the environmentalists of Barbados that he was about to cut down a silk cotton tree that was there for centuries.

Hon. J.D.E. BOYCE: Mr. Speaker, the truth is, the project met with some concerns from the environmentalists, which we worked out very beautifully. As a matter of fact, the environmental group then joined with the motw and they have actually created a very beautiful tiling arrangement in mosque tiles, along what

has been known, not officially, as the Centennial Path, and that is a wonderful share project. Sir, that is where minds can get together and we can do so well. (4:30)

Mr. Speaker, that area at One Accord Plaza has now been transformed. The Honourable Member for St. George North did indicate that the roundabout that he would have designed was what he refers to as the Steel Donkey roundabout and that would be counted among the mini roundabouts of Barbados, things like the Searles Court roundabout and the Combermere roundabout but the development at Warrens, the Warrens Traffic Improvement Safety Plan was one which looked much wider at implementing solutions which created challenges. Sir, I must admit that it stimulated discussion in the Ministry of Transport and Works as these new ideas were proffered for implementation. Sir, things like the Lollipop, for instance, at Warrens was a new event. Sir, what we now refer to as the Lollipop works wonderfully well. It allows the turn to be made by traffic excluding the need for everyone leaving Warrens and heading north to have to go as far as Redman Village to return to the Warrens area. Sir, these are the kinds of developments that will come from time to time.

Mr. Speaker, certainly in terms of tidiness of our road network, I want to congratulate the Ministry of Transport and Works and the Ministry of the environment which are now aggressively working along with the Vector Unit of the Ministry of Health to clear a number of overgrown areas in Barbados. Sir, the truth is, we are taking advantage too of the very dry weather that is being experienced in the country where the amount of bush is seriously reduced, making access to these kinds of activities even easier. Certainly, Sir, this will help us to remove the threat to our health of the vectors which can cause diseases like Chinkingunya, dengue and even ZIKA, and these are very important developments.

Mr. Speaker, I think that the facts must be laid on the table. The project is seriously behind time and the Minister made that point. It is not behind time because of any mischief on the part of anyone on the side of the Government but it is behind time because of the acquisitions which now have to be completed and, of course, the payment to the land owners for these acquisitions. They continue to be times in Barbados when in their wisdom, the Ministry of Transport and Works may have to acquire small tracks of land for road improvement. I think that everyone understands this need but we also have to put ourselves in the shoes of the land owner who is being disadvantaged to some extent. It is not always a case where a landowner has a choice but especially when the land area is seriously compromised, then the Ministry and the Government has a duty to make sure that reconciliation takes place early. There are too many landowners whose properties have been used to some extent who continue to suffer from the fact that they either have not been paid so

far, or even if payment is agreed, the actual transfer of monies has been outstanding and this can be sometimes for generation. Mr. Speaker, this is unacceptable and we need as a Government, as an administration and as a country, we need to confront this. Sir, the idea of bringing the acquisition to the fore and making sure they are completed and then proceeding with the construction is an important social decision that the Ministry of Transport and Works has made and, in my view, should be fully supported. (8:24)

Mr. Speaker, as I have said, and I want to repeat, even as we approach the completion of this Warrens Project, we need as a Government and as a Ministry of Transport and Works to start looking at what are the next best steps to be taken to offer road users those choices, not when they get to Warrens, or Wildey, or Sheraton but we need to start looking at what choices can we introduce way beyond so that, as have said, persons coming from Highway 2, for instance, from St. Peter, St. Lucy and lower St. James, can make decisions around Sandy Lane or Bagatelle even before they approach Warrens. We need to look for tracks of lands where bypass roads can be created for this kind of access. (S6) The Honourable Member for St. Michael North has made heavy weather about some road which she indicated would have been part of the IABD plan for road improvements, and expressed her views on how this should be done. I think we should bear in mind however that every road contemplated is not about serving necessarily the villages which are connected to it, but road design is a lot to do too, Sir, with access to provide that critical access. So it is not about the density of houses all the time, but it is about being able to leave one village and travel safely to one's place of work or to another village some distance away, traveling with ease and without major congestion. It is not a selfish decision.

Asides.

Hon. J.D.E. BOYCE: St. Philip, all over.

The fact that there are these business places along the road is a little bit harsh to make it a condemnation of the policy of the Government. I am sure, knowing the operators the Honourable Member referred to, if properly approached by the Government will be willing to cooperate on the road development. Those are the kind of businessmen I have gotten to know in Barbados, and I know they will be more than willing to cooperate and to assist in making sure that project is quickly and easily done. Then that road is also a highly congested traffic road in peak hours, you only have to drive around. The truth is, the Honourable Member is not an early riser that is my information. The Honourable Member does not move very early on mornings. There are many things the Honourable Member may miss by not being around at 7:30 or 8.00 a.m. The Honourable Member for St. James South has shared

that information with me. Therefore, we have to be careful we do not put abroad these kinds of commentaries about our business people, whether small or big. These kind of insinuations about our business people, whether small or big, understanding that the development of our country is based on a clear cooperation between these businesses, whether small or big, Sir, and the administration. These are important things we need to learn in this regard.

Mr. Speaker, I am obliged to you.

Mr. SPEAKER: The Honourable Member for St. James Central.

Mr. K. SYMMONDS: Mr. Speaker, I rise to make a few observations in this debate. I would want to begin, Sir, on the question of what the Leader of the Opposition

Has described as inappropriate planning. What we consider to be inappropriate planning, Sir, is not something that is ventured abroad by way of happenstance or coincidence. It is, Sir, a reflection through the voices of those who you will hear speak on behalf of the Barbados Labour Party in this Place, Sir. A reflection of the day-to-day lived reality of the people who we have the privilege of representing in this Place. The Honourable Member who just took his seat, who previously was the Minister of Transportation, or with responsibility for Transportation and Works in this country, at the point when this project found its genesis should be the last person to make light of the inappropriate nature of the planning. It is a day-to-day lived reality, Sir, of folks who have to reside and endure the ongoing difficulty if you are on the left side of the road going north from Bagatelle, and if you are on the right hand side of the road going north you are in Redman Village. Sir, I do not know these 'new fangle' things. I grew up, Sir, in Barbados where a roundabout was a roundabout. Now there are lollipops and there are all sorts of other spectacular things, but the fact of the matter is, part of the difficulty that folks have to deal with in that area, if you turn out of Bagatelle opposite Redman Village, and you are going left, the road will narrow on you as you come to a roundabout. There is not sufficient space, so that basically a car in one lane and a truck could not successfully maneuver around that roundabout together. Sir, the reality is, that is the problem we have to endure because of the fact there has not been the necessary acquisition of land. The problem with the acquisition of land has been agreed to by the Minister of Public Works, in here today, and by his predecessor in office just now before he took his seat, and we now know, Sir, that there is a \$17 million liability which the Government faces for having rushed headlong into a project they could not adequately afford.

Sir, it is not just the financing of it that troubles me. Mr. Speaker, I have to speak to what can only be described at times, and I do not say this out of any degree of enmity

or distaste for or dislike of the Minister, but the Minister, Sir, has to understand that he is an ambassador of his Government as far as the people who are affected in the constituency that I represent, Sir, in the Redman Village area, in the Welches areas and in Bagatelle there is no recourse to anybody other than to the Minister. Sir, the Minister has to understand that he above being a policymaker and beyond being a policymaker has to be seen as an ambassador of his Government. That which is coming across, Sir, as sometimes a complete and cold indifference to the plight of citizens of this country is worrying me. The Minister knows because I have invited him repeatedly to the scene in Welches, especially during the rainy season when little children are wending their way to school on foot as best they can through the old Welches road, the precise area that this Resolution contemplates acquisition to take in, and it cannot be traversed on foot by little children. Sir, little children who therefore have to get to school by going across the Highway, when before there was an old road that they could take and would have taken, and should be taking if only, Sir, the time was taken by the Ministry of Public Works. It is not any big amount of stress because the Bagatelle Depot is a stone's throw away. Sir, you asked the Minister to come to the site so you can explain firsthand, and to be fair to him he will promise. He is that type of person. He will at times say, "I gine come", but do not hold your breath, Mr. Speaker. The rainy seasons will come and will go and it is about to come back again and the situation has not changed. The impassable nature and the difficult circumstances remain.

Mr. Speaker, when I talk about that which comes across as a coldblooded indifference, you are seeing it, Sir, in the fact that the difficulty pedestrians face in traversing that road especially to get out to Welches Primary School, because parents must go and collect their children, children must get home, back and forward from school, people have to go about their daily basis. Mr. Speaker, most of those people out there are traveling on foot, and if they take bus, they get off the bus and would traverse that same road we are talking about, where we are now doing an acquisition. I am going to come to the inappropriate planning and the way in which this acquisition cuts across the anticipated standard of living of the community, just now.

Mr. Speaker, the indifference -- you know when this Government came to office in 2008 there were already plans done by the ministry with responsibility for rural development in Barbados for there to be a road cut from the back of Redman Village beginning where "Black Pawn's" shop is, and you will go right through the back, Sir, and it would take you out to the same Welches School to have an alternative route that could be easily traversed by residents in the area who to this day, because Government came into office and, as it has been want to do, abandoned the project even though people had agreed ... I heard the Minister talking about business people

agreeing, but he can talk about business people as much as he likes, I am not in here to represent any business person. I am in here to represent those persons who live in the area, who sleep in the area and on the basis of being citizens, Sir, as property owners gave their permissions one and all for the road to go through that we are talking about, so there would be an alternative route today. Before you go and talk about acquiring any further piece of property, before you talk about expanding the Highway, widening it any further, all of that is fine, but what about the people who live on the periphery of the Highway? What about their circumstances? Do they not matter? Is there no balm in Gilliard? Why then do my people suffer this way? Is there no physician? When you have, Sir, people living on the side of the Highway who continue to be prejudice and you have the opportunity because that work was done, Sir, - I presided over it when I was in Parliament and indeed as a minister between 2003 and 2008, and the new Government comes into office, it is all thrown by the wayside, so there is no alternative route anymore. As I said it would have taken you through by the back of "Black Pawn's" shop, all through the back of Redman Village and feed itself back out to the same Welches, so today there would be an alternative paved route for people, some of whom in the community are disabled. The Honourable Member for St. Thomas knows it well because I inherited that part of the constituency from her, elderly people who cannot now easily find their way. Mr. Speaker, we come to a point now today where we are going to talk about further acquisitions, but what are the consequences of the acquisitions, Sir?

The compulsory acquisition in my view should never, it should never, Sir, cut across and prejudice the economic development opportunities of people in the immediate community. In fact there are parts of the world where before a development of this nature takes place you would consult with the community, you would have people in the community, extended a right for them to share their concerns about the project, to share their experiences about what has been happening thus far, and to have an input into what would be impacting on them for the rest of their lives. It is becoming increasingly unbearable the way in which this Government does its business, because when this project began residents of the area were in fact invited to come to Town Hall Meetings where they were told what was to be anticipated. I attended one of them and, Mr. Speaker, it is true to say that the one I attended and none that I have heard about, reports of, I think there were three in all. At no stage were we told that we were likely to be enduring this type of situation for eight years. The fact of the matter is, Mr. Speaker, you cannot ask people to live in a state of contingency indefinitely, but beyond that what they were never told that you would be coming in 2016 ... when you were speaking to people at a meeting in 2008 and asked for their cooperation because of the inconvenience, the dust and noise, you do not expect that in

2016 you are going to be telling too they have to cooperate by compromising on their very livelihood.

Sir, in Redman Village, across from the gas station that now exists, the established plans in the Ministry of Housing, the Honourable Member for St. Thomas along with myself participated in meetings where we saw the plans for there to be erected a Vendors Mall on the same site that we are now coming and talking about taking up all the land from the people. Sir, the Vendors Mall, if the Honourable Member for Christ Church South would allow me, because I do not interrupt him. I wish he would treat me equally. Sir, the Vendors Mall was supposed to give 15 residents from surrounding areas opportunities for financial well-being and self-sufficiency. People had actually applied and indicated that which they would like to do. Sir, immediately coming to mind is a disabled gentleman. He only has use of one hand, but who is a skilled barber. The Honourable Member for St. Thomas would bear me out on that. What is to become of him and his opportunity now for self-sufficiency and economic independence? You invited the man to come and participate in a process. You invited him to come and give his support, a Vendors Mall would be created. This is an opportunity now. Sir, what about the people who were cooking?

There was a lady on the same site who was already cooking, had her food and beverage business going. I have seen Members of this side stop there on a Friday night and eat the food. What is to happen to her now, Sir, and I hear about business people? I am not here to defend those who get \$24 million and \$30 million from the Housing Credit Fund. I am here, Sir, to defend and promote the interest of those who are in the micro economy of Barbados, Sir.

Asides.

Mr. K. SYMMONDS: What you cannot understand Attorney General is, those big ones can fend for themselves. They can reach high into the Government and lobby, but the small people require others to be able to give them assistance.

Mr. Speaker, the reality is, beyond that ...

Asides.

Mr. SPEAKER: Let us have some order please.

Mr. K. SYMMONDS: We have a situation where to this day the ZR terminal that was supposed to be created right next to the Vendors Mall no longer is on the cards, people still have to make their way across the road in between the jersey barriers and so on, or over the jersey barrier in order to get over to the other side of the Highway where the gas station is in order to have access to the ZR vehicles to carry them to Bridgetown. At the same time the

owners and operators of the gas station are saying they do not want the ZR turning around in there anymore, and you can understand what conflict that creates. So what is the plan for them?

I am saying, Sir, that this has been ill-conceived. The Leader of the Opposition is right when she speaks to inappropriate planning, because we have lurched from one position to another, without a holistic approach being taken to the development of that part of the economy, and this is not the first time the Minister responsible for Public Works is hearing me on this matter. I have, Sir, tried my best to reason with him asked him to present himself on the scene so that we can work out... I do not want to stand in the Government's way of doing what it feels it has to do in terms of road traffic improvement, but you cannot now embark on a programme of compulsory acquisitions of land, which is going to cut across the legitimate expectations of people and their legitimate right, in order to enfranchise themselves economically. It is just not fair, Mr. Speaker.

Sir, part of the difficulty we have had to contend with in that area has been the indiscriminate placing of the jersey bars along that Highway, which has then turned and thrown traffic in directions...

Asides.

Mr. K. SYMMONDS: No. I accept that a jersey bar should be protective, but everyone knows every part of the Highway does not have a jersey bar, and it is not necessary therefore to have it at every junction. The point is, when the jersey bars were put down no prior thought or consideration was given, as to how you were going to throw traffic into districts that did not have that level of traffic before. I speak now from across the road at Bagatelle where I also have to represent, Sir. In Bagatelle today you now have roads that are in dire need of repair. Let me say I spoke to this matter in passing during the Estimates debate and I told the Minister then that I would be doing a petition at every house. I will be going to every house. I finished that petition on Saturday and the Minister will have it served on him this week where we have now the representation of the entire cross-section of that community putting fist to paper indicating their dissatisfaction and displeasure, not only with the new influx of traffic across that part of the district, but beyond that the damage that it is doing to the highway infrastructure in the district. It is an area prone to flooding, everybody knows that, and drains were put in across the width of the road, but today if you go into Bagatelle the drains are collapsing and they collapsed under the weight of two-tonnes trucks that are passing through there and 10-tonnes trucks that never went through there before and off route vehicles that are public service vehicles going through there that never went through there before. It

presents a grave difficulty, but more importantly a grave danger to the residents of the area. When you want to get out of your house on mornings or go to your home on evenings - or if the Minister of Transport and Works lived out there go home early in the wee hours of the morning - you have to be compromised in your access to your home because of the fact that you got to pick your way over which grating of the drain to drive over because the drain is buckling under the car.

The Minister knows because he is an attorney-at-law and is trained in these matters, that when once it has been drawn to the attention of the Crown, as it has been, and the Crown has done nothing, as it has done, then the consequences in law are serious. The Government does not have that additional money to put on top of the \$17 million in liability now, you cannot compound that now with negligence claims, Mr. Speaker. When I say that inappropriate planning is taking place and that there is a coldblooded indifference which is betraying itself in this process, Sir, I do not say it out of any sense of ill-will, I say it because that is what is presenting itself. No right-thinking citizen of this land can understand and appreciate the chaos that is reigning in that part of Barbados.

Mr. Speaker, it is all well and good for Honourable Members on That Side to say take it easy, but they do not have to endure the agony that people are going through. I want to say, Sir, that there is also a larger national problem that is emerging on this highway issue because we have to be very clear in our minds what we are going to do with the highway and how we are going to utilise the space around the highway. Again, there is a certain amount of illogic.

On some part of the highway, Sir, you can see signs placed which are inviting people to use the signage placed to advertise their business, written invitation placed alongside the highway, wherever you got a little elevation of land. Apply here at such and such a number to place your sign for your business, but at the same time the Town and Country Planning regulations and the Town Planner himself has recently published that he wants to see all of these illegitimate signage come to an end. He has reminded the country that it is still against the law, but how could it be against the law if every Monday morning you look out and you see a fresh one put up and nobody is taking them down? Where does this end?

To make matters worse, Mr. Speaker, again it is how we use this highway. The totality of the highway now has become a market. People take their cars that should properly be advertised for rent elsewhere and parked it alongside the highway, write on in chalk or some other thing on the windshield what the car is to be sold or rented for, and the Town Planner tell you that too is illegal and improper but it remains there. Mr. Speaker, what I have a difficulty in grappling with is that when you have an

ordinary, little fellow coming out of the same Redman's Village or a little further down the road in Hoyte's Village or up in Melrose and they run afoul of the law and their transgression is a minor one comparatively, the weight that comes down on them is frightening. You cannot have one approach for the Medes and another approach for the Persians. There has to be an equality in the scales of justice and the difficulty that I have, Mr. Speaker, is the way in which we continue to approach these matters. I make the point that it comes across to people as though there is an indifference to the way in which they are forced now to exist in Barbados and it is grossly unsatisfactory.

There have been a number of accidents, and again going straight back to the area that is being contemplated for acquisition across the road from Redman's Village, long before we get to be talking the language about highway improvement and so on or part of that discussion must be how we are going to make it safe for people or safer for people who have to make their way from one side of that road to another and how practical it is to deal with that which is now required by way of the placement of the jersey barriers the way they have been placed. I do not think Honourable Members understand the challenge it is if you are living in Bagatelle or if you live in Prior Park, for example, and you are coming from the north of the island on that highway, you have to go all down to Cost-U-Less in order to turn at a roundabout to come back up in order to take a left turn in order to get to where you want to go. The only alternative therefore, and this is where the difficulty has arisen in Bagatelle, is to have that traffic take its way through Bagatelle from every conceivable possible entrance to that district before you get to where the jersey barriers have been thrown down and then when the traffic hustles and comes through there you imperilled the safety and livelihood of the people who live in the district.

Mr. Speaker, Sir, where I have a difficulty with the contentious attitude of the Honourable Member for Christ Church South on this matter is because of the fact that wherever you go in Christ Church South ... The Honourable Member for Christ Church South was able when he was Minister of Transport and Works to make sure that he put speed humps in the road so as to slow the progression of vehicular traffic through people's neighbourhoods. I am not quarrelling with him for doing that, but he put them through St. Lawrence Gap and all in order to slow the speed at which people were driving through. Mr. Speaker, I have no quarrel with him for doing that but you cannot treat taxpayers, people who own land in Barbados and paying land tax for it one way in Christ Church South, but you treat them differently in St. Thomas or in St. James, that is where I have a difficulty with you. Do not tell me shush in here. I did not get sent in here in a wheelbarrow. I have a right to talk to you as long as I want. I have to be as contemptuous with you as you are with the people of ...

Mr. SPEAKER: Honourable Member, please address the Chair.

Mr. K. D. SYMMONDS: Sorry, Mr. Speaker. Sir, not you. There is nothing contemptuous about you, Sir. I apologise, Sir, that was a provocation from the Honourable Member for Christ Church South, and I have been around long enough to rise above it, so I apologise, Sir.

Sir, the point is that the principle should be understood that if you are going to have, and I accept there may be times when it is necessary to have ...

Mr. SPEAKER: Honourable Member, by the way, you have five minutes in which to conclude.

Mr. K. D. SYMMONDS: There may be times when it is necessary to have these kinds of divergences but, Sir, if it is now that this is what is to be a way of life ... If it was happening in Prior Park I am sure that the Honourable Member for St. James South would be equally strident.

Sir, the reality is that you cannot now come and visit on an established community the full barrage of vehicular traffic off a highway at all hours of the day and night and then at a minimum not be prepared to introduce those speed reduction measures known to us all so as to mitigate the harm that might fall. Sir, I kid you not, when a little child leaves his mother's house to go across the road by grand-grand or something like that, mummy should not have to hold her heart in her mouth hoping that he comes back because there are two-tonnes and five-tonnes trucks coming through there every five minutes now when none existed before when they bought the piece of land. Those are basic little things, Sir, that I think would go a long way if this Government was prepared to meet with the community.

Sir, in closing I say to you that God willing I would have an opportunity to have a little bit of say in some small way God willing in a future administration of this country. One of the things that I would urge my colleagues on this side to do is to make sure that we so amend existing legislation that we make sure that whenever you are contemplating developments and acquisitions of this nature that you come to the people in the communities affected, whether it is Jackson or Melrose or Bagatelle or Redman's Village or wherever else, so that the people can have an input and this is not done as if it is handed down to the people from on high as though somebody smoked the weed of wisdom and then decide one morning this is what you got to take, take it or leave it. Mr. Speaker, better must be done in the 50th year of independence in this country and beyond.

I am obliged to you, Mr. Speaker.

Mr. SPEAKER: Yes, the Honourable Member for St. James South.

Hon. D. O'N. INNISS: Thank you, Mr. Speaker, I rise of course to join the debate on this matter with the Warrens Traffic Safety Improvement Project. Let me start by saying that I understand and empathize with the last Speaker in his exuberance obviously carrying on from the "Bussa to Barrow Play" on the weekend and finding his role therein, and to say that his comments must be taken seriously though with respect to his particular constituency. I say that because a sizable portion of this road improvement project lies within the constituency of St. James South particularly the Warrens area, Warrens Crescent, Warrens Park North and part of that general Bagatelle area. I know my own constituents have raised concerns about the conditions up there and the length of time it has been taking to get road works completed and the resultant impact upon their adjoining neighbourhoods as a result of the state of play up there.

Mr. Speaker, this project as you know really has its genesis back from about 2005. This is not to play party politics and blame any former Government per se but just to give an indication of how long these things take to come from idea to fruition. As way back as 2005 when it really hit home at the Government of the day that the Warrens area was indeed increasing in terms of the number of commercial activities and businesses being located with it, you had the Simpson Motors facility there and then the Super Centre Supermarket but a lot more has taken place and taken place quite rapidly with now Warrens being considered to be the fastest growing commercial geographical space in Barbados, we have now three high-rise buildings there accommodating, I believe, thousands of public officers, and many members of the public who use those offices on a daily basis, the gas station, the whole commercial complex that is going on up there and needless to say obviously the Highway 2A access into the ABC Highway, so obviously the planners recognising not just what had been taken place at that point in time but the potential growth for commercial activity in the Warrens areas set about to improve the physical and the road infrastructure in the area, so we must give credit to those public officers, those technical officers, who would have had the vision to see what was happening and certainly to find sustainable solutions.

The fact that it has taken this long is a source of concern, I will not deny that. Part of the issue quite frankly, Mr. Speaker, as the Honourable Member for St. James Central and others are quite mindful of, is that this project when first conceptualised was estimated to cost taxpayers about \$42 million, and that is funds that would be coming from the Consolidated Fund. To the best of my knowledge is not a World Bank loan, it is not any international financial institution or domestic institution that is providing

the financing, it is financing that is coming from the Consolidated Fund. What seemed not to have occurred at the point of conceiving this project, the initial planning of it, was the need for the State to acquire further lands for the size roads to be prepared and to be provided. I think the concept calls for a four-lane highway, about three roundabouts and all the laybys for the bus and whatever else. These are realities, Mr. Speaker, that we must face that go beyond the political divide.

Mr. Speaker, \$42 million was the original price tag on the Warrens Traffic Safety and Improvement Project. Now, a few years after the project has started, and quite frankly it has been put on pause a little while, the reality is that the State today is being asked to locate a further \$17 million to acquire lands from private individuals in order to give effect to the completion of this project. The project is necessary but let us face the reality that it is a very costly project. What started out as just over a \$40 million project is now poised to cost the taxpayers of Barbados almost \$60 million and it is money that has to come from the Consolidated Fund, it is not loan financing that has been secured by the state and therein, Mr. Speaker, lies a perennial problem we have in this country when it comes to infrastructural works.

Every one of us, all 30 of us as parliamentary representatives, can point to roads in our constituencies that are in dire need of repairs and everybody feels that everybody's road is the worst. I would like, and I certainly have indicated to my colleague the Member of Parliament for St. Philip North, the current Minister of Transport and Works, that the Holders Hill Main Road is in dire need of repairs. It is a road that is heavily trafficked, it serves as a main thoroughfare connecting Highway 1 up to Highway 2A of the ABC Highway, it is a road not just that the tourists use but many and it really needs to be repaired. The Minister of Transport and Works has given me the assurance that it would be done this financial year.

Likewise there are roads in Oxnards, Wanstead and Husbands Heights, that while the average person may drive on the main road and not notice them, that provide access to many of my constituents that have not been repaired for many years and in some instances have not been looked at or touched since they were constructed when developments were being done.

Likewise there are issues regarding drainage. I must give credit where credit is due. I thank the officers in the Ministry of Transport and Works who have been working in repairing some of the bridges and footpaths along my constituency and certainly the Drainage Unit because the Drainage Division and the Ministry of the Environment and the Ministry of Housing and Lands as well for some of the work they have been doing to certainly address some of the drainage challenges but much more, Mr. Speaker, needs to

be done, but there is a finite pool of money, and this is the reality of all of us.

When you are in Opposition, it is easy to criticise the Government and say you have neglected my constituency, you have neglected road works since in St. Thomas, St. James Central, et cetera, and even when you are in Government, but not serving as Minister of Transport and Works, you say that my constituency has been neglected. Now, the truth of the matter in some cases we are correct in saying that particularly if you observe, as has happened for the Member of Parliament for St. George North, where considerable sums of taxpayers money will be spent giving effect to road works in the constituency of the Minister of Transport and Works vis-à-vis that of other constituents, and that is an internal battle that we face. I have fought that battle with the Member of Parliament for Christ Church South as I do with the Member of Parliament for St. Philip North and it will go on but the truth of the matter is that there is a limit in terms of the amount of moneys that the State has to give effect to all of the road works that are necessary, and road works being defined not just as the new roads being constructed or the major highways being repaired, et cetera but the secondary roads. The issues such as drainage, lighting and signage are expenditures are necessary that are coming out generally speaking of the central Government fund.

Mr. Speaker, we have that situation where the Warrens area has over the years been faced by heavy traffic congestion, risk to pedestrian users, we do not see many people walking along there anymore exercising and maybe that is okay in some respects. If you ride bicycle it is certainly not a place that you ought to feel very safe. I certainly would like to see more provisions being made in Barbados where Barbadians and others can ride bicycles, but I do not know that we can afford to have a bicycle lane along the entire highway, but we may have therefore to find other ways in which those of us who ride bicycles can use.

Mr. Speaker, I know there is the complaint about those who ride motorcycles but there is not a particular lane that you can have for motorcyclists either but these are concerns that we have. I no longer ride a motorcycle, certainly not on the public road because I know that there are others who feel that those of us who occasionally ride motorcycles have no right on the public road. Not everyone who rides a motorcycle seeks to lift the front wheel in the air and to do a wheelie, you usually find those doing that not wearing helmets and they have a date with destiny. I certainly at my age and my size would no longer wish to do that. I might have done that in my younger days. Mr. Speaker, the truth of the matter is that there is competing interest for the financing of the State to give effect to the infrastructural works in this country and to satisfy all of

those who would seek to be road users and certainly it is well-manifested in this Warrens traffic area.

Mr. Speaker, over the years I have attended consultations involving officers in the Ministry of Public Works and Transport and its planners and advisors and residents of my constituency, St. Thomas and St. James Central constituency as well, since these constituencies are the ones who will be most likely affected by it, also to some extent the constituencies of St. Michael North and St. Michael North East.

Mr. Speaker, I will say that the technical officers in the Ministry do listen well to the constituents, they did put forward their rationale for some of the works that had to be done and I believe that all was done with the best interest of residents at heart, but we do have challenges and we cannot deny them.

Mr. Speaker, one of the challenges which I fully support my colleague, the Honourable Member for St. James Central, is in that Bagatelle area. If I had lived in the Bagatelle area I would be annoyed, I am being frank about it. Mr. Speaker, to come off the roundabout just below the Bagatelle Depot and to have individuals taking shortcuts through my neighbourhood, I would feel annoyed if I had built a house where I have built mine and all of a sudden it becomes a public thoroughfare. My children have a right to ride their bicycles outside in the neighbour or I have a right to sit my car outside the driveway without the risk of some reckless PSV driving through there and knocking it off. Sir, I have certainly seen the high volumes of traffic coming through the Bagatelle Terrace, I think it is called, and the roads there, quite frankly, have deteriorated and that is an area where some parts of it is prone to flooding. I therefore shudder to think what would happen if we were to get about four inches of rain in Barbados in that particular area.

Mr. Speaker, it is of concern to me because those who come through that area invariably are trying to get onto the Prior Park road in the constituency of St. James South where some residents have raised concerns with me about the deteriorating state of the road there, as well as the high volume of traffic coming through there. Sir, I do not expect the Minister to get into his car marked P-whatever-it-is and drive down there and look necessarily himself but having heard the concerns...

Asides.

Hon. D.O'N INNISS: Well, if you go 3 o'clock in the morning you would not see much, but having heard the concerns I expect that his officers in the Ministry of Public Works and Transport will find a solution.

Mr. Speaker, let me add also, as the technical officers seek to find a solution, those of us who drive cars

in Barbados must also take a greater level of responsibility for the situation. We have become a society where everybody is in a hurry to get from point “A” to point “B”. There are about 140 000 vehicles on the road, I believe, and everybody is in a hurry to get everywhere. The road infrastructure cannot get much wider and longer than we currently have and therefore each one of us must exhibit a higher level of patience, but there are individuals who would want to get to Queen’s College or to the University of the West Indies, for example, who would cut through the Bagatelle Terrace road in a hurry, driving recklessly, totally or seemingly oblivious to the fact that it is a residential area, they would come onto Prior Park with the same speed, also oblivious of the fact that it is a residential area, generally-speaking, only to save about two minutes of driving.

Mr. Speaker, the truth of the matter is that if you go straight down to Warrens by Simpson Motors area and come around the elliptic roundabout you would find that you really and truly have added perhaps no more than one or two minutes of driving, but we are fundamentally in a hurry these days to get to where we want to get. Sir, that is not something that the State itself can control, what the State can do is to place physical barriers in the road to direct the traffic away from the Bagatelle area, whether or not those physic barriers are speed humps.

Mr. Speaker, I hear the Honourable Member for St. James Central speak of what we call speed humps in these residential areas. I am not so sure that is the best solution. Also, rest assured that some of the residents who call for speed humps in these communities are the same ones who would turn around six months later and say that the humps are damaging their vehicles and that they need to go. I would rather look at a solution that diverts the traffic away from these residential areas and onto the main roads than to have the humps placed there because it defeats the purpose, in many respects, going forward.

Asides.

Hon. D.O’N INNISS: Well, if we can do it. Do not get me wrong, there are some roads that are rather long in some of these residential areas that you obviously would need some speed reducing solutions, because it is not only the PSVs and others but there are some residents who speed through these areas in a manner as though they are on a race track.

Mr. Speaker, we certainly have going forward to address many of these issues. The Warrens area is going well and I expect that there is much more physical work that will take place in the area. The Welches area is poised for further growth. I believe that there is a major cineplex to be constructed there. The Ernst&Young building is going up and there are obviously plans that I am aware of

for much more physical work to be done there. This is going to drive more traffic into the area, not just those who traverse it but those who come into the area to do business as well.

Mr. Speaker, as I urge the Ministry of Public Works and Transport to get on with the completion of that project, being ever mindful of the financial challenges to the State in doing it, there are a number of other areas that really need to be looked at as we address the issue of road works, the use of our highways and generally-speaking, public infrastructural arrangements in Barbados.

Mr. Speaker, as I said earlier, I am concerned about the level of indiscipline on our roads in Barbados and none so most manifested as through the PSVs. I note the valiant efforts of the Minister of Public Works and Transport and his predecessor to engage them, I think that is a step in the right direction, to continue to engage with the PSV owners and operators. Mr. Speaker, what bothers me immensely is the number of these operators who are charged before the law courts, who are found guilty and who seem to be rewarded by continuing to operate with licences and to operate their vehicles in this country.

Mr. Speaker, we really must take these penalties and these systems a lot more seriously. I fail to see how every couple of months or weeks that individual drivers could be brought before the court and found to be driving recklessly on our roads causing accidents, et cetera, and are still be allowed to maintain their licences. Those licences are seemingly not suspended, or the owners are not dealt with. Mr. Speaker, I do not know what is the problem, really and truly. I have met with them and have spoken with them. I totally support the PSV owners and operators in their quest to operate more businesslike, to get a gas station from which they can operate, and to get better facilities from which to operate.

I do not know what the problem is, Mr. Speaker, really and truly. I have spoken to them, I have met with them and I have totally supported the public service vehicle (PSV) owners and operators in their quest to operate in a more businesslike fashion, to get a gas station that they can operate from, and to get better facilities to operate from, but those things are not necessarily going to address an innate level of indiscipline that seems to flow deep within the bosoms and hearts of the operators. I do not know if they feel challenged, because of the compensation arrangements which they have with the owners, to hustle and make a dollar. Mr. Speaker, I do not know that the owners themselves seem to care much about how their vehicles are operated on the roads, and quite frankly, if you want to speak about bringing a higher level of discipline in the PSV operation, it cannot occur without some focus on tackling the owners of these vehicles so that they must

certainly feel the consequences and pay for the recklessness on the roads.

Mr. Speaker, the other issue which I wish to speak to in relation to public highways and roads, and so on, is the vending that takes place on the highways. Every time one of us speaks about vending on the highways in a manner as though it is somewhat of a challenge to the society, you hear that you want to stop the poor, black man from making a dollar, and that the coconut vendor has a right to make a dollar like the man who has a big business in Warrens. Look, colour ought to have nothing to do with that. Your socio-economic status ought to have nothing to do with it. If you are allowed to bring coconuts on the highways on Saturday and Sunday mornings and cut them, pour the water in bottles and sell it, it is your duty to remove those coconut husks immediately. I make no excuses for it. If they cannot do it the same day, they should be banned from operating on the highways or the byways in this country. Let me make this point: When those coconut husks are allowed to sit there, not only are they an eyesore but there is a serious public health hazard that flows from that. We talk about the poor, black man doing coconut vending on the highways and so on, but we do not sometimes recognise the major costs to the public healthcare system when you have to treat individuals with illnesses that may have their origin in the dumping of coconuts along the highways. It costs a lot more than maybe if you had to pay those vendors to stay at home.

Mr. Speaker, the simple truth about the matter is that we at this level must stop making excuses for the level of indiscipline in Barbados. If you want to ply your ware on the highways, do it in a safe environment and clean up your mess. I do not think that the Ministry of the Environment, the Sanitation Service Authority or any one of them should be using taxpayers' money to come and clean up behind a coconut vendor on the highways. Some of them, quite frankly, are just too nasty, and I am not one politician who will make any excuse for their indiscipline in this country. Sometimes we do not nip these things in the bud. We allow them to get out of hand, they go and set up stalls wherever they wish to, and then you hear you are not supposed to touch them because they are small, black men, and that there are political consequences. Well, I see the bigger picture. There are consequences for this nation if we do not nip these things in the bud.

Related to that, of course, let me commend those officers in the Environmental Division of the Ministry of Health who were very vigilant in identifying those perpetrators of illegal dumping that took place in Christie Village, I think, two nights ago. I happen to know the officers involved and I commend them privately and publicly for their stance. You had a chap who took one truckload of garbage up there, was caught, and ended up removing 11 truckloads. He may have sought to avoid

paying the tipping fee for one truckload but now has to pay for 11 truckloads. The message must go forth to all of those who feel that they can take their garbage and dump anywhere in this society. It must not be tolerated, and I hope the officers of the Ministry of Health are given full support for their work. I cannot sit in Husbands Heights and feel that dumping in Christie Village is not any of my business. It is my business. It contaminates our water supply, it becomes a haven for rodents and mosquitoes, and it damages our environment. Any one of us who takes matters of the environment seriously in this country must commend those officers in the Ministry of Health and encourage them to get out there every day and do their work, and do it without fear or favour. What I found particularly satisfying in this respect is that you see elsewhere when certain people of colour are caught doing these things. The culprit in this case is part of the minority in this society. I am very happy that it shows that the State is not about to grant any favours to any minority group in this society, whether you are Indian or white.

Aside.

Hon. D.O'N. INNISS: We must certainly commend them for that, Mr. Speaker.

Back to the issue of the highways and so on; the level of indiscipline really must come to an end. I come out to Wanstead on mornings, by Wanstead Hill there, and you see cars, and they are not cheap cars, parked up on the public lawns and public spaces with "For Sale" signs. I have on occasion got out of my vehicle, went over, took down the numbers and phoned individuals and asked, "Could you please remove your car from the public place because you have no permission to do that? It is obstructing the view of other road users, and it certainly is not in keeping with what the public space is designed for". One fellow who I called told where my mother got me from when I told him politely that I thought he should remove the vehicle. I waited four hours later, called him back and said, "Sir, I called you this morning and you conducted yourself in a certain manner". I did not tell him who I was, but I said, "I am very mindful that there is a plan afoot to strip your car tonight. You may find the chassis when you go back in the morning". Within 15 minutes, he was there to move the car. It is true that I lied to him, Mr. Speaker, I confess, but I wanted the man to move the car. I also see it going up by the Garfield Sobers Roundabout. People just park their cars as if in a used car lot, and I am asking, "Is it really worth the risk? The risk of somebody coming and stealing your wheels?" Some of them have very expensive wheels. Is it worth it vis-à-vis paying the newspapers about \$200 to run your ad for a few days? Then there are people who stop their cars indiscriminately to get out to go and write down a telephone number, and to call, and block the traffic, and go and inspect the vehicles. Mr. Speaker, these things must be nipped in the bud, so any conversation

about infrastructural roadworks and the use of the highways in Barbados must include some of these issues. You realise that anything that slows down or inhibits the free flow of traffic creates a bottleneck somewhere and helps to lead to the level of complaints that we receive from our constituents and other road users in Barbados.

MR. SPEAKER: The Honourable Member has two minutes in which to wind up.

Hon. D.O'N. INNISS: Thank you, Mr. Speaker. These are matters that we cannot take lightly at all, so as I close, Mr. Speaker, I certainly empathise with my constituents and those in St. Thomas and St. James Central who are faced on a daily basis with challenges of that Warrens traffic improvement project and the delay. I wish to apologise. This, as I said earlier, is a project that originally was conceptualised to cost \$42 million in infrastructural works and today it is climbing north of \$60 million, primarily because of the acquisition of lands from adjoining landowners. Mr. Speaker, I cannot help but stress the point that these are funds coming out of the Consolidated Fund, so when we take \$17 million out to complete the project, we may run the risk of inadequate supply of goods to the Queen Elizabeth Hospital or a challenge in our school system some where because somebody has to give up some way.

Mr. Speaker, in Barbados, unlike North America, there are no toll booths to collect tolls to help pay for the road works, so Government therefore has to collect out of the taxes to pay for these things. The issue of financing of infrastructure works in Barbados is not something about which we can bury our heads in the sands. When I think my roads in St. James South is in dire needs and needs to be repaired immediately, I open the papers and see the plight of those folks in White Hill in St. Andrew and other places that have now become unpassable and are in terrible condition. It does not stop me from arguing for my roads to be fixed but I am very mindful that the same Government and the same Consolidated Fund is being asked to do all these things. Mr. Speaker, I know that we will have the same conversation over and over again but until we reach the point where we can find the money to fix and maintain all the roads, including adequate lighting along the roads. I look forward to the day when we are going to have solar lights powering our highways around this entire country but until we can all the money to do all these things, we are certainly going to have this conversation over and over again.

Mr. Speaker, I am obliged to you and I support the motion.

MR. SPEAKER: The Honourable Member for St. Thomas.

Miss C. Y. FORDE: Mr. Speaker, I want to share and support a lot of what was said by the Honourable Member for St. James South. I have noticed that recently, he is showing me a different side of what I would have expected him to be along but this is not the place for me to further elaborate on that expect to say that in the light that he has mentioned some of the roads in St. James South that really are in dire need of maintenance, perhaps I do not even have to raise it here expect to let the residence know that I have tried but the Honourable Minister has been bombarded by information discreetly indicating the plight of those residents who are living in certain areas in St. Thomas and those motorists that travel those route.

Mr. Speaker, I really support this Warrens improvement project and the land acquisition aspect of it and believe that it would have been a fantastic idea at its concept and, therefore, the effort to be able to put that improvement in place.

Mr. Speaker, when we look at roads like Vauxcluse, Canefield, Carrington's Village, Bloomsbury, Airy Cot, Mount Misery, Stoney Gully and so on, there is absolutely no road in St. James south that can match the poor condition that any of those road are in but, Sir, that is another conversation.

Mr. Speaker, I have some difficulty with the element of wastage that I have witnessed in that general Simpson Motors area. There are at least four roads that lead into Simpson Motors, H & B Construction and so on and some of them even have no entry signs. There are properly paved roads that one of those roads in St. Thomas would have really helped to improve the quality of life for the residence there. I have a tremendous difficulty that I do not remember the names of the roundabouts but there is a roundabout from the Simpsons Motors junction by Sol, when you come around that roundabout going in an easterly direction, there is one road to take you into H & B and the other businesses in there, you can make that left turn, come around the roundabout, travel for about nearly 100 metres and a left turn but then that road says, "No Exit", when you want to get out, so you have to come right into the heart of the biggest roundabout, bigger than the St. Thomas Church roundabout now in order to manoeuvre and to get out which is very very dangerous. Sir, I have wrote the Minister on it before and for me, that same road that goes 100 metres or so away from the Darcy Scott roundabout, can be used as an exit as well. There is tremendous congestion when you go into that general area and there is always easy shopping there by H & B Hardware and the other businesses in there. I believe it is a lot of wastage. I do not know whose idea it was to put in all those roads and then make it more difficult for motorists and more dangerous. The other concern I have and I have already drawn that to Ministry of Public Works attention is when you make the exit from H & B Hardware, you cannot

come out through the one that you go into, and then there are motorists who blatantly want to go down to Hinds Hill but pass the gas station, go up the hill and go down to Spring Garden and there are many accidents there as a result. I am not an engineer but simple common sense tells me that if the traffic that comes from H & B Hardware and the other communities by Simpsons Motors now would exit on their left and go to the other junction that would be at the head of Warrens roundabout and go on back to Bridgetown, come back down to Chefette and go where ever, to my mind, it makes more sense. It saves lives, it saves injury, dangers and so on and a lot of hurt as a result. We see people pushing big jeep and Hilux, and those drivers seem to think they own the road now and as soon as they see a small vehicle, they push and they are wrong. I believe that some attention should be paid to that road. It may have worked out well at first but if we are talking more than 140 000 vehicles on the road now, then you know how much more dangerous it is to be able to travel on that road.

Mr. Speaker, the folks in that general area from Warrens leading over to Bagatelle have really suffered tremendously over the past four years or five years. The noise pollution, the dust pollution and the endless congestion. I agree with the Honourable Member for St. James South that if I had invested in a property between the Darcy Scott roundabout going towards Bagatelle, I would have to make some changes in my life especially in the evenings, and nobody wants to let you out. Sir, all of a sudden, my people have become so discourteous and have lost all empathy and tolerance. They toot their horns and learner drivers have it most difficult going on those roads because everybody is blowing their horns and cursing them. This is what my country has come to, and we boast of our education and our getting along with people and making a difference. We cannot be a develop country if we continue with these negative attitude. It is really creating a lot of problem.

Sir, those folks in that area really are suffering a lot. I have challenges understanding the last roundabout nearest to the Bagatelle depot because when you get to that roundabout, you try to keep to your far left, if you want to go on to Arch Hall or St. Thomas Church, and there is always difficult there because some people keep on the right lane that is closest and then they are coming straight ahead. There is little or no signage. I know Mrs. Butler wall is still there and she is not the only one because there are a couple of others that are now mentioned in the acquisition where no proper negotiation took place with them. They were shabbily treated and I can speak of Mrs. Butler because she is a Welchman Hall person who now lives overseas and has a tenant and a lot of people refuse to rent her house because of what is happening there with the dust, the noise and so on.

Mr. Speaker, I share the view as well that community dialogue always help to ease the tension. The Honourable Member for St. Philip South understands that better than anybody else on that side. You should have a community meeting, turn up, come down to the level of people and listen to them, and that is what happens to the Honourable Minister only last week. I have seen him in St. Thomas on two other occasions and he was to give an element of assurance to the audience that tempered people and cause them to want to listen and be a part of projects. If this had to happen across the island, it would ease the tension. There are some people there whose acquisitions were not properly negotiated and they refused to be part of it and the other thing is that they want their money.

Mr. Speaker, I have an understanding that there is a \$10 million amount in the Estimates of this year for the acquisition and if the Government owes \$17 million, I am not so sure those persons can get their money. I would like any other person in Barbados whose lands have been acquired for years now to be able to access their money like the people in Allen View whose properties were taken more than 10 years ago and they are still waiting to get compensation, the \$10 million there and now to hear of \$17 million for that particular area, it says that the others will get little or nothing.

12.14 p.m.

Mr. Speaker, I also want to refer to that new development that has mushroomed since the Warrens Project, the area by Cost-U-Less and the new Chefette Restaurant and those banks and so that have been put there. That now has more than triple the traffic in that area and has now caused Padmore Village, Welches Heights, Melrose and so to be so congested, it really creates a lot of problems. I want to thank the folks at Bagatelle whom I have always have to praise because they used their initiative, because once there are materials and equipment available. The men and women are always ready to work and they did a fantastic job in the Chancery area that leads from One Accord through Arthur Seat Main Road, Chancery, make the left on Melrose to take them down to Padmore Village, and that is what I have been saying all the time. Once link roads are upgraded they take a lot of the traffic off of the highway and that Chancery Road is another good example.

The only challenges now coming from residents is that they want the junction clean up because there is business person or two who are carrying out their businesses on the road and there is always congestion and accidents there. I do not want to see anybody put out of work, but I would prefer them to do it more discreetly and within the law. That is the only challenge now that I am getting where residents are saying from the time we come off of One Accord we are meeting all this congestion in the

road and it is creating difficulty, but the Chancery Road is a good aspect of development there.

The new link road to take you into Welches Terrace as well has served well and I believe that the contractors would have worked with the Government to put that in place, because once you come off of the roundabout by the same Automotive Arts leading into Cost-U-Less there is a new road on the rising to put persons and residents and visitors into the Welches Terrace area. For me that is a boss stroke and that has eased the situation as well with people getting home at peak hours rather than have to go all the way over to Bagatelle near the depot by that roundabout and then to get into the congestion.

I saw a very graphic photograph only on Saturday evening where a car ended up on the jersey barriers right on that highway nearest to where the traffic lights are. For me that is bad driving as well and I know that the lives of residents, motorists and others in that area are being threatened on a daily basis.

Mr. Speaker, it is because of indiscipline among us in this society that we get all the challenges. I spoke just now about the intolerance of people, the impatience, but a lot of people do not think that pedestrians have rights. Too many of us see pedestrians - sometimes they are even on the pedestrian crossing and I know that it is not always possible to stop as soon as a person gets to a crossing and wants to go across the street, but I have seen it at the same Bagatelle lights where pedestrians are standing by the three little poles, the light goes on green and motorist try to run the red light, and we know the danger that will emanate from that.

Mr. Speaker, I believe that the Honourable Member for Christ Church South may be able to tell us what was the thinking when it came to those folks in the Bagatelle Housing Area location. They have limited space already and we know what it is like in housing areas. The population is generally bigger, some houses have four, five and six persons and some even more. Those are the persons who have to get across the street, who have to get to the neighbourhood school, who have to go about their businesses and so on, and when I saw an eight-inch blocks put up to be a buffer for the residents in the Bagatelle Housing Area, and a lot of the area where they would have been able to park a car and for their children to be able to play has been removed now to open up that second lane going towards Bridgetown, it hurt me deeply because if you are going to look at a densely populated area and you are going to put up just an eight-inch block wall where there are children and others who are living there and the traffic is moving faster and then go over to the Welches Grove and put up some soft stones as a buffer when already the Welches Groves is more than 10 feet away from the main road, it hurts my heart because the lives of the

children and residents in the Bagatelle Housing Area would be even further threatened. I think it is only useful if when the Honourable Minister and others are doing the plan for this acquisition that they at least look for some space that is in there to allow those little children to be able to play because the Honourable Member for St. James South spoke just now about the heavy traffic that is traversing the Bagatelle Housing Area road taking you through by the day nursery and so on. We cannot have heavy-loaded trucks and so on going through a simple highway or a simple road that was not built for that kind of density, meaning the heavy traffic that is going through now, but those little children from the Bagatelle Housing Area, especially the ones right next to the road, have nowhere to play and when they go into what we would call back roads then, the heavy duty traffic and so on is traversing and there is no comfort for them. It is okay to say go over at the Bagatelle Playing Field, but the playing field calls for the children to go on the highway as well in order to get there and they have to be supervised. I think that sometimes we do not think through carefully what we do in simple neighbourhoods where residents would have been comfortable and we put in these broad roads, these highways, and do not think then about the repercussions. What would happen when people at Hinds Hill want to get across the road? They have to play Boo Peep. They have to skip, run and hide to get across the street. Nobody signals to say come across, give the lights to the oncoming traffic to say slow down people are crossing because there is no other way they can get across the street. I would like for some consideration to be done where those residents are concerned.

In the Welches and Warrens Terrace area, and that is the area where my opponent would have his campaign house, so Honourable Members on the Other Side would know exactly where it is, that is fairly densely populated too and those residents suffer a lot especially when further works are happening in the Warrens Road Improvement Project and the sidewalks have to be used as a lane, the signage, Mr. Speaker, is too poor. Unless there is proper signage happening before other motorists reach that area then there will be further problems. I have seen it happened internationally and I know that we have introduced a couple of things that happened in the international arena, but I believe that we should have some alerts now going up in the air on poles to be able to indicate to persons the left lane going in the southerly direction is now closed temporarily for the next 150 metres. Once people see that from the time they come off the Cost-U-Less Roundabout they know do not hug the left lane because there is going to be closure and then people are going to bore each other and will probably cause accidents, that is not happening at all. The signage is too poor, the lighting over there is very good right now between the stretch of Simpson Motors and the same Cost-U-Less, but Mr. Speaker, from the time you leave that area and you go on to the highway that will take you onto that straight road from Sandy Lane through Arch

Hall on to St. Thomas Church it is pitch black and extremely dangerous, so I think the Ministry of Transport and Works would want to give some measure of consideration as to include a few streetlights to help motorists to be able to see and to negotiate because there I nothing worse than black road, traffic is coming from the other direction, you cannot put on your bright lights and then some of us as we get older our vision is going and at night it is always difficult to negotiate and I believe that it would be a useful thing for more lights to be put in or some lights to be put in on that stretch that leads from the Bagatelle area on to Arch Hall and St. Thomas Church going in that northerly direction, I think that is extremely important at this time.

Mr. Speaker, I too would have asked for some speed humps and some calming devices. It is not only young motorists who speed and drag race on our roads. I see some very mature men, in particular, very few women, who do a lot of foolishness on the road and endangered other people's lives. I know that there was a request from the folks at Welches Heights leading into Millennium Heights for calming devices.

12.24 p.m.

I know that a response was given, it was turned down because I was told that enough traffic does not pass there. Why are we going to wait until somebody gets seriously injured or loses a life or their limbs to be able to put them in, when they are a reality? Now that these guys have their motorcycles, and I do not know what the police or the Ministry of Transport and Works and other agencies can do because a lot of those motorcycles look un-roadworthy, they have no licence plates and they have no lights... I know that before there was always a part of the regulations that said that if you are riding a motorcycle even in the daytime, it should have a light burning. No longer are we seeing that. As a matter of fact, sometimes at half past six in the evening and 7 o'clock we are seeing motorcycles -- well we are not seeing them but sometimes we are only hearing them because they are on the road, traversing that same Warrens Highway that is under construction and they are doing the 'wheelie' in the middle of traffic. I believe the Honourable Attorney General may be able to address this matter for us because I know that the police would be paying some attention to it. How many more would have to die meaning our motorcyclists or our pedestrians or other motorists as a result of the foolishness that some of them are doing 'wheeling' in the middle of the traffic on a highway or speeding and zigzagging through traffic from one lane to the next?

Mr. Speaker, that was not the intention of having the four-lane Highway 2 going two lanes in each direction. The idea was to ease the traffic congestion to accommodate more traffic because of the high volume, not for any

persons to be crisscrossing the highway whether they are driving a motorcar or a motor vehicle or riding a motorcycle. We are actually endangering other innocent people's lives when this foolishness happens, and then you hear hoy, what nonsense. We do not want to have that any more. I would want for the public of Barbados and parents and families in particular to assist the police and the Ministry of Transport and Works in identifying these young giddy-headed men because they live somewhere.

My some rode a motorcycle and he had to have it right. He almost lost his character over a motorcycle that was stolen. Since then they have stolen two more and I said not another motorcycle at my house because all you are doing is attracting people who want to be criminals to drive around and steal and then put other people's names into disrepute.

Mr. Speaker, I believe that something else could be done with the public giving assistance in relation to these guys with the 'wheelies' because as I said they are on that Warrens Road Improvement Project road creating havoc in people's lives. The fear that you get from it when you see them 'wheeling' next to you, you want to know if they are going to come through your windscreen or if they are going to hit you and cause you some other danger as the case maybe.

I want to say, Mr. Speaker, it was of good intention that effort would have been made. I know that the Barbados Labour Party would have started that whole Highway 2A double-lane expansion project. There were changes in the project. We understand the Government making its changes, that is what a Government is for, make your changes, you carry on with what you think is necessary, but I believe that now the time has elapsed where that construction has been going on for such a long period that there really is need for this project to be brought to closure as soon as possible so that the residents who suffer can have their lives put back on stream because they experienced too many challenges, the delays to and from work, the threats, the noise pollution I mentioned earlier, the dust the pollution and so on, and the congestion. It is really is too much for them.

My final request is for the folks at Warrens Terrace to also have as compensation for the inconveniences because that is the community that is closest to Simpsons Motors when you are going north and they meet a lot of congestion there. I believe the one on the south also meet that kind of congestion too. It is called Warrens Terrace South but it is in St. Thomas but in the constituency of St. James South. They are some of the ones who bear the brunt of the noise and the dust and so. Warrens Terrace, St. Thomas on my side really requires a good road scraping and paving because those residents have been very tolerant, they have been very accommodating and I think that the

best that could be done to help them now to pacify them and the challenges they have had would be for the paving of that road.

I therefore, Mr. Speaker, wish to say how I am happy to support this Resolution and trust that some of the suggestions that would have been given by myself and by other Honourable Members be taken into consideration because at the end of the day it is one Barbados, one society, and all of us are reliant on the services to be able to live a more peaceful and comfortable live, and at the end of the day it is called development. I understand the cost would escalate because we know VAT goes up, this thing goes up and the next goes up, but I trust that those persons who are due for compensation would soon be able to get their money from the acquisitions and that road would come to completion sooner rather than later so that we can all get on with our lives and live a little more peaceably.

Thank you, Mr. Speaker.

SUSPENSION

Mr. SPEAKER: Yes, the Honourable Leader of the House.

Hon. J. D. E. BOYCE: Mr. Speaker, Sir, I beg to move that the Sitting be suspended until 2.00 p.m. for lunch this afternoon.

Hon. A. D. BRATHWAITE: I beg to second that, Sir.

The question that the Sitting be suspended until 2.00 p.m. was put and resolved in the affirmative without division and Mr. SPEAKER suspended the Sitting accordingly.

RESUMPTION

Mr. SPEAKER: Good afternoon, Honourable Members, this Sitting is now resumed. When the Suspension was taken we were on Order No.16 and with that we shall resume. The Honourable Member for St. George North.

Mr. G. A. CLARKE: Mr. Speaker, I rise to make a few brief comments on this land acquisition. I must say, first of all, that like all Honourable Members, I do support the acquisition of the parcels of land at Warrens for road improvement once it is important to the development of our society. In fact, I would think, Mr. Speaker, that Warrens can be considered to be the fifth city.

Mr. Speaker, over the past 20 or so years Warrens has developed considerably and must be taken very seriously. This land or the majority of lands between

Warrens and Jackson, or Warrens and Redman's Village, Warren and the University should be looked at in a holistic manner. I believe way back in the 1980s when the concept of the highway was first developed, the person who looked at the development of this sector thought, really, that the lands surrounding Warrens should have been acquired by Government. In fact, a lot of it was acquired by Government in that era. However, there are still many parcels of lands that are still owned by the private sector, especially the ones going towards Jackson and Redman's Village.

I think that the cost of the acquisition today is really expensive when one sees that the cost of this acquisition will cost Government over \$17 million, this works out to almost \$50 per square foot and it is expensive. Therefore the Government has to really factor in the cost of the acquisition of at this time and also in the future.

Mr. Speaker, I heard today mention about the Physical Development Plan which is now about to be amended, one has to look also at the Physical Development Plan and at how the Chief Town Planner and Government would have to interact to ensure that future developments in the Warrens area, especially, should be factored in at this time. Warrens is for the future and any developments at Warrens and in the surrounding areas must be taken into consideration.

Mr. Speaker, I think too that the Minister of Public Works and Transport should also look at the Highway Act at this time, for it is in need of revision. The Highway Act speaks to persons who own property that is abutting and abounding onto the highway. When you look across Barbados today, I wonder if the Chief Town Planner is really seriously taking into consideration those developments that are next to the highway, because sometimes guard walls are built right onto the highway and we have to look at this very carefully.

Mr. Speaker, I remember some time in 2004-2005 when the Warrens Road Improvement Project started one householder said that she was not going to live at her house anymore if the highway was improved because it was coming too close to her home. The then Government had to acquire not only the parcels of land but we had to acquire the entire property. We then had to find accommodation for the individual, and that cost substantial amounts of money at the time.

Mr. Speaker, I can see situations, especially in the Warrens area, where a lot of properties will be impacted upon and therefore we have to look carefully at those properties in that area. I wonder if it would not be wise for the Government to now acquire the entire project because sooner or later you are going to find that many householders will be writing Government to say that the

four-lane highway is now coming too close to their homes and therefore Government has to acquire the property.

Mr. Speaker, I think that both the Highway Act and the developments at Warrens in particular need to be looked at in a holistic manner. I hope that the Minister of Public Works and Transport can ask for that revision because the Highway Act is important as I said, not only for properties but also for persons to clear their lands that adjoin the highways.

Mr. Speaker, there are other highways that we were paying special attention to in 2005-2006. We were looking also at Highway 5, from Six Road to Bussa. That is an important highway, especially in the Mapp Hill area where you cannot improve the highway because properties are right next to the road. Mr. Speaker, if you do not acquire them now you will have problems. Mr. Speaker, also Collymore Rock and Wildeys, those four highways in particular must be looked at in a holistic manner.

Mr. Speaker, I heard Honourable Members talking about Government spending money on the exercise of planning but these are all studies that were done. These studies were over time by a number of engineering companies, some need to be revisited but they all speak to the same thing. They all speak to the fact that there is need for planning to be done, along with the transport study. Sir, when we did Bridgetown the study was there for about 20 years. Of course, you just have to revisit it and clean it up, but they are all the same.

Mr. Speaker, of course, Government after Government spends a lot of money on these studies but we have to be careful of what we do. I want to say that we have to be very careful also in putting the politics into this whole situation. I am concerned that most of these things must have a political input but politics must not play a part in looking at the development of our road infrastructure.

Mr. Speaker, I recall at the same Warrens we brought a Paper here in 2006 when we looked at the Road Traffic (Amendment) Act. In those days we were talking about the fact that turning on the highway must always be a left turn. Again, Parliamentarians in that era felt that it was too early to talk about turning only left on a highway. Today I have seen that people, especially in the Warren area, are now turning left by Simpson Motors and there is no big problem, because people have got accustomed to that type of arrangement. Also, persons now come out of the Belle Junction and turn left without any problems, but you need to educate people as to what they have to do.

Mr. Speaker, the Government must take the lead, the Ministry of Public Works and Transport must do what they have to do in a holistic manner but they have to be able to communicate with people. Mr. Speaker, I think one of the

problems that we have for all times is that the Ministry of Public Works and Transport does not get enough funds to carry out town hall meetings or to do ground work but town hall meetings, highlighting and meeting with people must be important. Throughout the world, especially the western world where there is democracy, constituents, neighbourhoods and persons feel very aggrieved when governments or people do not speak to them, people go out and use trailers and other equipment to block roads because of the fact that they were not communicated with persons. We sometimes take it for granted that people know, but over and over again you sometimes have to repeat the same thing. You have to educate people over and over again. I have been at pains to say that I was a teacher for a number of years teaching a number of children, and you would not expect that sometimes you taught children in a classroom and everyone in that classroom heard you differently. Every person hears it differently. For example, I am saying something now and I am sure the Attorney General misinterprets what I have said. I am sure.

Aside.

Mr. G.A. CLARKE: The point is, Mr. Speaker, that we interpret things differently, and therefore repetition is important. Mr. Speaker, it is important for us to communicate. People sometimes will take your communication and run with it. Others will not. Eventually they will accept it once it makes sense. I have seen, as I said before, the turning left on the highway. This is an important one. When we brought out in 2005-2006 seatbelt legislation, persons did not like it. Now everybody is wearing the seatbelt. It is therefore important for us to do these things. Therefore, in terms of the Acquisition Act, I am not sure if the private treaty is being used in this case. You are bringing compulsory acquisition here. Some of it is compulsory. There are people in that area who will not want to sell their property, but the Government has to lead. You cannot please everybody in the area but you need a four-lane highway going right down through St. Thomas, St. James and St. Peter, to Mile-And-A-Quarter. It is important and it is there for the future. In fact, the lands on the other side going from Warrens to the airport and most of the lands coming to the highway were all acquired over 20 years ago. Government has to be careful selling off those superfluous lands. I know there are many people who have been asking to buy lands adjoining to their properties. Superfluous lands are those lands that property owners on the highway may feel that the Government does not need, but you have to be careful selling those lands because in the future, let us suppose, 20 years from now, you may have to have a six-lane highway. What are you going to do then? You have to look at the future.

I have heard the Right Honourable Prime Minister say at one time that Barbados was not going anywhere. We might have difficulties now. The economy may be difficult

and have problems now, but Barbados is not going anywhere and therefore, when we put a study in place in the early 2000s, it was there for future. That is why I will never agree when the Government of the day in 2008 brought a Resolution here to abandon the flyovers. I could not agree with that, and I will never agree because we have set ourselves further back. We have set ourselves way back, and when we look at what is happening to our neighbours Trinidad and other developed societies, we see that despite having many roundabouts and so on, they do not separate the traffic. If you want to say that Barbados is dependent on tourism and industries and so on, we have to be able to improve our road infrastructure.

It now brings us to the question of who pays for this, because it is important that \$42 million today will be \$45 million next year and \$50 million the following year. Do you have the money to pay? This is coming from the Consolidated Fund. I have been saying for a long time now that Government cannot pay for all of these acquisitions. Government cannot afford to pay for all of this construction. Government does not have the money and therefore it has to find a mechanism. The Attorney General, who is my friend, must bring a Paper to this Parliament showing how Government and the private sector must work together hand-in-hand. There is money in the banking system. What are they doing with it? They are putting it there and people are not even getting interest on the monies that they put in the banking system today. Therefore, it can be used for the development of our society. We complain that we need better roads but the Ministry of Public Works which, I must say, has always been doing a good job, cannot do the work because they do not have the infrastructure. Sometimes we complain when we see the workers at the Ministry of Transport and Works (MTW) sitting down. They are sitting down because they do not have resources. They do not have enough concrete. They do not have enough tools or machinery. The machines are all breaking down because they are man-made. Machines today are important, yes, but they break down just as fast and we need to have adequate machinery. Do you know something? The private sector's machinery seems to work better than the Government's machinery. Why? Because they can afford to buy a fan belt overnight. They can afford to do this, but we have to be able to allow the private sector's machinery to be used in Government projects. Government must work hand-in-hand with the private sector.

In this dispensation, however, the Government has failed in this regard. If there is one regard in which I think the Government has failed, it is in this. The Government for the last eight years has not been able to put a programme in place for the merger between the private sector and Government. I believe that is the way to go for the future. You need \$50 million to \$60 million to develop this. It should have been done by the private sector. It must

be done, because you do not have the money. \$50 million now for roads and for acquisition, and every delay will cost Government money, Mr. Speaker. Acquisition means that you pay the cost today, but then tomorrow if you do not pay it, interest is added all the time, legal fees are also added, and so on; so that the cost of acquisition becomes expensive every day it is delayed, Mr. Speaker. This \$17 million for the acquisition portion could have been \$10 million or less a year ago, so we have to look at that very carefully. Mr. Speaker, I believe that the time has come for us to look to the future, to plan these things properly, and to do holistic programmes. To make acquisition a priority you have to factor in acquisition as part of your costs, and it has to be done as early as possible.

Hon. J.D.E. BOYCE: Mr. Speaker, the Honourable Member is misleading the Chamber. The private sector is building the Warrens traffic improvement project. It is a private contractor, so I do not understand where the Honourable Member is going when he is trying to tell the Chamber that the project should be done by the private sector.

MR. SPEAKER: You are really seeking elucidation, Honourable Member.

Hon. J.D.E. BOYCE: I do not know, Sir. I just want him not to mislead the Chamber, Sir. I beg.

Mr. G.A. CLARKE: Mr. Speaker, that is why, as I was saying a while ago, the Member is hearing what I am saying but is not really understanding what I am saying. The private sector is actually doing part of the work but they are not financing it.

Aside.

Mr. G.A. CLARKE: That is the point I am making. I was talking about the money. Government is paying for it. That is the point I was making, Mr. Speaker, that Government cannot afford it, (\$17) so money in the banking system but the private sector has the money, not the Government, so allow the private sector to finance and build the project and you hold your money to do something else. Sir, that is the point that I am making and the point that must be understood in terms of road development. Sir, when we calculated it 10 years ago, it would have cost the Government at the time over \$800 million to do roads in Barbados. I think the figure must have been in U.S. dollars it might be doubled now. Sir, throughout Barbados now, you have roads that have resort back to cart roads. Sir, in my constituency the Selman road is a cart road now. It is no fault of the Minister or of the Government, they just do not have the money.

Mr. Speaker, the problem is that a system needs to be done in this country where we allow the money in the

banking system to work for us and do what the Government has to do. Sir, I also want to say to the Minister that you have to look at the programme within your Ministry. There are a lot of road programmes in the Ministry that can be dust off but, of course, it has to be ongoing. I heard one member talk about the amount of traffic going through from the highway into minor roads off in Warrens but that has been happening a long time and we need to look at that very carefully because I know that certain road have been blocked off in the mornings especially when there is a high density of traffic in some areas. Also in the Mapp Hill area into Lower Burney, people have been complaining that traffic comes through there from St. Philip and other areas and have been causing some disturbance to residents in the area.

Mr. Speaker, we also have to watch what is happening in that area in Mapp Hill and what is happening at Highway 3. Again, there are persons coming from the St. George area and they must exist in order to get to work on time, so persons have complained because they have little ones in the area and they want it to be safe for their children, so we have to watch what is happening. Sir, the plans are there but in terms of speeding up traffic, sometimes the traffic lights can be put on flash, even though we do not like to do it. I understand the planner in the Ministry of Public Works do not like to see traffic lights flashing but when they flash, the traffic moved a bit faster, so we have to look at that in order to speed up traffic especially at eight o'clock in the morning and four o'clock in the afternoon. These are the peak hours that we have to be able to control the volume of traffic on our roads.

Mr. Speaker, I believe today that we have 130 000 vehicles on our streets. This is a lot of vehicles for a small society and, therefore, careful must be done as to how we move this traffic. In some jurisdictions, they control the traffic flow by saying that some numbers will come into the city today and others will come tomorrow. This has been done and in other jurisdictions, you look at other methods of controlling the traffic but we have to study very carefully what we will do in the area of Warrens, Wildey and Collymore Rock. Sir, Government cannot sit idly by and feel that it will do nothing, so the Government has to have a plan. Sir, I am not convinced that the Ministry of Public Works has been allowed to put their programme in place over the last eight years because I know that in that Ministry that persons are willing to try certain things. I heard the former Minister of Public Works saying that at Wildey junction there was great ease, even though a flyover did not go there, I can say that some easement has taken place because of a new programme that was developed within the Ministry of Public Works, where persons for a long time was asking how to get into Upton and going Sargeants Village from Wildey and that was one of the areas that had plagued us. You now turn left and go in by the polytechnic and then you turn back but nobody is

complaining right now but that was tried. In my time, we preferred the flyover but then the former Minister listened very carefully for the first time because I am told that he does not like to listen but he listened carefully and that one is working to date and, therefore, programmes to improve traffic flow must be tried.

Mr. Speaker, there was programme in the Ministry of Public Works where all the lights can be synchronized at the same time, when we left there. I am not sure where it is today but, of course, that technology might be obsolete now, so again, the Ministry needs to look at new programmes to bring those things into focus. Sir, that was done with the help of the private sector who funded it because Government did not have the money at the time and, we as a Cabinet, agreed at the time to allow that to be funded in order to synchronise the traffic signal, so that you could see within the Ministry how the traffic flow from Bridgetown right up to the Christ Church area and beyond.

Mr. SPEAKER: Honourable Member, you have four more minutes in which to conclude.

Mr. G. CLARKE: Mr. Speaker, I believe this exercise is important. I hope that in the future that the Government will learn a lesson from this whole exercise that the cost of acquisitions become more expensive every day because of the long delay and that secondly, if Government does not have the money, it has to buy in with the private sector in order to push forward this development and, of course, Highway 5 as well. I will keep repeating that because I know it is a major concern for the good people of St. Philip. I have said that the people of St. Philip has been patient but they have to find an escape on mornings in order to get away. The Ministry has to plan that programme and it is good that you do it now for the future. I have said to the Minister some time ago, that these developments take three years and four years but if you had continued the programme when we started it from St. Philip across to St. Peter, from airport to seaport, all these things were planned because, Mr. Speaker, they are very costly and they will continue to be costly if we continue to delay. I hope that you would look carefully at what is happening in Bagatelle area, Redman Vilalage as well as Wildey.

Mr. Speaker, I am obliged to you.

Mr. SPEAKER: The Honourable Member for St. Michael North.

Mr. R. TOPPIN: Mr. Speaker, I join this debate because my constituency happen to include a portion of Warrens and also several areas in my constituency are in very close proximity to the Warrens area and I am aware of some concerns. Sir, first of all I would want to begin by saying that it is high time that the Warrens area be

designated a town. Sir, that needs to be done. It is too highly developed and commercialized for it not to be designated formerly as a town.

Sequence 17

Tuesday, April 19, 2016

Mr. R. St.C. TOPPIN: that such activity was going to be taking place. It took them entirely but surprise, and I had to go and hear their concerns. It went on for a number of months, it seems to have abated now but I would ask really that just common courtesy and respect be shown to residents. When you wish to undertake serious activities there is a way that you should know by now that is called consultation so that no one is taken by surprise with such massive disturbances to the peace.

Mr. Speaker, not only are the roads in Barbados in a dilapidated state... I do not think in the history of Barbados there has ever been more serious neglect of our road infrastructure than it has been in the last eight years, never, ever, ever. The roads in Barbados now are ridiculously bad. Last night driving home I hit into a wall near the Kendal Hill Roundabout and I swore blind my shocks and everything were gone. It is on the highway now I am talking about. There is no concern. Next to the highway most times the grass is growing up and nobody seems to care anything about it. Barbados has now become a generally dilapidated sloppy place under this Administration. You are driving long stretches of the highway and streetlights that are installed are just not burning and the Ministry of Transport and Works is making no effort at all to go and ensure that the lights are repaired so that they can shine again and make it safe for people to travel on them, that is a fact. You request simple silent police or humps as you called them in certain areas and you cannot get them, there is no response. It is as if the Government has gone to sleep on the people of Barbados. Everything in this country, Mr. Speaker, has gone haywire. It is really becoming too sloppy and, Mr. Speaker, it is not good enough. The Government is supposed to take care of the people of Barbados.

Asides.

Mr. R. St.C. TOPPIN: I tell the Honourable Member for Christ Church South that there are already three Members on that side who have told me that they intend to support the motion of No Confidence and there are only two Backbenchers so there is one Minister and I ask him to do the research and find out which one that is but I am told that three would support it, anyhow, another time for another place.

Mr. Speaker, the last thing I would like to end on is that if we really want to take the movement of vehicles on

the road seriously and ensure that they are more expeditious and so on, we have in Barbados to get with it and ensure that we bring into being the requirement for minimum speed limits on the road or a minimum speed limit. This goes to the issue of productivity in Barbados and it also goes to the issue of road rage in Barbados which can have some very very dire consequences. I am not advocating that anybody speed along the road at any exorbitant kind of speed, but is happening too often now that people sit down on the road, and they know they have the right as it currently exists, and drive at 10 and 15 kilometres per hour and you have to sit and take that driving behind them. If you missed and blow the car horn to indicate well give me a pass you are getting bruise and tell where you come from and all kinds of things or sometimes they operate with even greater spite work and they drive even more slowly than 10 to 15 kilometres per hour. This is happening even on the highways itself. You have some people driving on the left lane, they are supposed to leave the right lane where they are two lanes only to overtake and pull back in, and they leave the left lane and come into the right lane to drive next to the car in the left lane, and if you show any protest by blowing the car horn they make sure that you are not getting past them at all until you get to the next roundabout if they are existing. I believe that the time has come when the need to look now at minimum speed limits at the very least in relation to the highway, if not all we would have really is an access road, we do not have a highway. I believe that you have to get with it. It affects productivity. You have to get to a certain place at a certain time and you expect you would be impeded if there are certain acts intervening like a flat tyre et cetera, but it should not be perpetually that you find yourself having to be stalled behind drivers.

People go before the court very often for driving without reasonable consideration for others and so on and that usually is interpreted as doing some fast manoeuvre and this sort of thing, but I believe that it should also be recognised that driving too slowly is also inconsiderate sometimes as well, and therefore I urge that the Ministry to look very seriously at doing the necessary legislation or amendment to the legislation to facilitate it being a wrong on the road to be driving at an inordinately slow speed.

Mr. Speaker, I really just wanted to make that relatively brief intervention to draw certain grievances that have come to my attention as the Member of Parliament for the area that includes parts of Warrens to the Minister's attention again particularly in relation to the road in Well Gap because that was really my mantra. The Minister is going to get very tired of me saying it over and over again. I am not even asking the Minister now at this stage to respond to the letter. I mean it is highly discourteous to the residents of Well Gap, Cave Hill that an acknowledgement is not even sent to their parliamentary representative for a letter that is written to the Minister. I do not even want that

at this stage. All I want, Mr. Speaker, is some action. I want to drive through Well Gap and be surprised by seeing some tractors and bulldozers and things in the road even blocking me from passing for a couple of weeks to ensure that certain basic comforts are restored to the residents of Cave Hill.

Mr. Speaker, I am obliged.

Mr. SPEAKER: Yes, Honourable Member.

Hon. M. A. LASHLEY: Mr. Speaker, I rise to end this debate. I want to respond to each Honourable Member who made a contribution to this debate particularly in relation to their concerns. First, some element of the Honourable Member for St. James Central contribution conflicted and clashed with the Honourable Member for St. James North after the Honourable Member for St. James Central made the comment that the Government had no consultation with the people who were affected by the Warrens Project, but the Honourable Member for St. Michael North then came and said that he went to Town Hall Meetings and gave the House the assurance that he had consultations, so there seems to be some inconsistency out there.

Mr. Speaker, I understand the confusion that is happening over there at this time. I thought that after the church service on Sunday that they would have come here today with some equity and some consistency in the arguments in spite of the scorn meted out to the Honourable Member for Christ Church West on Sunday at the church service, but be that as it may I want to support the Honourable Member for St. Michael North in relation to the development of Warrens. In fact, only a couple weeks again we had discussions with transport officials in relation to allowing the PSVs operators, we even looked at a substation for the Transport Board, so that we can implement a route in the Warrens Circle Area given the fact we have expanded businesses over there and we believe that there is a need to put a service out there and to even integrate PSVs in that area given the demand and the comments that we have been getting from stakeholders out there coming back to us.

I cannot speak to a police station because of course the learned Attorney General would have the information to speak to that, but if the concerns are so great and there is some security concerns, I do not think that the learned Attorney General would turn away from it.

Mr. Speaker, the Honourable Member for St. Michael North spoke in relation to some aspects of the highway that are said to be unkempt and I just want this Honourable House to know that we have had glowing reports about the Adopt-a-Kilometer Project, so that I am a little surprised to hear from the Honourable Member that

some parts of the highway are not being kept like they were before. Sir, I know that this project is a successful one and that many persons have complimented the Ministry for it. The highway is well-kept, some say it is even kept better than before. Mr. Speaker, it is working but we will have to take a look at it again to see how we could expand it.

Mr. Speaker, again the Honourable Member for St. George North spoke in relation to land acquisition. Sir, there are some 54 parcels of land that we had to acquire for this project; 34 of those parcels of lands were acquired by way of private treaty and the remaining 20 would have to be acquired under the Land Acquisition Act by way of compulsory acquisition. Of course, Mr. Speaker, the issue of private treaty is that when you negotiate with a willing vendor, you have to find the money up front in relation to private treaty.

Mr. Speaker, compulsory acquisitions used to be utilised by Government time and time again. Certainly what this Government is doing is to ensure that we have the moneys available when the acquisitions are completed, so that people would not suffer as they did before, in terms of compensation.

Mr. Speaker, when I was Minister of Housing, Lands and Rural Development, I believe that the Bill in relation to costs of acquisitions was about one-hundred-and-eighty-something million dollars over the years. I came to Cabinet and brought Papers where the Ministry of Transport and Works, under other Ministers and other Administrations, entered upon properties, completed projects and the owners of those properties have not been paid.

Sir, I certainly believe that we can use this project as a way of moving forward to see how we can pay the landowners in a very timely manner and of course to ensure that we place the acquisition cost up front with the project cost, so that the money that would be allocated would not only cover the initial capital works programme but that it would also cover the estimated acquisition cost.

Mr. Speaker, that is why when the Honourable Member for St. George North raised the issue about the Six Roads to Bussa Roundabout, I believe, to alleviate the traffic congestion, we looked at it and we did our searches. Mr. Speaker, some of the lands are owned by the Crown, while others are owned by private persons, it therefore means that we now have to do a cost not only on how much it would cost us to construct an additional lane but also the acquisition cost that would be entailed. Mr. Speaker, one has to bear in mind that we in the Ministry of Public Works and Transport have not sat idly by, the private sector is still working with us. We still have proposals that we are looking at, but these proposals must be feasible. These proposals obviously must get the blessings from the Ministry of Finance and Economic Affairs.

Mr. Speaker, the Honourable Member for St. George North, I believe, is way out when the Honourable Member mentioned about getting the private sector involved because the private sector was already involved in areas in St. Michael and St. George. Sir, they were involved but, of course, not to the extent as to when the Honourable Member was around, when they had access to the moneys. We have still involved them but to the extent where the Ministry can afford to do it, that is why we have to seek additional funding from the CAF and from the Inter-American Development Bank to ensure that we provide work, particularly in providing better infrastructural work.

Mr. Speaker, I just want to mention those few areas. Sir, a lot was mentioned too about PSVs and reckless driving but I do not believe now is the time for me to respond, only to say that we are continuing to have dialogue with the PSV operators. We are continuing in ways to see how we could build out the terminal for them to provide better working conditions for them. We have agreed to have dialogue on a regular basis with the PSV owners, even with some drivers who have shown an interest in coming to the meetings, expressing their interest and offering us solutions, some of which may or may not be worthy, some of which may or may not make sense, but at least we are having dialogue with them, we are not ignoring their concerns.

Mr. Speaker, in the circumstances, I beg to move that this Resolution do now pass.

Hon. A. D. BRATHWAITE: I beg to second that, Sir.

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

ADJOURNMENT

Hon. J.D.E. BOYCE: Mr. Speaker, with that we have come to the end of Government Business for today. I now beg to move that this Honourable House be now adjourned until Tuesday, May 03, 2016, at 10.00 a.m.

Hon. A. D. BRATHWAITE: I beg to second that, Sir.

The question was put to the Honourable the House and was resolved in the affirmative, without division and Mr. Speaker adjourned the Sitting accordingly.

END OF DAY'S SITTING

CONTENTS

ANNOUNCEMENTS BY HIS HONOUR THE SPEAKER

MINUTES

Hon. J.D.E. BOYCE.....2

Hon. A. D. Brathwaite, 2.

PAPERS

Hon. J.D.E. BOYCE.....2

1. Invest Barbados Annual Report for 2013; and
2. Invest Barbados Annual Report for 2014.
1. Productivity Council Annual Report 2014;
2. The Value Added Tax Refund (All Souls Anglican Church) Order, 2016;
3. The Duties, Taxes and Other Payments (Exemption) (Delegation of the European Union to Barbados and the Eastern Caribbean) Order, 2016;
4. The Duties, Taxes and Other Payments (Exemption) (Barbados Film and Video Association Inc.) Order, 2016;
5. The Duties, Taxes and Other Payments (Exemption) (University of the West Indies Sixth Travelling Caribbean Film Showcase) Order, 2016;
6. The Duties, Taxes and Other Payments (Exemption) (University of the West Indies, Errol Barrow Centre for Creative Imagination Film Club) Order, 2016;
7. The Senate and House of Assembly (Remuneration and Allowances of Members) Orders, 2016; and
8. Ministers and Parliamentary Secretaries (Remuneration and Allowances) Order, 2016.

Hon. C. P. Sinckler, 2.

ORDERS OF THE DAY

SUSPENSION OF STANDING ORDERS

Hon. J.D.E. BOYCE.....2

Hon. A. D. Brathwaite, 2.

GOVERNMENT BUSINESS

RESOLUTION TO APPROVE IN ACCORDANCE WITH

SECTION 5 OF THE LAND ACQUISITION ACT, CAP. 228 THE COMPULSORY ACQUISITION BY THE CROWN OF PARCELS OF LAND SITUATE AT REDMAN'S VILLAGE IN THE PARISH OF ST. JAMES, WARRENS TERRACE IN THE PARISH OF ST. THOMAS, WARRENS TERRACE IN THE PARISH OF ST. JAMES AND LODGE HILL IN THE PARISH OF ST. MICHAEL IN THIS ISLAND FOR THE PUBLIC PURPOSE OF IMPROVING THE ROAD INFRASTRUCTURE UNDER THE WARRENS TRAFFIC SAFETY IMPROVEMENT PROJECT.

Hon. M. A. LASHLEY.....2

Hon. Miss M. A. Mottley, 3, 5, 6; Hon. John D.e.boyce, 5; Hon. J.D.E. Boyce, 5, 6, 7; Mr. K. Symmonds, 8, 9, 10, 11; Hon. D.o'n Inniss, 12, 13, 14, 15, 16; Miss C. Y. Forde, 16.

RESUMPTION

Mr. G.A. Clarke, 20, 21, 22, 23; Hon. J.D.E. Boyce, 22; Mr. R. St.C. Toppin, 23, 24; Hon. M. A. Lashley, 25; Hon. A. D. Brathwaite, 26.

SUSPENSION.....20

ADJOURNMENT.....26

Hon. J.D.E. Boyce, 26; Hon. A. D. Brathwaite, 26.

END OF DAY'S SITTING

SPEAKERS IN THIS ISSUE

BOYCE, Hon. J.D.E. (Christ Church South)
BRATHWAITE, Hon. A. D. (St. Philip South)
CLARKE, Mr. G.A. (St. George North)
D.E.BOYCE, Hon. JOHN
FORDE, Miss C. Y. (St. Thomas)
INNIS, Hon. D.O'N (St. James South)
LASHLEY, Hon. M. A. (St. Philip North)
MOTTLEY, Hon. Miss M. A. (St. Michael North East)
SINCKLER, Hon. C. P. (St. Michael North West)
SYMMONDS, Mr. K. (St. James Central)
TOPPIN, Mr. R. St.C. (St. Michael North)

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EDITORIAL NOTES — NOT PART OF THE REPORT

Prepared with the transcript; for checking against the recording and the Minutes.

EDITORIAL QUERIES

Points noted while preparing this report from the edited transcript. The text has not been altered except where stated.

Q1. Masthead. The session is not stated in the source, so no session line is printed.

Q2. Order No. 16, Mr. R. St.C. Toppin, take-slip Sequence 17. Mr. Toppin's first paragraph ends '...formerly as a town.' and, after the take-slip, the text resumes mid-sentence with 'that such activity was going to be taking place'; some words appear to be missing. Printed as in the source.

Q3. Heading, Order No. 16. The Resolution title spells 'LAND ACQUISTION ACT' and 'COMPULSORY ACQUISTION'. Printed as in the source.

Q4. Order No. 16, Mr. G. A. Clarke. A reporter's sequence marker '(S17)' appears in the middle of a sentence in Mr. Clarke's speech ('Government cannot afford it,(S17)so money in the banking system'). Printed as in the source.

Q5. Order No. 16, speech labels. The Member for Christ Church South appears as 'Hon. J. D. E. BOYCE', 'Hon. JOHN D.E.BOYCE' and 'Hon. J.D.E BOYCE', and the Member for St. James Central as 'Mr. K. SYMMONDS' and 'Mr. K. D. SYMMONDS'. Printed as in the source.

DEBATE SUMMARY

(Editorial summary — not part of the record.)

The House of Assembly met at 10.15 a.m. on Tuesday, 19th April, 2016, with Mr. Speaker, His Honour M. A. Carrington, in the Chair; prayers were taken by Reverend Mark Harewood. Mr. Speaker announced that a meeting of the Committee of Privileges had not been held for want of a quorum and would be rescheduled, and welcomed pupils of the Codrington Primary School and members of a regional seminar of the Core Group of Public Accounts Committees. The Minutes of 8th and 14th March, 2016 were confirmed.

Hon. J. D. E. Boyce laid the Invest Barbados Annual Reports for 2013 and 2014. The Minister of Finance, Hon. C. P. Sinckler, laid eight papers, among them the Productivity Council Annual Report 2014, several Duties, Taxes and Other Payments (Exemption) Orders, 2016, the Senate and House of Assembly (Remuneration and

Allowances of Members) Orders, 2016 and the Ministers and Parliamentary Secretaries (Remuneration and Allowances) Order, 2016. Standing Orders were suspended.

The only Order taken was Order No. 16, a Resolution under section 5 of the Land Acquisition Act, Cap. 228 to approve the compulsory acquisition of parcels of land at Redman's Village, Warrens Terrace and Lodge Hill for the Warrens Traffic Safety Improvement Project. The Minister of Transport and Works, Hon. M. A. Lashley, Member for St. Philip North, said the project, scoped in 2010, was about 80 per cent complete and 24 months behind schedule, the major task being the acquisition of land; he listed completed footpaths, roundabouts, link roads and bus laybys, and said the project cost to date was some \$44 million, with expenditure of \$42 million.

The Leader of the Opposition, Hon. Miss M. A. Mottley, said it was unacceptable to leave the area around Green Hill and Eden Lodge overgrown even if the works could not be completed, and that the project had begun without proper planning because the Government could not pay landowners. Mr. Boyce replied that the project had been designed by qualified engineers and approved by the Town Planning Department, described work with environmentalists on the Centennial Path, and exchanged points of order with Miss Mottley. Mr. K. D. Symmonds criticised the placing of jersey barriers that diverted traffic into districts, and Hon. D. O'N. Inniss and Miss C. Y. Forde raised the condition of roads in their St. James and St. Thomas constituencies. The Sitting was suspended until 2.00 p.m.

On resumption, Mr. G. A. Clarke supported the acquisition but argued that, as the Government could not afford it, the private sector should finance and build such projects; Mr. Boyce rose to say that the private sector was building the Warrens project. Mr. R. St.C. Toppin, Member for St. Michael North, called for Warrens to be designated a town and asked that residents be consulted before disruptive works.

In reply, Mr. Lashley said that 34 of the 54 parcels needed had been bought by private treaty and the remaining 20 would be acquired compulsorily; that past Administrations had entered properties without paying owners, with acquisition costs of about one hundred and eighty-odd million dollars; and that acquisition costs should be placed up front with project costs. He spoke of the Adopt-a-Kilometer Project and dialogue with PSV operators. The Resolution was agreed without division, and on Mr. Boyce's motion the House adjourned until Tuesday, 3rd May, 2016 at 10.00 a.m.



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