We remain focused on fighting poverty

Throughout this period the government has been burning the midnight oil in an effort to improve the lives of all South Africans, particularly those who live in abject poverty. To this end, the government identified Inanda and KwaMashu as areas that needed special attention. Later, Nkuzana was added to form INK.

The Municipality now deals with five priority areas: INK, Cato Manor, the Inner Thekwini Regeneration and Rural Development, the South Durban Basin and the Rural Area Based Management.

The national government has proposed urban renewal programmes as a way to fight unemployment, social dislocation, poverty and other social ills. Besides being poor, these areas have become lawless.

The aim of establishing an area management and rural team was to facilitate joint government action to reduce poverty and unemployment by improving the living conditions and empowering citizens to realise their potential.

In Cato Manor there has been a severe drought, with the water in the dams running dry. In the absence of water, people are having to drink from an open borehole.

The national government and the local government have been working closely to address the situation in Cato Manor.

The government is truly showing concern for those who live in abject poverty. The few shouldn't bring us all into disrepute.

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LETTERS

Intimidation, threats are unconstitutional

THE recent illegal strike by Durban Transport workers demanding to be employed by the City Council has been most unfortunate and puts Durban very badly in a bad light.

Durban Transport workers, who have been employed by the City Council which has the contract to run buses until 2010 went on strike.

The Council will continue to be employed by the City. They rejected the advice of their own union leadership. They rejected the fact that collective agreements govern their employment.

Instead, they have embarked on illegal actions which affect working-class commuters who have been left stranded, and have arrived at work late, and now have to make alternative and costlier means to get work on time.

A group of workers employed by the City’s Cleansing and Solid Waste Department (DWS) have also made demands that they be employed as full-time employees.

The government employed the city and intimidated members of the trio to not work, resulting in parts of the city looking dirty.

Again, the demands are completely unacceptable.

The DWS will be employing more permanent staff at DWS, but the council will not allow some people to jump to the front of the queue. Adverts will be placed and those who will select those most competent to do the job.

The demands are completely illegal and if taken to a conclusion would mean that workers building roads for the city are all entitled to become permanent employees of the Municipality. Planners employed to fix the water pipes could similarly demand to be permanently employed. And electricians employed to repair extensions.

Contempt

The contempt shown for democratically elected union leaders is sad given the incredible sacrifices made by them and their families to achieve fundamental rights protecting workers.

They have also been held in contempt of court. Legal elements are involved – there is more to this than meets the eye. It is the workers who have gone on illegal strikes who will be worse off. They have not been paid for months and are unable to pay their families will suffer.

Is it not possible that an employer would want to employ people who show such scant disregard for collective bargaining processes and their own union leadership.

We must collectively fight against the laws and the constitution and the country’s labour legislation.

The law shouldn’t bring us all into disrepute.

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Let cars use the red tar lane in off-peak periods

ALTHOUGH the City’s idea to give taxis and buses special right of way, as is the case in Cape Town, is a good one – a total ban on cars using the red tarred public transport lane on the N3 makes no sense.

After all, taxis and buses only use this lane for a short period of time in the mornings and late afternoons.

Further, taxis and buses should be allowed to use their lane, which is not the case at the moment.

The other day I crawled behind four taxis near the Berea off-ramp, one in each lane.

My son used the red lane during the day with his bike and landed himself a warning from traffic authorities. Are taxis monitored to see that they really use their lane?

I think not.

To get into this lane, taxis and buses have to cross all the traffic and kick back when leaving the highway. What is the idea here? Should they not be confined to the left lane?

MARGARET SCHUBERT

Durban

THE objective of implementing the public transport lane is to give priority to public transport vehicles in line with the national government policy.

This is solely meant to improve public transport operations.

The fact lane was chosen after careful consideration of current travel patterns as well as the longer-term requirements for transport in the city.

We anticipate larger vehicles serving public transport in the medium to long term with prevailing express services from Pinetown to the city centre.

At present, main target users are taxis and buses providing express service along that route and not taxis that need to drop off at interchange points along the route.

In summary, public transport vehicles are allowed to use any of the lanes in view of the nature of services they provide but private vehicles are restricted from using this lane.

The issue of time restriction on the public transport lane has been evaluated and there is no technical basis for allowing private vehicles to use the lane during the off-peak period. The lanes provided for private vehicles easily cope with the demand during the valley periods.

We are monitoring non-compliance by private vehicles along the facility and fines are being processed.

LOGAN MOODLEY

eThekwini Transport Authority

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Sharing Is Caring

MARGARET SCHUBERT

Durban

THE intrusive and annoying taxi hooting that goes on in residential areas in Durban affects residents.

This happens daily from early morning until late at night. It disrupts our sleeping patterns and health, and has led to a drop in property values along busy taxi routes.

Noise pollution is unacceptable.

I would like to know what Metro Police are doing about noise pollution, as it violates the City’s by-laws.

J CAIRNS

Morningside

In response to this and the letter titled, “Glenwood street bash robbed us of our sleep”, (eZaSagashalini Metro, 19 September), Metro Police wrote:

ALL noise complaints should be reported to Metro Police’s Control Room at 031 361 0000, not the SAPS (10 111)

On a complaint has been lodged and all details supplied, by the complainant, our control room would then dispatch patrols to the scene.

We have taken it upon ourselves as Metro Police, through our by-laws, to provide security to all the planned events that take place within our borders in eThekwini. Our colleagues at SAPS chip in from time to time.

Although the nature of the disturbance determines who needs to respond among the two police forces, residents are advised to report all cases of noise pollution to Metro Police. We would then decide which stations should be involved, once we have evaluated the situation.

SNR SUTP JOYCE KHUZWAYO

Metro Police Spokeswoman