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|---------------------------------|---------------------|
| Your Ref: | Our Ref: |
| Room 201, Bram Fischer Building | Date: 23 March 2019 |

Clr M Kganakga
Mangaung Metropolitan Municipality

Dear Councillor

GRAVEL ROADS IN VAALBANK ZUID, ROODEWAL, ESTOIR AND BLOEMSPRUIT

The letter dated 05 March 2021 regarding the above-mentioned matter refers.

1. On the Mangaung Road Asset Management Plan it states that 2200 Km of 3800 Km roads of Mangaung are unpaved, how many graders would successfully be able to grade the 2200 of roads?

- Routine maintenance of gravel roads normally entails blading, watering and blading, watering and blading, reforming road surface, gravel patching, light betterment and cleaning of culverts.
- Our Periodic maintenance entails: re-gravelling, erosion repairs, formation, heavy betterment, drainage betterment and installation of culverts.

Considering the above works, graders that can better maintain the gravel roads network of Mangaung metro should be around 23 graders. Where the allocation would be as follow:

| Region of operation | Graders Routine Maintenance | for | Graders Periodic Maintenance | for | Total number of graders |
|-----------------------|-----------------------------------|-----|------------------------------------|-----|----------------------------|
| Bloemfontein North | 3 | | 3 | | 6 |
| Bloemfontein South | 3 | | 3 | | 6 |
| Botshabelo | 2 | | 2 | | 4 |
| Thaba Nchu | 2 | | 2 | | 4 |
| Dewetsdorp, Wepener & | 1 | | 1 | | 2 |

| | | |
|--------------|---|-----------|
| Vastadensrus | | |
| Soutpan | 1 | 1 |
| TOTAL | | 23 |

2. Based on oversight inspection conducted on the plant in New East end in December 2020 and February 2021 only one grader is available, is that enough to successfully grade all 2200 Km of unpaved roads in Mangaung?

- No, one grader is not enough.

3. Since the rain season these unpaved roads have all turned in to one big mudslide, requiring them to be new soil, grading and compacting, why doesn't the metro have a roller?

- The Metro has a cherry picker truck despite the frequent break downs.

4. Why doesn't the metro have compactor for its 2200 Km unpaved roads?

- The Metro has a smooth rollers / compactor, and padfoot rollers / compactors. However, this equipment is currently non-functional due to mechanical problems.

5. Can MMM not find volunteers to do the work, many local people have offered to help?

- The Metro has a smooth rollers / compactor, and padfoot rollers / compactors. However, this equipment is currently non-functional due to mechanical problems.

Yours Faithfully

Adv. Tankiso Mea
City Manager

05 MARCH 2021

To: THE CITY MANAGER:
Adv. T Mea
Mangaung Metro Municipality.

Further To: THE SPEAKER
Mr. MA Siyonzana

BY HAND.

BRAM FISHER BUILDING,
BLOEMFONTEIN
9301

Dear Gentlemen

RE: Gravel roads in Vaalbank Zuid, Roodewal, Estoir and Bloemspruit

I refer your attention to **Rule 38** of the **Standing Rules and Orders** that states:

38.1 Any member may submit a question requiring a written reply from any political office bearer, the municipal manager or senior manager of the municipality, concerning any matter related to the effective performance of the functions of the municipality and the exercise of its powers, provided that a written notice of such a question has been submitted to the Speaker or chairperson and the municipal manager at least 10 (ten) days prior to the councillor committee meeting and the political office bearer and the City Manager shall ensure that the member receive a written reply at the meeting.

38.2 If after the question has been replied to, a member is of the opinion that the reply is not clear or satisfactory, he or she may with the permission of the speaker or chairperson, request a follow-up question, follow-up question should be in writing.

38.3 All questions duly given notice of and all responses submitted shall be recorded in the minutes of the meeting.

This is also in reference to letters and Rule 38 question dated 13 February 2020 and 14 February 2020.

The Mangaung Road Asset Management Plan 2019 (<http://www.mangaung.co.za/wp-content/uploads/2020/06/7.Council-Annexure-30-June-2020-61.1A-IDP-Annexure-P-Mangaung-Road-Asset-Management-Plan.pdf>)

- The purpose of the document was to assist the Mangaung Metropolitan Municipality (MMM) to develop and implement a Road Asset Management Plan in order to maintain and upgrade its road assets in a reasonably optimal manner.
- In summary, the Metro contains a total of 3800 km of roads of which 2200 km are unpaved.
- Upgrading of gravel roads to paved is required that can proceed over time in a prioritised manner once the deterioration of paved roads has been addressed. Where available, MIG funding can be obtained to upgrade roads.

Mangaung Road Maintenance Strategy

Pavement resurfacing is always considered to be the highest priority for paved roads as this prevents moisture ingress into the pavement with associated moisture accelerated distress. The estimated long-term annual need for the municipality based on current replacement cost is of the order of R170 million while the long-term annual resurfacing need (10%) is of the order of R112 million.

However, 90% of the road surfacing's are in a poor condition and these will need to be attended to over time as a priority to try and arrest further deterioration of the pavements with the associated much higher rehabilitation cost. Therefore, it is suggested that rejuvenation of the roads be tackled as soon as possible to extend the lives of the surfacing. This can be followed with repairs and resurfacing of the poorer areas and finally major patching and rehabilitation where required. This is discussed in more detail below.

Mangaung Metro Integrated Development plan 2020/2021 (<http://www.mangaung.co.za/wp-content/uploads/2020/07/MMM-Final-IDP-2020-21-6-July-2020.pdf>)

- Develop fundable consolidated infrastructure plans.
- Ensure infrastructure maintenance and repairs to reduce losses in respect to:
 - Water and sanitation.
 - Human Settlement.
 - Electricity.
 - Waste Management.
 - Roads; and
 - Public Transportation

The city has embarked on a very expensive goal setting and assessment project in 2019 for all the roads and finances required to fix and/or maintenance on these roads.

It is then based on targets from the IDP and the Road Asset Management plan not a new revelation the state of the roads in Mangaung and the cost associated in repairs and maintenance.

Therefore, I ask the following:

1. On the Mangaung Road Asset Management plan it states that 2200km of the 3800km roads of Mangaung are unpaved, how many graders would successfully be able to grade the 2200km of roads?
2. Based on oversight inspections conducted on the plant in New East in December 2020 and February 2021 only one grader is available, is that enough to successfully grade all 2200 km of unpaved roads in Mangaung?
3. Since the rain season these unpaved roads have all turned into one big mudslide, requiring them to be new soil, grading and compacting, why doesn't the metro have a roller?
4. Why doesn't the metro have compactor for its 2200 km unpaved roads?

5. Where are the taxpaying residence driving on the undrivable 2200 km identified by the Metro, budgeted by the metro for maintenance supposed to drive?
6. In Roodewal the community is stuck in their houses due to the mudslides after rains, what should be their recourse?
7. In Vaalbank Zuid they have the same mudslides, but since the rain the roads have split into fractions and the metro only has a grader what is that community's recourse?
8. In Estoir Bloemfontein the road breaks into section, drivers get stuck in the mud after rains, roads crease cracking sink holes, those that cannot afford SUV's what are their options as tax paying citizens.
9. In Bloemspuit cars disappear into potholes, gravel roads are just as dangerous, the metro only grades the roads once a year, what options do these citizens have in that area?
10. When will the metro be giving proper services to the residence of Vaalbank Zuid, Roodewal, Estoir and Bloemspuit?
11. If the roads are undriveable in residential areas how are the people supposed to get to their homes?

Lack of resources as previously stated by the metro is not an argument suitable for every single person living in that area, the metro is aware of these roads and the finances required to maintain them, why is that not happening?

Looking forward in having a written reply at our next council meeting.

Sincerely,

Cllr Mokgadi Kganakga
Mangaung Ward 47
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Mokgadikganakga99@gmail.com