



KNYSNA
Municipality Munisipaliteit uMasipala

WHAT'S UP WITH OUR ROADS?

CAN I PAY THE MUNICIPALITY TO COME FIX POTHOLES OUTSIDE OF THEIR SCHEDULE AND BUDGET?

Yes. Residents can pay R560 per square metre (2013/2014 financial year) or less for a municipal team or municipal contractor to fill potholes in low priority areas.

1. Contact the Technical Services Department on 044 302 1601 and lodge a request for the pothole to be filled. The resident will be issued with a quote and a 'vote number', which should be submitted with payment at the Municipal Finance Department at the Queen Street Circle.
2. Deliver proof of payment to the Technical Services Department in Main Street, Knysna, next to the Magistrate's Court. A work order will be issued on proof of payment.
3. The relevant pothole(s) will be filled within one working month from payment made, depending on the contractor's workload.

Note: Work will be performed by contractors that have the required OHS cover and will carry a 12-month guarantee on workmanship. Prices quoted are based on current tenders. Council policy tariffs state 'cost plus 15%.'

CAN I PAY THE MUNICIPALITY TO GRADE A DIRT ROAD OUTSIDE OF THEIR SCHEDULE AND BUDGET?

Yes. Residents can pay R2010 per hour* (2013/2014 financial year) for a municipal contractor to grade dirt roads in low priority areas.

1. Contact the Technical Services Department on 044 302 1601 and lodge a request for the pothole to be filled. The resident will be issued with a quote and a 'vote number', which should be submitted with payment at the Municipal Finance Department at the Queen Street Circle.

2. Deliver proof of payment to the Technical Services Department in Main Street, Knysna, next to Magistrate's Court. A work order will be issued on proof of payment.
3. The relevant road will be graded within one working month from payment made, depending on the contractor's workload.

* Grading price includes grader, water truck and roller but is subject to there being sufficient gravel available on the road to be graded.

* A site establishment fee of R 2500 may be charged if transport is required for equipment.

* Plant hire companies usually charge a minimum length of hire of 6 or 7 hours, which means other roads in the direct vicinity of the contracted road should be done at the same time to be financially viable – this could have time implications beyond the month framework. Alternatively, it is recommended that residents in communities club together to cover a more extensive project.

* An alternative also exists for residents to hire their own plant equipment as long as all three machines are used to do the maintenance, and Technical Services contacted for specifications.

Note: Work will be performed by contractors that have the required OHS cover and will carry a 12-month guarantee on workmanship. Prices quoted are based on current tenders. Council policy tariffs state 'cost plus 15%.'

IS IT WORTH REPORTING DAMAGED ROADS AND POTHOLES?

Yes. Please report all damaged roads within the Knysna municipal area to 044 302 1601. This way, the public assists in the overall planning for our region and, you never know, eventually we may get to your road too.

The Knysna Municipality is more than aware that our roads are not what they used to be or what they are supposed to be.

We are as frustrated as you are about the situation, and we think it is time you know the facts:

WHAT CAUSES POTHOLES AND OTHER ROAD DAMAGE?

Roads are essentially gravel roads coated with a bitumen surface (tar) in order to make it waterproof. The tar becomes brittle over time due to exposure to the environment, the sun in particular, and loses elasticity which causes cracks to form. These cracks allow water to enter the gravel road layers, which then 'loosens' the gravel. Once the gravel is loose it is systematically ridden out by traffic. Once a pothole forms and water puddles, the process is accelerated.

Other external factors that damage roads are fuel spills (diesel dissolves tar), damage from falling objects (like stones and rocks from delivery vehicles), vehicle accidents and fires (burning tyres or other combustibles on the surface).



THE HISTORICAL BACKLOG AGAIN

Whether we like it or not, Knysna is no longer a town of 10 000 people and, since 1994, we are also spending money on areas which in the past may not have been included in the budget equitably.

This, in addition to several other factors, has placed strain on a budget that has not grown proportionally with the town or its needs. Roads will also always be considered lower priority as long as there are people in our communities without sanitation and potable water.

The lack of sufficient budgeting and funding for roads has led to longer lapses between maintenance cycles, which in some cases have led to more complicated and expensive repairs. There were also roads that the current administration inherited, which were not built to the standard required due to financial constraints at the time.

THE REALITIES

There are more roads that need mending than there is money or people to fix them.

The Knysna Municipal Area oversees more than 241km of tar, paved and concrete roads as well as some 70km of dirt road. The distance continues to increase as new areas are developed. Only three working teams have to cover the entire municipal area.

According to the 2010 Municipality Roads Audit, Knysna has a R53-million resurfacing backlog which means that, if current funding trends persist, it would take the municipality 44 years to catch up with resurfacing. The rehabilitation backlog (roads that need to be effectively rebuilt from scratch) is R35-million. The above calculations do not include budget for pothole maintenance or human resources requirements.

Budget constraints will allow the Knysna Municipality to allocate only R3-million for resurfacing and R2-million for general repairs in the 2013/2014 financial year. There is no municipal money budgeted for rehabilitation or new roads. The amount allocated is not even half of the World Bank Standard

for asset management which recommends that 2% of an assets' value must be provided for maintenance annually. In our case that would be an ideal R11.25-million of our roads' value of R450-million - in addition to funds required to address the existing roads backlog.

So, the municipality has to prioritise with the little that we have been given.

THE PRIORITIES

The more traffic a particular road gets, the higher on the priority list it will be scheduled. Main public transport routes, whether they be in town or within communities, are most likely to be addressed first.

Reports of damaged road surfaces and potholes from the public are addressed through a general road maintenance schedule, which is also based on the importance of a particular road – starting with Main Street as first priority and cul-de-sacs last.

Customer complaints are automatically incorporated within the programme or within two months. However, maintenance teams are driven by the programme and lower order roads may never get attention as long as higher order roads remain on the schedule.

WHAT ABOUT DIRT ROADS?

All dirt roads in the Knysna Municipal Area are graded at least twice a year, depending on availability of plant equipment. In recent years aging equipment has broken more, which also implicated on cost and time-frames due to repairs. There are no additional funds available to hire equipment.

Re-gravelling of roads is budget-based and, when funds are available, prioritised in a similar manner as surfaced roads.

WHY ARE SOME ROADS PAVED AND OTHERS TARRED?

The decision to tar or pave is made on a case-by-case basis but in general tarring costs less than paving.

In some communities paving was chosen for aesthetic reasons due to the ambience created by different types of paving stones.

Paving has lower maintenance cost over its lifespan but may not be suitable in some areas because of issues such as higher noise levels, and therefore requires a complete life-cycle costing at the planning stage of a particular road.

WHAT IS THE MUNICIPALITY DOING ABOUT THE BIGGER PICTURE?

The Knysna Municipality is using information gained from the updated Municipality Roads Audit, which includes a roads hierarchy system that allocates values to roads based on its conditions and importance, to compile a roads business plan.



This business plan will form the basis of applications for outside funding from other government departments, and possibly overseas and private funding, which the Municipality intends pursuing via several different channels.

ARE THE PUBLIC ALLOWED TO FIX THEIR OWN POTHoles?

Yes. Under certain circumstances, the public may fix smaller potholes themselves at their own cost.

1. Potholes more or less the size of an A4-size paper, in streets that do not take heavy traffic, may be fixed by a private individual.
2. Contact the Technical Services Department on 044 302 1601 and provide them with the name and contact details of the person who will be fixing the pothole, as well as the street name in which the pothole will be fixed.
3. Purchase material from a reputable supplier. A 25kg bag covers about a square metre and costs about R70 (April 2013).
4. Collect an instruction pamphlet on how to fix potholes from Technical Services Department in Main Street, Knysna or download from our website at <http://www.knysna.gov.za/resident-services/roads/>
5. Carry out work as per specifications and with the necessary safety measures in place. These would include wearing brightly coloured clothing (preferably a safety vest), safety goggles and signage, traffic cones or flags to warn traffic of work in the road. A copy of the Occupational Health and Safety Act (OHS) is available at all municipal libraries for reference.

Disclaimer: Council accepts no liability directly or indirectly for any claims that may result from the above-mentioned repairs now or in future, and stresses that these bagged pothole repairs are temporary fixes.