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The **Johannesburg Roads Agency (JRA)** undertook a new project in Region F's Greenside area, TS0990 Greenway and The Braids, last week Thursday, 31 March 2022.

This project was an upgrade of existing Traffic Signals where the following scope was implemented:

- Re-cabling
- SARTSM (South African Roads Traffic Signs Manual) used as a guideline
- Phasing Changes

The commissioning of a Traffic Signal entails functionality checks that relate to how the signal is operating, for example:

- Compliance
- Safety
- Systems Check
- Certification
- Sign-off

This of course means a great deal for the community in and around the area, as it means manageable traffic flow with the Traffic Signals now up and running. The Traffic Signals is one department within the JRA which has received negative publicity in recent months, due to the high number of theft and vandalism to our infrastructure, which includes cables from our Traffic Signals and has resulted in many of our Traffic Signals being destroyed and therefore not functional.

Maintenance of Traffic Signals is governed by proactive routine maintenance or reactive routine maintenance. The reasons behind the required implementation on Traffic Signals lies in its warrants and various aspects of the intersection that motivates the traffic signal.

## JRA, DIALDIRECT AND DISCOVERY INSURE CONTINUE TO MAKE HEADWAY WITH THE POTHOLE PATROL

Over the past five-months, Johannesburg's roads have been battered as a result of the above-normal rainfall. The heavy rains, coupled with fluctuating temperatures, have caused an increase in the number of potholes and defects on the City of Johannesburg's roads.

In May 2021, the **Johannesburg Roads Agency (JRA)**, through the City of Johannesburg (CoJ), signed an agreement with two insurers - Discovery Insure and Dialdirect Insurance, to help fast-track the repair of potholes throughout the City through The Pothole Patrol.

Head of Dialdirect, Anneli Retief, notes that while over 80 000 potholes have been repaired since The Pothole Patrol's launch, more is being done to assist the CoJ and JRA with the ever-growing challenge of potholes.

Discovery Insure's Head of Strategy, Kgodiso Mokonyane, says: "With this in mind, we have increased our fleet of repair trucks and have employed additional resources to help improve the state of our roads,". She goes on to say: "Since launching The Pothole Patrol from May to December 2021, we have seen a 26% reduction in the number of pothole related vehicle incidents in the City of Johannesburg while the rest of Gauteng has seen a 45% increase."

The JRA explains that The Pothole Patrol is mandated by the CoJ to repair potholes measuring a maximum size of 1m<sup>2</sup>. Anything bigger than this, or deeper than 3cm, is referred to as a reinstatement. "Reinstatements, road excavations and deep trenches or cracks occur as a result of digging during road construction or for creating a passage for the laying of services such as pipes and cables. As such, they are not classified as potholes," says the Agency's Acting Chief Executive Officer.

The Pothole Patrol escalates reinstatements to the JRA, while road defects caused by underlying water damage are referred to Joburg Water.

Regardless of the size or depth of the pothole, if reported via The Pothole Patrol app, an inspector from The Pothole Patrol or JRA will always be sent out to inspect the damage.

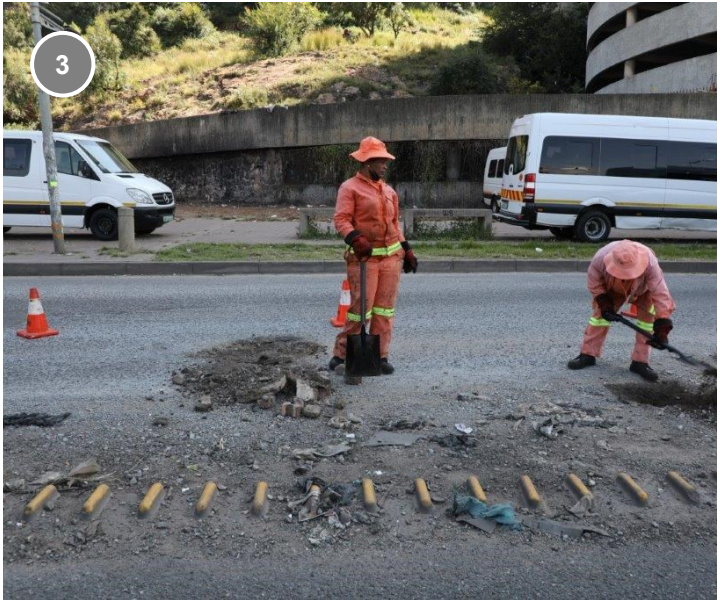
The Pothole Patrol has also offered the City access to its system as this could save lots of time and resources. Their inspections include: the exact location which is pinned on Google Maps; exact size; notes on where it is (e.g. outside blue house etc); a photograph of each hole is taken; and the hole is marked in the road to make it easier to find. This helps the JRA immensely and makes the teams more efficient.

It is unfortunate that while other entities were deemed critical or considered as essential service during the Lockdown period caused by the COVID-19 pandemic, the JRA was not. This further increased its backlog of service delivery defects.

With the JRA still subjected to Lockdown restrictions, it was therefore forced to reduce staff capacity at its depots, and this decision significantly affected the repair and maintenance of road infrastructure throughout the CoJ. For almost two years, the entity has been forced to operate with two-thirds of its usual workforce of general workers.

The good news is that despite this, The Pothole Patrol team worked right through the various Lockdown periods. The Acting JRA CEO said, "The Pothole Patrol and JRA is making a difference and will continue to do so."

The JRA has –since returned to work on a 100% capacity and this has seen good coverage on the potholes repair work.



## A RE SEBETSENG CONTINUES IN REGIONS F

The **Johannesburg Roads Agency (JRA)** continues as per its word to the community and citizens of the **City of Johannesburg (CoJ)**, with tackling the high backlog in service requests, through the **A RE SEBESTENG** campaign. This past week, the teams from various regions turned their focus to Region F, where a range of JRA activities were carried out.

The aim of the **A RE SEBETSENG** campaign of course is to alleviate the backlog in service requests and this past week alone, has managed to fix over 1501 potholes in Region F's areas of Johannesburg South in Mondeor, Cromptonville, Inner City, Newtown, Hillbrow and Parktown, to name a few.

The campaign which was launched on the 14th February 2022, has proven effective and is set to continue for the coming months.

The campaign has seen its success in Regions such as Region, B and now F and will soon be going to Region G, which also has a large stretch of road.

Since the campaign launch in Region F last week Monday, 28 March 2022, the JRA team comprising of maintenance teams from various regions managed to roll back the service query backlog in Region F by:

- Filling 1501 potholes
- Repairing 2908.56 m2 of deep road patches
- Unblocking 160 blocked kerb inlets (KIs) and pipes
- Refilling 1226 m2 reinstatements
- Fixing and installing 111.5m guardrails
- Resurfacing 153.42 tonnes of road
- Copy painting Schools and Clinic precinct around the Region
- A total of 139 Reinstatements in number

The teams spend a minimum of two weeks in each Region they are dispersed to.

The acting **Chief Executive Officer (CEO)** of JRA Mr Siyabonga Nodu says, "As the JRA we are committed on dealing with all the backlog in terms of the potholes, in term of re-instatements, traffic lights that are not working, stormwater drainages that are blocked. We look forward to working with our General Workers on the ground."

**MMC of Transport in the City of Johannesburg Cllr Funzela Ngobeni** spends most of his time with teams onsite also, and says, "This is the fourth instalment of **A RE SEBETSENG**, focusing on Region F's Inner City and Johannesburg South. This Region will have teams on the ground for two weeks due to its vast size and high backlog."

According to the MMC, additional work equipment has been sourced to supplement the ones currently at the JRA's disposal.



## CONVERTING GRAVEL ROADS WITH AN IMPROVED QUALITY

The Johannesburg Roads Agency (JRA) has changed the conditions of roads of President Park, Midrand, located in Region A, by converting gravel roads with an improved quality.

The re-gravelling project on Brand Street, is part of the JRA's road maintenance programme using road resurfacing milled chips. Milled chips are materials recovered through the milling process of existing roads when implementing road resurfacing, and are used to close eroding sections of gravel roads. The re-gravelling method with milling chips is a generally acceptable method in ensuring improved riding quality, less dust and erosion on gravel roads.

Milling chips harden over time, which makes them last longer as compared to importing the traditional gravel road material. It also produces less mud and erosion during rainfall.

It is worth noting that the JRA are not re-surfacing the gravel roads using chips, but importing milling chips on gravel roads is part of maintenance. The JRA uses any material available at the specific time since we have to request from the streets.

Milling chips is cost effective, in that there are no cost implications on the purchasing of material itself, the cost involved is on the resources and time required to import material to the site.

According to Mr. Puleng Mokgohloa, Action Operations Manager, "In the past financial year 2021/2022, there was a plan in place to address the backlog of gravel roads needing grading but it is sometimes difficult to work according to it due to the challenges we encounter." He gave the following examples:

- a. More roads get damaged every time there is a storm, this makes us to prioritize roads which are badly damaged first
- b. Breakdowns