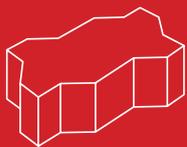


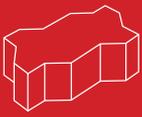
TOWNSHIP ROADS

CONCRETE BLOCK PAVING – THE PEOPLE’S CHOICE



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INTRODUCTION

Concrete Block Paving (CBP) roads have many advantages over tar roads, creating an infrastructure that carries the traffic at an accepted level of comfort and safety and built at an acceptable cost. No less, however, are the socio-economic benefits that can be created for sustainable development of communities.

Concrete block paving is the ideal pavement system for low volume township roads for the following reasons:

TECHNICAL

Concrete Block Paving (CBP) is a system of individual shaped blocks arranged to form a hard surface overlay that can last for decades with little or no maintenance being necessary. It is designed to endure the highest stresses of traffic. The blocks come in various designs and colours.

- Long lasting
- Hard wearing surface
- No Potholes
- Virtually maintenance free
- 100% South African

ENVIRONMENTAL

- Aesthetically attractive
- No dust
- No vehicle damage
- Reusable

SAFETY

- Improved skid resistance
- Considerable reduction of tyre spray from moving vehicles

SOCIO-ECONOMIC

When considering the impact on the socio-economic circumstances of previously disadvantaged communities, projects that aim to create employment opportunities within a community and facilitate the involvement of the community should be adopted. This creates a Multiplier Effect of the revenue which is retained in the community. This means that money paid to residents is spent and re-spent within the community, thus providing increased growth of small enterprise and so substantially improving the quality of life for those residents

As part of "job creation" programmes, the communities can be given the opportunity to create a sustainable approach to job creation through the upgrading of the roads in their areas. Teams can easily be trained to lay the blocks.



The programmes have proven to be very successful and many people have been employed for many years. Marketable skills have been developed and many people have moved to use their newly-acquired skills in their own businesses.

Why Should Concrete Block Paving (CBP) be chosen as the surface medium?

- Labour intensive construction
- Create local employment
- Skills transfer
- Contractor development (several emerging contractors are managed by a project manager)
- "Ownership" of roads
- Total community involvement



“ The use of Paving Blocks as part of the incentive (while supporting EPWP) has improved the lives of Veterans and some of them are being included in SMME projects. This will enable them to work with gurus in paving. Thanks to PM Ember for making sure that this project was implemented successfully. ”

- Niki Nkenene – Veteran co-ordinator,
Culture, Heritage and Legacy Project.



“ Paving has changed my life. I was unemployed for more than five years and a friend said I should come and register for paving. For the first time, I was able to buy food for my family. I know at the end of this project, I will be able to start my own business. ”

- Site employee, Soweto.





“ It brings joy to my heart to see what I have done with my own hands for my community.”

- Site employee, Soweto.



“ I am one of the people who was involved in paving Bela Bela. Today, I have my own business. I am using stones, unused bricks or whatever I find useful for paving peoples driveways.”

- Small contractor, Bela Bela.

“ Several local contractors have achieved high competency levels in CBP laying and we employ them on all projects. They in turn employ local residents from the villages and train them to a high level of proficiency. Health and safety factors are, of course, also included in the training.”

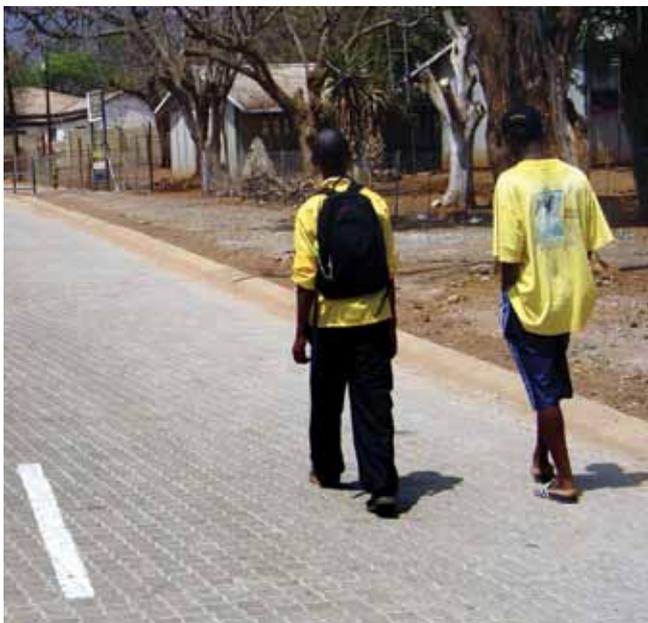
- Lucain Paulik, Project Manager of the Royal Bafokeng Administration (RBA)





“ Since the project was begun, some 300km of six metres wide roads have been covered with concrete block paving, making the RBA by far the country's largest user of CBP. “Little did we realise when we began the project how significant our decision would be. Not only have we been saving approximately R42 000 per kilometre in maintenance costs annually, but we have created a road surface which is safe, durable and aesthetically pleasing. ”

- *Lucain Paulik, Project Manager RBA*



“ Regarded as a political champion of the area, the Minister said he was inspired by the progress made and that several further projects were under way. The Bokwane Road Project, which links Phuthaditjhaba with the Makwane and Comet areas is to date one of the largest labour intensive projects to have been undertaken in the area since the riots. ”

- *Defence Minister, Mosiuoa Lekota*

