



DIHLABENG

PLAASLIKE MUNISIPALITEIT
LOCAL MUNICIPALITY

MEMO

SUBJECT WRITTEN QUESTIONS: IMPACT OF HEAVY TRUCKS IN FOURIESBURG

The written questions as received from Councilor I Rugheimer, has reference.

1. Truck stop Proposal

Question 1:

- 1.1 What is the current status of the previously proposed truck stop facility for Fouriesburg

Answer

The land was sold to Mr. Zim by the municipality to establish a truck stop in Fouriesburg around 2019. The land in question is the land on R26 and the entrance to Fouriesburg Town from Bethlehem side. Mr. Zim failed to pay for the land, and the project collapsed.

- 1.2 If the proposal was abandoned or delayed, please outline the reasons and indicate whether the municipality plans to revive this initiative

Answer

The municipality has engaged businesses around Fouriesburg to provide space where trucks can park temporarily. The land that has been identified for Truck stop is the Remainder of Fouriesburg Townlands on the way to the Lesotho border.

Answers on Regulation of heavy vehicles in Town (Fouriesburg) (Question 2):

Background

Truck parking in South Africa is governed by the National Road Traffic Act (NRTA) and restrictions on parking heavy vehicles in certain public spots (like residential zones overnight) unless permitted; and the regulations emphasize safety, efficient traffic flow, and parking for different vehicle types. The Municipality has done due diligence by erecting road signs stipulating clearly prohibited parking hours and such is monitored by Municipal Traffic Officers as part of enforcement of this legislative prescript to scold transgressions with prohibited parking *inter alia*.

2.1 What measures are currently in place to regulate the parking of heavy trucks and rigs within the residential and central business areas of Fourniesburg?

Answer:

The Dihlabeng Local Municipality had erected traffic boards, as per the National Road Traffic Act, that clearly regulated timelines on parking for trucks and in addition to that the Municipality has dispatched two (2) Traffic Officers in Fourniesburg, as part of precautionary measures, enforcing what is enshrined in the National Road Traffic Act 93 of 1996.

2.2 Are there enforceable by-laws in place regarding heavy vehicles parking within town limits? If so, how many enforcement actions have been taken in the past 12 months.

Answer:

By-laws are crafted with extracts from the National Road Traffic Act and the Regulation and these legislative prescripts are enforced on daily basis by the Municipal Traffic Officers. Traffic Officers are ensuring that truck drivers are not in contravention with any road traffic signs as per Section 58 (1) read with Section 89 (1) of the National Road Traffic Act 93 of 1996.

2.3 If no By-laws exist or enforcement is lacking, when will Council put in place the required regulatory framework?

Answer:

The National Road Traffic Act is the primary legislation governing packing of vehicles on a public road, which vests powers to Traffic Officers to do enforcement with or without Municipal By-laws because it serves as baseline information for crafting By-laws. Enforcement has always been executed because it is compelling Municipal Traffic Officers to realize what is enshrined in it, as a guiding tool according to Section 58 (1) read with section 89 (1) of National Road Traffic Act 93 of 1996.

Measures taken by the Municipality to remediate complaints echoed by Fourniesburg concerned Business Forum members on 5 December 2025.

Municipal Officials including the Director: Development and Town Planning, Director: Community Services, Manager Public Safety and Acting Traffic Chief had a meeting at Fourniesburg Hotel on 8 December with the intention of confirming the correct geographical area for truck stop and such was communicated to the lady who represented the Hotel Owner. The consensus was that K Scheepers (Mr Maparaka) will revert back to Director Development and Town Planning so that his grader can be given a go ahead to prepare identified truck stop, as the primary activity for the proposed solution of directing trucks to that area.

To date Mr Scheepers has not reverted back to the Director as per our agreement. This is a prerequisite for the solution the municipality is providing to this plight.

Recommendation

Mr Scheepers to expedite engagements with Director: Development and Town Planning.

3. Impact of Local Businesses and Tourism

- 3.1 What assessment has the municipality conducted regarding the economic impact of trucks parking in front of guest houses, restaurants and other tourism dependent businesses

Answer

No assessment has been done at this stage to see the impact of trucks on the general business, but as indicated, the Municipality is in the process of temporarily allocating space where the trucks will be parking.

- 3.2 Is the municipality aware that guest houses have reported the loss of income due to noise, obstruction and air pollution from parked rigs

Answer

The report of the loss of income due to trucks parking in town by guesthouses has not been received by the Municipality

- 3.3 What immediate interventions will be taken to protect local businesses and preserve the tourism economy of Fourniesburg?

Answer

The immediate step taken by the Municipality is that a meeting has been held with businesses around Fourniesburg to try and alleviate the truck in Fourniesburg. The meeting that was held agreed that once the land has been identified, amenities will then be put on the land for truckers to use in order to make sure that they do not go into town.

4. Road Infrastructure Deterioration

4.1 Is the municipality aware that the recently resurfaced roads in the centre of Fourniesburg are already showing signs of premature deterioration attributed to heavy vehicle loads?

The municipality should carry out an inspection or engineering review to understand the early damage and confirm if it is caused by heavy vehicle traffic. The answer relies on local records or information provided by officials.

4.2 Were these roads designed and constructed according to appropriate engineering standards for the weight of heavy trucks?

Due to the worsening state of the roads, it does seem as though the amount and the load of trucks that are utilising the roads were not catered for in initial designs. The design and construction will be checked by reviewing the engineering plans, load calculations, and construction quality reports for the road project. Usually, roads need to be built to handle expected axle loads and meet pavement design standards, but trucks should also not be utilising certain roads in town as they were not designed to handle the load.

4.3 If not, why were they not built to the required standards, and what is the plan exists to remediate the damage now occurring?

If the roads were not built properly, it might be due to that fact that the trucks are not meant to be utilising the internal roads but only main roads. Detailed investigations will need to be carried out with the proposed short- and long-term plans. The plans will include repairing structures, limiting weight on roads, or changing the pavement design to support heavy trucks.

4.4 What is the estimate cost of repairing the damage caused by heavy trucks, and has this cost been factored into in the current municipal budget?

The repair cost will be estimated based on an analysis of the required repair work. These costs are not included in the current year's budget. The cost will be included depending on the Municipal's financial plans and funds set aside for infrastructure upgrades and maintenance during budget processes.

5. Future Management and Prevention

5.1 what long term strategy does the municipality have to prevent heavy trucks from parking inside town?

Answer

The long-term strategy is for the truck stop to be developed in Fouriesburg and this will stop trucks from parking in town.

5.2 Are designated truck routes or restricted zones being considered, and when will such measures be implemented?

Answer

Yes the matter is being considered which will require the services of Traffic Engineer to assist with Traffic Impact Study and different models

5.2 Will the municipality engage SAPS and Traffic Services to enforce no parking zones for heavy vehicles?

Answer

SAPS has been engaged on the enforcement of National Road Traffic Act 93 of 1996 which clearly regulate utilization of roads by trucks and the Municipality has already placed Traffic Officers in the area in question to scold any transgression to the National Road Traffic Act 93 of 1996 which regulates all types of vehicles with trucks inter alia.

The Station Commander has confirmed that SAPS will assist in that regard as from 2 February 2026.

6. Stakeholder Engagement

6.1 Has the municipality engaged with local business forums, guesthouse owners, and residents on this matter?

Answer

The Municipality recently held a meeting with concerned businesses as indicated above and the meeting was led by the Executive Mayor.

6.2 If yes, please provide minutes and outcome of such engagements

Answer

The outcome of the meeting was that the municipality will provide the land and local businesses will assist with amenities as well as grading the area.

