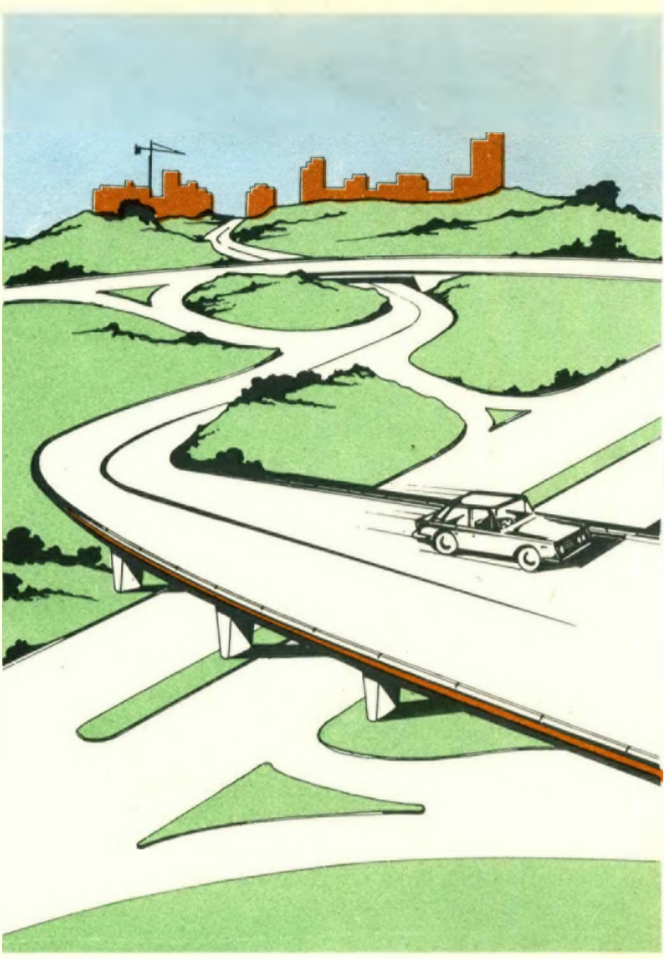
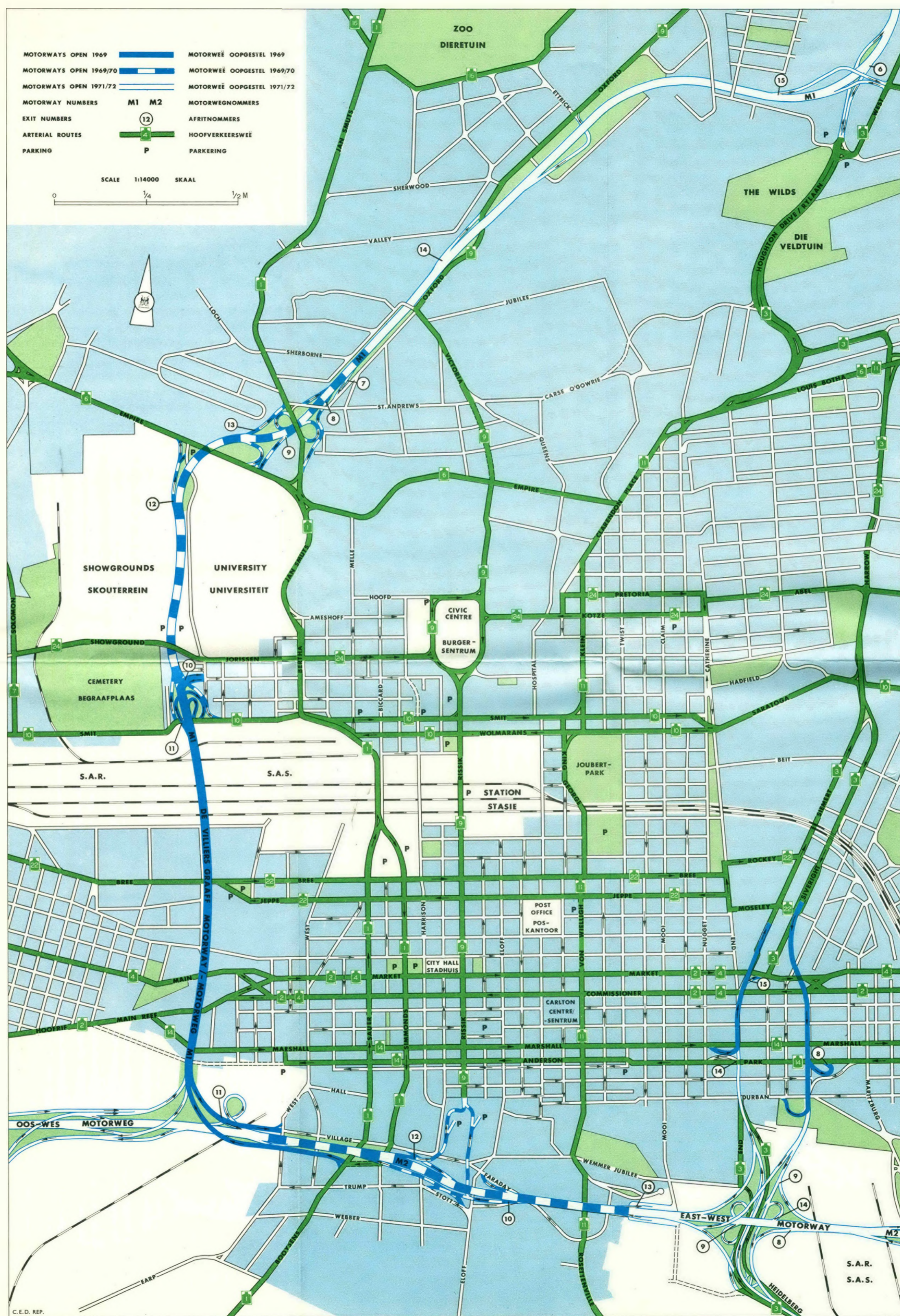


# JOHANNESBURG

## URBAN

### MOTORWAYS



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# JOHANNESBURG

## STEDELIKE

### MOTORWEE



UITGEGEE DEUR  
DIE STADSRAAD VAN JOHANNESBURG

#### BESTUURSTEGNIEKE OP DIE MOTORWEE

Die volgende reëls vir veilige bestuur is opgestel sodat dit motoriste op die motorwegstelsel kan help, veral nadat die ander gedeeltes opgestel is:-

**VERANTWOORDELIK BESTUUR** Onthou asseblief dat die welslae van 'n motorweg daarvan afhang dat alle motoriste op 'n verantwoordelike wyse moet bestuur, en beleef, versigtig en wakker moet wees.

**BELANG VAN RIJ VOORAF** Iemand wat nie met die motorwegstelsel bekend is nie, moet die kaart vooraf bestudeer sodat hy presies weet waar hy moet inry of afdraai. Dit kan gevaarlik wees om huiwerig te bestuur omdat u nie die roete ken nie. In die toekomstige afdraainommerstelsel sal daar vooraf 'n waarskuwingsteken en later 'n finale bevestigingsteken wees wanneer daar uit die motorweg weggedraai moet word.

**DIE INKOM EN UITGAAN** Daar word by alle in- en uitgange versnellings- en spoedvermindingsbane voorsien sodat motoriste die verkeersbane teen die motorvoerspoed kan binnekom en verlaat. Wanneer 'n oprit vanuit die straatstelsel binnegeery word, moet daar seker gemaak word dat dit nie 'n „afrit“ is nie.

**DIT IS BELANGRIK** dat die motorweg gladweg en sonder huiwering binnegekom en verlaat word. Om die motorweg binne te gaan, moet daar met die versnellingsbaan langs gery word sodat daar tot die gemiddelde spoed van die motorverkeer versnel kan word; dan moet daar 'n geskikte gaping gegies en die linkerhandse verkeersbaan gladweg binnegeery word. Wanneer die motorweg verlaat word, moet die spoedvermindingsbaan teen die laer spoed van die linkerhandse verkeersbaan binnegeery word en daarna moet die spoed na die veilige snelhede van die afritstelsel verminder word. Truspieëls wat aan die kant gemonteer is, sal van groot hulp by die in- en uitgangsbewegings wees.

Wanneer die ander gedeeltes van die motorwegstelsel opgestel word, sal motoriste by die verkeer van die ander gedeeltes moet aansluit. Dit moet op dieselfde manier uitgevoer word as die ingangsbewegings. Wanneer so 'n aansluitingsgebied genader word, moet die spoed verminder word om by die samevloeiende verkeer aan te pas en toereikende afstande moet gehandhaaf word. Dié afstande moet groot genoeg wees vir die aansluiting van die verkeer van die ander ryvlak. As dié samevloeiing nie gladweg en korrek geskied nie, is dit 'n bron van potensiele gevaar en ophoping.

**REKTE VERKEERSBAAN** Dit is onvermydelik dat verskillende soorte voertuie teen verskillende snelhede ry. Die stadiger verkeer moet in die linkerhandse verkeersbaan bly. Moet NOOIT skrylings oor die verkeersbaanstrepe ry nie.

**VOOR OOR DIE VERKEER** Wanneer daar met motorweë langs gery word, moet daar dikwels van verkeersbaan verander word met die doel om die motorweg binne te kom, dit te verlaat, by ander voertuie verby te steek en die rigtingtekens te volg. Dié bewegings word vleg genoem en moet op die volgende manier uitgevoer word:-

- Hou die snelheid so na as moontlik aan dié van die verkeer in die verkeersbaan wat u binnegaan.
- Maak seker of daar 'n gaping is en dat die verkeer agter u so min as moontlik ontrief word.
- Wys dat u voornemens is om van verkeersbaan te verander.
- Vleg gladweg terwyl die gewone snelheid gehandhaaf word.

Motoriste moet bedag wees op die vlegbewegings van ander motoriste en snelheid verminder en op 'n veilige afstand hou sodat die voertuie op 'n veilige wyse kan saamvloei.

**TEKENS EN PADMERKTEKENS** Tekens en padmerktekens word vir veiligheid en leiding voorsien. Volg dié tekens te alle tye, met inbegrip van die spoedbeperkings. Oorhoofse rigtingstekens sal die korrekte verkeersbaan of -bane vir spesifieke bestemmings aandui.

**VEILIGE AFSTAND** Langer afstande is tussen opeenvolgende voertuie nodig vir veiligheid teen die hoër snelhede en groter verkeersomvang wat op die motorweë aangetref word. Help om een van die mees algemene motorwegongelukke te voorkom deur te alle tye 'n veilige afstand te handhaaf. Die aanbevole veilige afstand is een motorlengte vir elke 10 M.P.U. spoed.

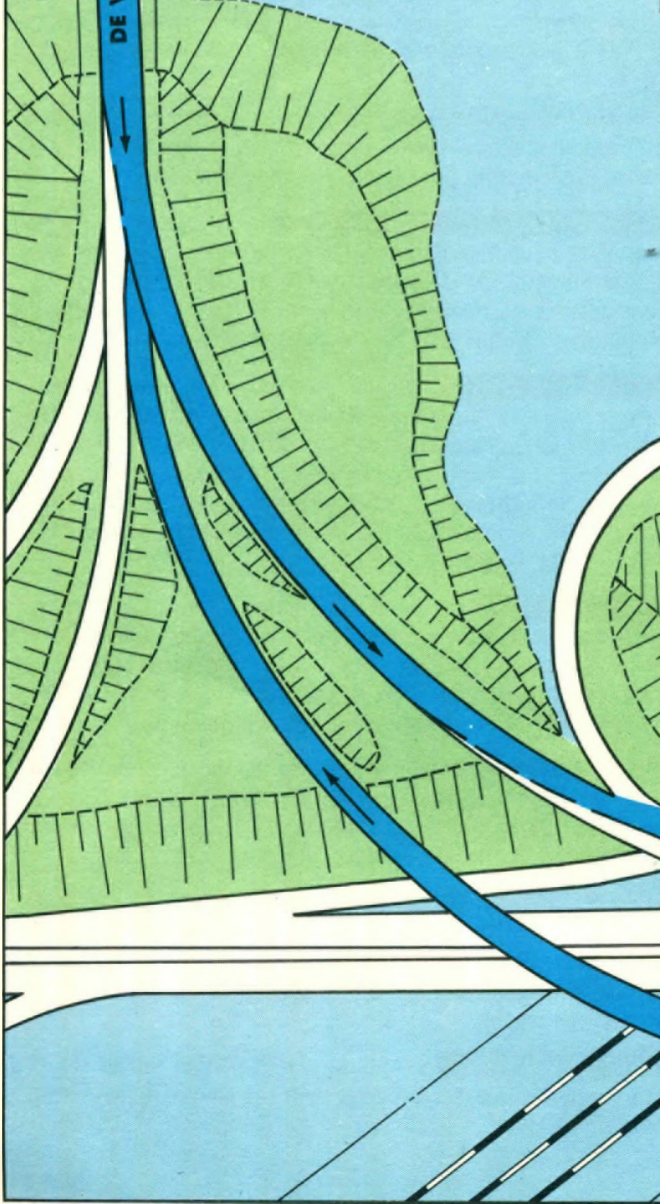
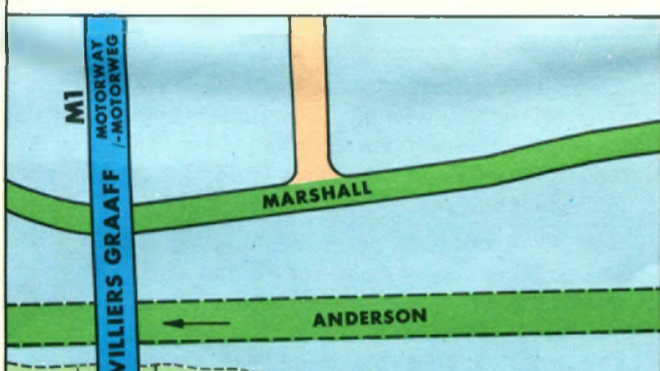
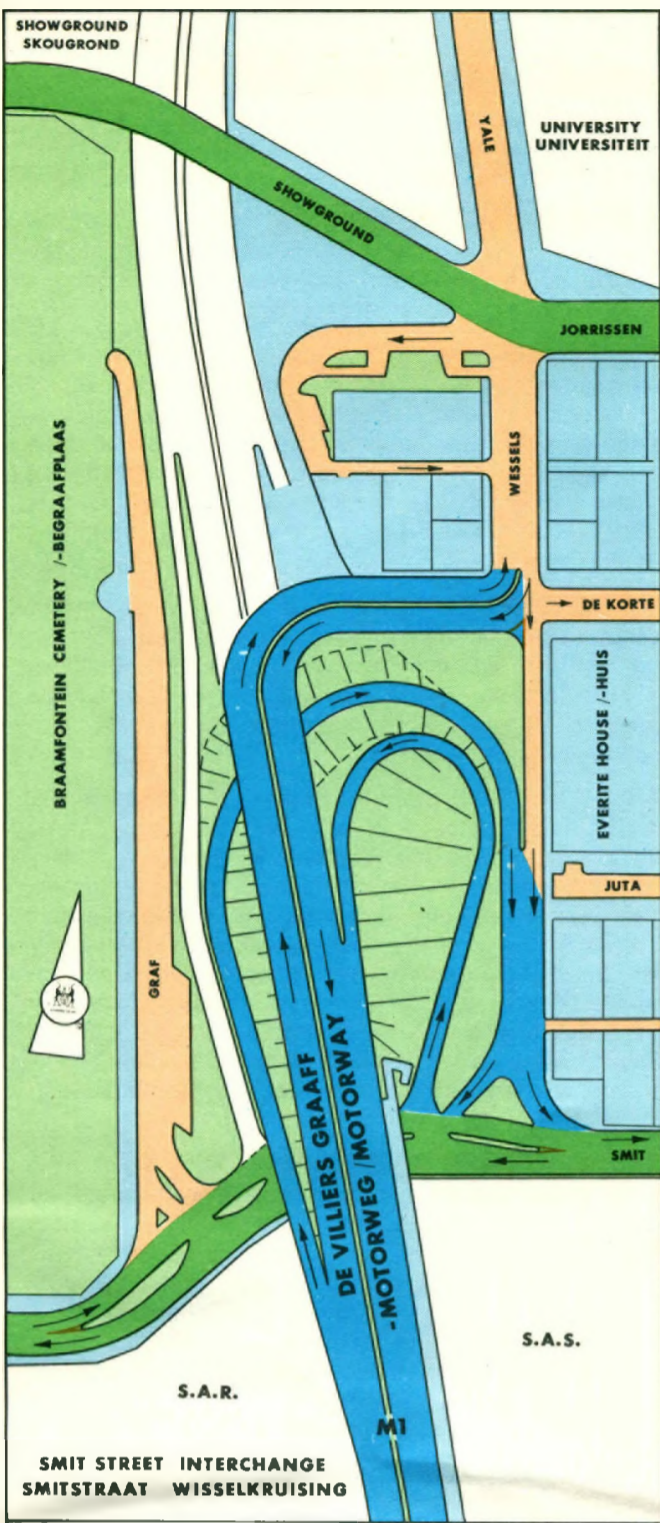
**NOODSKOUERS** Daar word aan die linkerkant noodskouers voorsien sodat daar in noodgevalle stilgehou kan word. Daar mag in geen ander omstandighede op die skouer stilgehou, geparkeer of gery word nie. Maak die masjienkap oop om aandag te trek as u in geval van nood hulp nodig het.

**ONGELUKKE** Ry stadiger wanneer u 'n ongeluk op 'n motorweg nader. Ry versigtig en ry reguit verby, tensy u daarvan oortuig is dat u hulp nodig is. Foutiewe optrede op die toneel van 'n ongeluk veroorsaak meer ongelukke.

**GEVAARLIKE BEWEGINGS** U-draaie, ryery op die padskouer en agteruitry word streng verbied. Dié bewegings en andere soos onverwagte stilhouery, en insny voor ander voertuie, is baie gevaarliker op motorweë as op paaië met 'n onbeperkte toegang.

**HOU BY DIE REELS** Sorg dat u, en alle ander motoriste, U motorwegstelsel die beste benut deur dié eenvoudige reëls na te kom.





## HOE MENS DIE MOTORWEE OP DIE BESTE EN VEILIGSTE WYSE KAN BENUT

### RETURNS OF THE MOTORWAY

Vroeg in 1969 sal daar vier afsonderlike gedeeltes van die Johannesburgse motorwegstelsel in gebruik wees. Drie van dié gedeeltes is: die Sivewrightlaan / Bereastraat-eenrigtingpilaarmotorweg met 'n ingang by Errorstraat uit Sivewrightlaan en uitgange na Andersonstraat en Durbanstraat (net tydelik); die Endstraat/Siemertweg-pilaarmotorweg wat ewewydig van suid na noord loop, met 'n ingang uit Marshallstraat, oos van Nuggetstraat en wat by Moseleystraat by Siemertweg aansluit; en die grondvlakmotorweg van een myl wat langs Crown Gardens in die suide langs loop.

Die vierde en belangrikste gedeelte wat oopgestel sal word, is die 1½ myl lange pilaarpedeel van die De Villiers Graaff-motorweg van Braamfontein af tot by Selby, wat aan die westekant van die middestad verbyloop. Dié gedeelte kan vanuit die noordekant met Showgroundweg, Yaleweg, Jorissenstraat en Smitstraat langs en vanuit die suidekant met Booyensweg langs, naby Trumpstraat, bereik word. Verkeer kan in die omgewing van dié ingange met uitgange na die grondvlakpadstelsel terugkeer.

Die drie pilaargedeltes van die motorwegstelsel waarna daar hierbo verwys word, word met ononderbroke blou lyne op die kaart in dié brosjure aangetoon. Die op-/afritte wat dié gedeelte van die De Villiers Graaff-motorweg wat onlangs geopen is, bedien, word duidelik op die illustrasies aangetoon.

Ander gedeeltes van die motorwegstelsel wat binne die volgende 18 maande oopgestel sal word, word met gebroke blou lyne op die kaart aangetoon. Die motorwee sal eers behoorlik benut kan word wanneer dié ander gedeeltes oopgestel word aangesien die getal op-/afritte en grondvlak-toegangspaaie in die beginstadium beperk sal wees.

### THE SAFETY DESIGN OF THE MOTORWAY

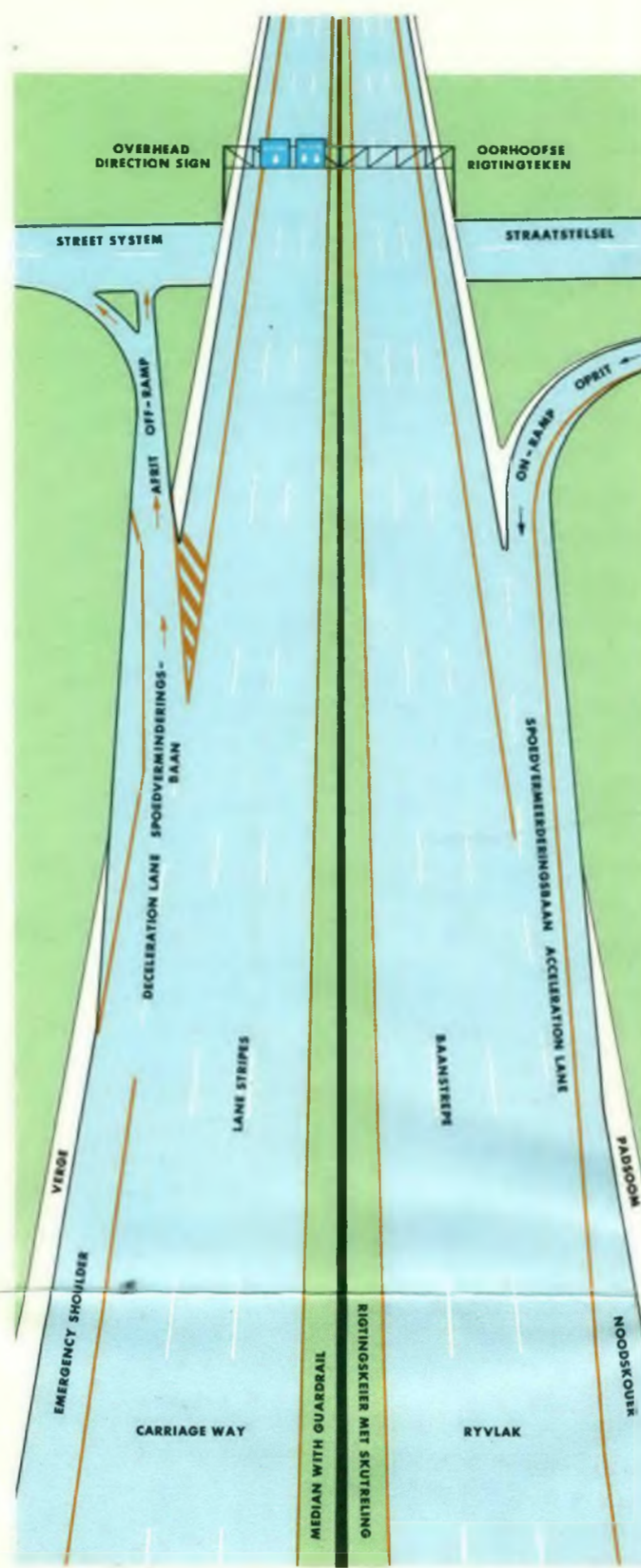
Die motorwee is ontwerp om groot hoeveelhede verkeer op snelle, veilige en gerieflike wyse te dra. Hulle gebruik is beperk tot motorvoertuie met vier of meer wiele. Twee- en driewielvoertuie, voertuie wat gesleep of deur diere getrek word en voetgangers is streng verbode.

### MOTORWEGTEKENS

Die roetenommers M1 en M2 is onderskeidelik aan die De Villiers Graaff-motorweg en die Oos-Wes-motorweg toegewys. Die kleurstelsel vir die toegangsmarktekeens, roetemarktekeens en rigtingtekeens langs die motorweg sal wit letters op 'n blou agtergrond wees. Dit strook met die padtekenstandaarde vir nasionale snelwee.

Benewens die bestemmings, wat op rigtingtekeens aangegee sal word, sal elke uitgangrit in nommervolgorde aangetoon word.

## MOTORWAY WITH RAMP ENTRANCE AND EXIT MOTORWEG MET OPRIET INANG EN UITGANG



## HOW TO MAKE THE BEST AND SAFEST USE OF YOUR MOTORWAYS

### MOTORWAY SECTIONS NOW OPEN

Early in 1969 four independent sections of the Johannesburg motorway system will be in operation. Three of these are: the Sivewright-Berea one-way elevated motorway entered from Sivewright Avenue at Error Street with exits to Anderson Street and Durban Street (temporary only); the parallel south to north End-Siemert elevated motorway, entered from Marshall Street east of Nugget Street and joining Siemert Road at Moseley Street; and the mile of ground-level motorway adjacent to Crown Gardens in the south.

The fourth, and most important section to be commissioned is the 1½ mile elevated length of the De Villiers Graaff Motorway from Braamfontein to Selby, which by-passes the Central Area on the west side. This can be reached from the north via Showground Road, Yale Road, Jorissen Street and Smit Street and from the south via Booyens Road near Trump Street. Exits in the vicinity of these entrances return traffic to the ground level road system.

The three elevated sections of the motorway system referred to above are shown by continuous blue lines, on the map in this brochure. The operation of the ramps serving the newly opened section of the De Villiers Graaff Motorway is clearly shown in the illustrations.

Further sections of the motorway system which will be commissioned during the next 18 months are shown by dashed blue lines on the map. Balanced operating conditions on the motorways will only be possible once these further sections have been brought into use, because in the initial stages the number of ramps and ground level approaches are limited.

### FEATURE AND USE OF MOTORWAYS

The motorways have been designed to carry large volumes of traffic speedily, safely and comfortably. Their use is limited to motorised vehicles having four or more wheels. Two- and three-wheeled vehicles, towed vehicles, animal-drawn vehicles and pedestrians are all strictly prohibited.

### MOTORWAY SIGNS

The De Villiers Graaff Motorway and the East-West Motorway have been allocated the Route Nos. M1 and M2 respectively. The colour system for motorway approach-markers, route-markers and direction signs will be white lettering on a blue background. This conforms with the signing standards for national freeways.

In addition to the destinations given on direction signs, every exit ramp will be numbered consecutively.

### MOTORWAY DRIVING TECHNIQUE

The following safe-driving rules are designed to be of assistance to drivers on the motorway system, particularly after further sections are commissioned:-

**RESPONSIBLE DRIVING.** Please remember that the successful operation of a motorway depends on all motorists driving in a responsible manner with courtesy, care and alertness.

**BEFORE YOU ENTER.** A stranger to the Motorway System should study the map in advance to know exactly where to enter and leave. Hesitant driving resulting from not knowing the route, can be dangerous. The future exit ramp numbering system will provide advance warning and final confirmation of when to leave the motorways.

**ENTERING AND LEAVING.** Acceleration and deceleration lanes are provided at all entrances and exits so that the carriageways can be entered and left at motorway operating speed. When entering a ramp from a street system, ensure from the road arrows and signs that you are not entering an 'off-ramp'.

**IT IS IMPORTANT** to enter and leave the motorway smoothly and without hesitation. To enter, use the acceleration lane so as to speed up to the average speed of the motorway traffic, select a suitable gap, and merge smoothly into the left-hand lane. When leaving, enter the deceleration lane at the lower operating speed of the left-hand lane and thereafter slow down to the safe speeds of the ramp system. Side-mounted rear-view mirrors will be of great assistance in effecting these entrance and exit manoeuvres.

**INTER-MOTORWAY MERGING.** As further sections of the motorway system are commissioned, drivers will have to perform inter-motorway merges. These are carried out in a similar way to the entry manoeuvres. On approaching such merge areas speed should be adjusted to suit the merging traffic and adequate gaps maintained. These gaps must be sufficient to accept traffic from the other carriageway. If these merges are not carried out smoothly and correctly they are a source of potential hazard and congestion.

**LANE DRIVING.** Vehicles of different types inevitably travel at varying speeds. Slower traffic should remain in the left-hand lane.

NEVER straddle the lane lines.

**WEAVING.** It is often necessary to change lanes in motorway driving for the purposes of entering, leaving, overtaking and conforming to the direction signs. This manoeuvre is called weaving and should be carried out in the following manner:-

- adjust speed as close as possible to that of the traffic in the lane to be entered,
- ensure that a suitable gap is available and that following traffic will be inconvenienced as little as possible,
- signal the intention to change lanes,
- weave smoothly while maintaining speed.

Motorists must anticipate weaving manoeuvres by others and adjust speed and spacing to permit the safe merging of vehicles.

**SIGNS AND MARKINGS.** Signs and road markings are provided for safety and guidance. Follow these at all times, including speed restrictions. Overhead direction signs will indicate the correct traffic lane or lanes for specific destinations.

**SAFE SPACING.** Extra distance between successive vehicles is required for safety at the higher operating speeds and greater traffic volumes encountered on the motorways. Help avoid the commonest of freeway accidents by maintaining a safe spacing at all times. The recommended safe spacing is one car length for each 10 M.P.H. of speed.

**EMERGENCY SHOULDERS.** Emergency shoulders are provided on the left hand side for stopping under emergency conditions. Under no circumstances should these be used for parking or driving. If help is required in an emergency, open the bonnet to attract attention.

**ACCIDENTS.** Slow down when approaching an accident on a motorway. Drive carefully and straight past, unless convinced that your assistance is required. Faulty behaviour at the scene of an accident causes further accidents.

**DANGEROUS MANOEUVRES.** U-turns, shoulder driving and reversing are strictly prohibited. These manoeuvres, and others such as unexpected stops, and cutting in, are far more dangerous on the motorways than on unlimited-access roads.

**FOLLOW THE RULES.** Ensure that you, and all other motorists, obtain the greatest benefit from YOUR motorway system by following these simple rules.



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