

# Sydney's happy New Year . . .

## Opera nights and early trains to the 'Cross'

**THE GLITTERING opening of the Sydney Opera House and a step closer to the opening of the Eastern Suburbs Railway . . .**

More new buildings, better transport services, new roads — and a further vital step in the pedestrians' battle against the motor car . . .

It's all going to happen in Sydney, 1973.

Planners and architects are boldly forecasting changes for the better which they say will make Sydney's bustling, noisy heart a better place to be.

These are some of the things in store for us:

- The Sydney City Council will begin turning a number of roads into parks and traffic-free pedestrian refuges, under its new policy of relieving traffic "strangulation" of City streets.

- Sydney's skyline will change yet again with the completion of several new "skyscraper" buildings. And there will be a start on still more.

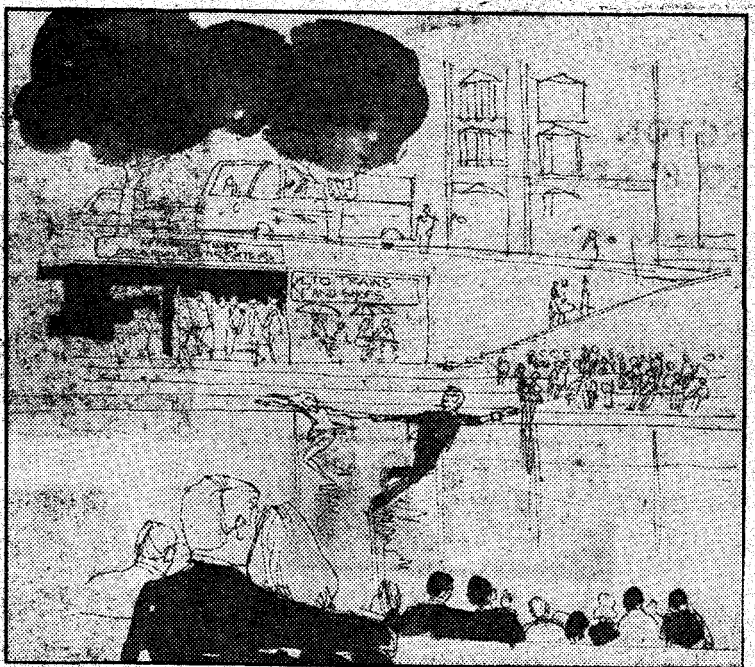
- The \$100-million Opera House will have its long-awaited public unveiling, at a glittering ceremony in October.

### Going up . . .

- There will be major progress on the Eastern Suburbs Railway, including the Martin Place railway station, the first section of the line to Edgecliff will be ready by 1974.

- The City Council is due to make a start on the Kings Cross road tunnel, while the Main Roads Department will complete the western distributor extension on to the Pyrmont Bridge.

The council expects to spend about \$1 million on its scheme to "nibble back roads" for pedestrian use — which will be one of the most significant moves towards a better City environment.



An artist's impression of skating in Martin Place — one of the recreations possible in a multi-purpose amphitheatre to be built as part of the Martin Plaza extensions in 1973.

### REPORT BY PETER ALLEN

More than \$400,000 of this has been set aside in next year's budget.

The scheme names 24 areas in the city where roads should be closed or existing parks extended into roads to increase park area.

Ten of these projects are "on the list" for 1973.

As well, the council will undertake the next stage of the Martin Place development — extension of the plaza from Pitt to Castlereagh Streets.

The council is using a recent

statement by Alderman Leo Port as its theme.

Alderman Port, chairman of the council's Martin Plaza Committee, said: "Roads, public buildings and services have eaten portions of the city's parks and reserves — now parks and reserves will nibble back at roads."

In the air-conditioned comfort of his city office, high above the hustle and bustle of downtown Sydney this week, Alderman Port elaborated.

"I think that 1973 will go down as the year we started to win the real fight to give the city back to the people," he said.

### Pedestrians

"In the past — by this I mean 50 or 60 years ago — if someone wanted to build a new road or a new public building, the first place we looked to for building space was our parks.

"This is how we got the Art Gallery and things like bus sheds. Roads have made a major assault.

"Gradually our parks have become too small for the number of people who want to use them.

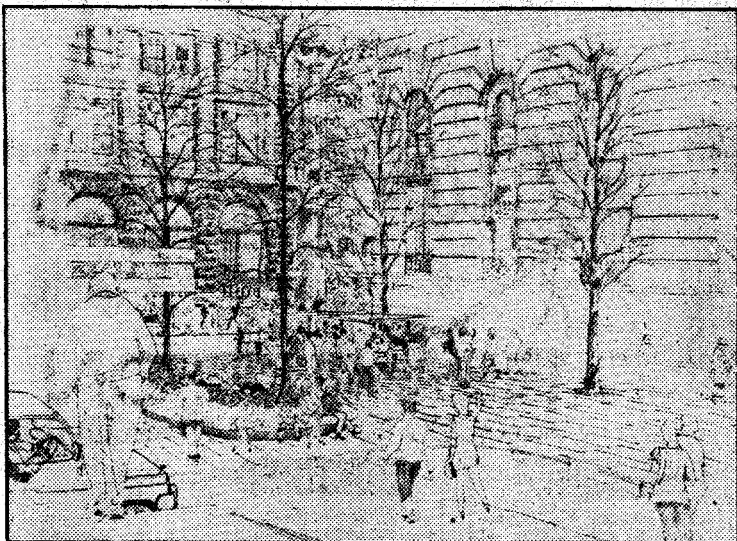
"The little parks in particular — the ones in the middle of the city — have been disappearing. Year after year, the motor car has been gradually pushing pedestrians off the roads and into corners," Alderman Port said.

Alderman Port said that Sydney was now following international trends.

"Sydney, like other major cities in the world, is coming to realise that the motor car is not the overriding consideration.

"After all, every motorist becomes a pedestrian at some stage or other," he said.

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A mini-plaza in Wynyard Street between Wynyard Lane and George Streets — part of the plan to link Martin Plaza with Wynyard Park.