

EDITORIAL

MARTIN PLAZA — AT LAST

A COUPLE of weeks ago a reader asked, in a tongue-in-cheek paragraph in our Back Page column, whether anyone could remember when part of Martin Place was open for the "exclusive use and enjoyment" of pedestrians.

It is not that so much time has passed since those first experimental days when the chains were put up in George and Pitt Streets.

But things have looked so noisily different in the last few weeks that those days were growing hard to imagine.

Now the din of jack-hammers, the grotesque sight of cranes and giant slabs, is on the eve of paying off.

Our new pedestrian plaza will be a reality on September 1.

A city for people

Various way-out schemes are under consideration for an official opening.

This plaza is an important new happening for Sydney, and there is every reason to make its opening something special too.

The big victory for pedestrians came when the trial period convinced the City Council that the scheme was justified.

Motorists raised complaints, then subsided.

It could be questioned whether it was necessary to spend \$400,000 on the plaza.

Nevertheless, the final result looks exciting—and permanent.

Pedestrians have won a decisive round in the fight to prove that cities are for people.

It is up to us now to enjoy our new facility by making intelligent, quiet and restful use of it.

ACCELERATING

FAST public transport that does not clutter up the ordinary roads is worth any effort to invent and use.

The idea, now being examined for Sydney, of an aerotrain travelling at 110 mph along a median strip, comes from France.

It is surely worth a close look, not only for the Mascot-Sydney and Manly-Mona Vale roads as suggested, but on some other main highways as well.