

in this manner. The concern here is not, however, with such designs but with the landscape architecture of a street.

Major references

Jacobs, Allan (1993). *Great Streets*. Cambridge, MA: MIT Press.

Moudon, Anne Vernez, ed. (1987). *Public Streets for Public Use*. New York: Van Nostrand Reinhold.

Rudofsky, Bernard (1969). *Streets for People: A Primer for Americans*. New York: Doubleday.

CASE STUDY

George Street, Sydney, Australia: a street upgrading project (1997–9)

The responsibility for planning and managing change in the City of Sydney (as opposed to the metropolitan area) has been the responsibility of the Sydney City Council since its inception in 1855. The state government, however, has retained its veto power over planning and urban design decisions in the city. The redesign of George Street is an example of a landscape project often referred to as urban design. It was carried out under one auspice even though a number of eminent consultants were involved in dealing with various aspects of the project. They worked as one team under the direction of Margaret Petrykowski of the New South Wales Public Works Department (PWD) who was responsible for the overall design and many of the details. The light pole design was by Alexander Tzanes, Barry Webb and KWA, the landscape architects were Tract Consultants, and Philip Cox and J. C. Decaux Australia designed the street furniture.

George Street is the major street running through central Sydney. It changes character considerably along its course from Sydney Harbour (Port Jackson) in the north

to the Central Railways Station in the south (see Figure 5.15a). Until it was refurbished its sidewalks were narrow (3.6 metres wide) and crowded, and their surfaces varied from asphalt to patched concrete and a variety of other paving materials. Few would describe George Street as a great street. *A Statement of Environmental Effects of the George Street Urban Design and Transportation Study* (1993) noted that the street possessed neither visual unity nor did it afford pedestrian amenity. It had been shaped incrementally over its 200-year history by piecemeal design.

In the mid-1990s a decision was made to upgrade the street from Alfred Street at the harbour end to Central Station, a length of 2.6 kilometres (about 1.8 miles). The city council was the client for the project but the PWD had overall responsibility. It delegated the design to its Projects Department in conjunction with City Projects with Petrykowski as designer. Contract drawings were done by Noel Bell Ridley Smith, Architects. During implementation the project architect was Bill Tsakalos of the New South Wales Government Architect's office. The design of the programme, the civil and the electrical