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TREE-LINED STREETS, WIDER FOOTPATHS Plan seeks to improve City's character

Tree-lined streets, wider footpaths, tidier litter bins and artistically designed bus seats and lamp posts were included in a plan announced yesterday to "streetscape" Sydney.

The aim is to improve the City's appearance and character.

The Sydney City Council will have powers to control the design of all street facilities in the City if the plan is fully implemented.

Parking meters, traffic lights, post boxes, drinking fountains, bus shelters, park benches and fire-call boxes are among these facilities.

Details were outlined yesterday by Mr D. Conybeare, a project director of Urban Systems Corporation which has been appointed by the council to prepare an action plan for the "streetscaping" of the City.

He spoke to more than 100 City Council staff and consultants.

Mr Conybeare said improvements which qualified for inclusion in the plan had to show a high ratio of environmental benefit to initial costs.

They had to fall generally within the jurisdiction of the City Council and be capable of being carried out by using the

council's existing resources of people and money.

A number of items under the direct control of the council — litter bins, historic plaques and street name-plates — were of first priority.

However, guidelines were urgently needed to control the design and appearance of other street furniture and elements which did not come under the direct control of the council.

This particularly applied to bus stops and street and footpath lighting fixtures.

Mr Conybeare said some design ideas for information plaques, multi-purpose support poles and litter bins had already been proposed for the council to consider.

Street furniture, such as seats and benches, should complete and reinforce the total image of the streets and landscape within the City.

Apart from Martin Place, there had been no co-ordinated approach to the design of street furniture and amenities in Sydney.

Each item had been independently and individually designed with little regard to the overall visual effect.

Mr Conybeare pointed out that 12 different authorities were responsible for the City's various street furniture and amenities—ranging from parking meters to bus timetables.

"It is therefore important to create design standards for all elements of street furniture to act as guidelines to all public agencies involved in this activity," he said.

Eventually it should be possible for the City Council to supply detailed design guidelines for all street furniture in the City.