

We wish to provide further information on the question from the Hon Anthony D'Adam regarding the benefits of narrowing traffic lanes, as it is much more effective to explain with the use of pictures.

Below are some Google streetview screenshots of Henderson Rd, Eveleigh which was blessed with one of the City of Sydney's covid-era pop up cycleways that was subsequently made permanent.

The kerb-to-kerb width of the road is about 13 metres and it sees only light traffic. It's a local street that provides access to residential and commercial properties.

The first image from May 2014 shows a road where driving at 50 or 60 km/h would be quite comfortable for most drivers. The driving area here is about 7.5 metres which leaves a generous buffer from the parked cars which is what makes driving at such speeds feel comfortable.



With the addition of the cycleway (shown here in Apr 2021) the driving area was narrowed to about 5 metres. The result is an environment where 50 km/h would feel quite uncomfortable, encouraging drivers to reduce their speeds closer to 30-40 km/h.



Reducing the travel lane widths has had a number of benefits:

- Drivers drive slower, reducing the risk of collision and the severity of collisions that do occur
- Slower car speeds increase safety and comfort for pedestrians
- Slower car speeds lower noise pollution
- Road space re-allocated to a parking protected, bi-directional cycleway makes cycling safer and more convenient by removing bike-car conflicts and eliminating the "door-zone"