

CITYPULSE ANALYTICS LTD.

Social Impact Assessment: PRUAIP Camperdown Cycleway

Pymont Bridge Road — Inner West to Sydney CBD

Physical Layer Economic Layer Social & Perceptual Layer

1.2 km Cycleway length **\$198M** PRUAIP program **~500/day** Daily trips

Geography: Inner West LGA — Camperdown / Glebe / Forest Lodge

Reference Period: 2020–2026

Methodology: Triple-Layer Reality Model™ | Mixed Methods SIA

ABOUT THIS DOCUMENT

Sample Case Study — CityPulse Analytics Ltd.

This report is a sample application of the Triple-Layer Reality Model™, CityPulse Analytics Ltd.'s proprietary framework for assessing infrastructure-led urban activations and their social impacts. It is published to demonstrate our methodology to prospective clients and policy partners. All findings are grounded exclusively in referenced source materials.

Executive Introduction

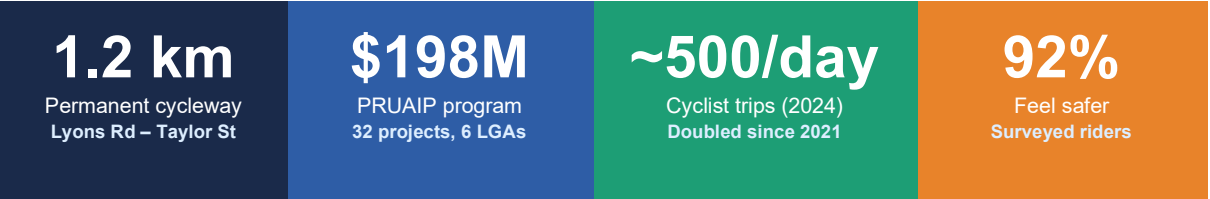
The Pymont Bridge Road Cycleway is a 1.2-kilometre active transport infrastructure project delivering separated bike lanes on both sides of the road between Lyons Road and Taylor Street, Camperdown/Glebe. Originally installed as a COVID-19 pop-up facility in 2020, the project is now being made permanent under the Parramatta Road Urban Amenity Improvement Program (PRUAIP) — a \$198 million NSW Government initiative spanning 32 projects across six Local Government Areas from Granville to Camperdown.

The project is managed by Transport for NSW with contractor Ferrycarrig, in coordination with Inner West Council and the City of Sydney. Construction commenced in May 2025 with completion scheduled for April 2026, following delays caused by wet weather and an expanded scope of work requiring pavement remediation across the full road width between Lyons Road and Taylor Street.

Community survey data from 2021 (n=1,083) indicates a majority positive outlook — 50% positive, 34% negative, 15% mixed — but this aggregate sentiment masks a structurally complex picture. Independent safety audits have identified 26 concerns along the route, 14 of which were classified as high or extreme risk. A public meeting in July 2025 attracted significant attendance and national media coverage. Social media discourse reveals deep divisions over design quality, accessibility, governance accountability, and the critical connectivity gap between Taylor Street and the Sydney CBD.

Applied through the CityPulse Triple-Layer Reality Model™, the evidence reveals that physical infrastructure constraints, uneven economic impacts, and contested social legitimacy are operating simultaneously — and that none of these dimensions can be resolved in isolation.

KEY PROJECT STATISTICS



1. The CityPulse Triple-Layer Reality Model™

The Triple-Layer Reality Model™ is CityPulse Analytics Ltd.'s core analytical framework for assessing infrastructure-led urban activations and their community impacts. Rather than evaluating projects through a single lens, the model maps three simultaneously operating layers that together determine whether a project is sustainable, equitable, and governable.

Each layer generates distinct types of value and distinct types of friction. Events that perform well on one layer but not on others create structural instability over time. The model is designed to surface these imbalances and guide evidence-based policy responses.

PHYSICAL LAYER	ECONOMIC LAYER	SOCIAL & PERCEPTUAL LAYER
Infrastructure capacity · Safety design · Construction impact · Corridor continuity · Spatial configuration	PRUAIP investment · Business impact · Mode shift value · Equity of cost distribution · Active transport economy	Community sentiment · Governance legitimacy · Public discourse · Identity and place · Media framing

The three layers interact continuously. Physical constraints shape economic outcomes and social perception. Economic dynamics affect social legitimacy. Social and perceptual forces influence political decisions that reshape physical configuration. The Pyrmont Bridge Road project provides a high-value test case for this model precisely because its contested history — from pop-up to permanent — has placed all three layers under simultaneous and visible pressure.

2. Methodology & Data Integration

This assessment applies a mixed-methods approach combining quantitative datasets, qualitative community engagement findings, independent technical reports, political discourse analysis, and digital sentiment analysis. All findings are grounded in referenced source materials.

2.1 Source Materials

Source	Description	Layer
TfNSW Community Survey (2021, n=1,083)	Online survey: demographics, safety perceptions, transport behaviour; 981 detailed responses; 2,915 open-ended responses	Physical / Social
Independent Safety Audits (TEC 2020; BRF 2025)	TEC audit (26 issues); Bridge Road Friends expert audit (15 issues, 14 high/extreme risk)	Physical
Glebe Town Hall Public Meeting (6 July 2025)	Community meeting with MP Kobi Shetty, City of Sydney Councillors, safety auditor Zoran Bakovic; covered by SMH and Daily Telegraph	Social / Governance
Facebook Community Group Posts (two datasets)	Post 1: approximately 35 comments analysed (general cycleway debate; total comment count unverified); Post 2: 214 comments, 144 reactions (bus stop accessibility failure)	Social
PRUAIP Program Data & IWC Council Agenda (Aug 2025)	\$198M program documentation; Inner West Council capital budget (\$2.25M); Get NSW Active 2023-24 project list (\$1.23M)	Economic
TfNSW Construction Updates (May 2025–April 2026)	Official community updates: works schedule, noise management, traffic management, completion timeline	Physical
Bicycle NSW Submission & IWBC Analysis	Technical analysis of corridor discontinuity, Pyrmont Bridge Road missing link, and PUTP planning gaps	Physical / Economic
1992 EIS & City West Urban Strategy (1990)	Historical planning context from 1985 original design through 1992 modifications and 1990 urban strategy	All Layers

2.2 Quantitative Data Summary

- 1,083 survey responses (March 2021); 50% positive, 34% negative, 15% neutral/mixed
- ~500 average daily cyclist trips (2024), up from 292 in 2022 — over 70% growth
- 92% of surveyed cyclists reported feeling safer than pre-cycleway conditions
- 20–30% female participation on the route vs 9% Sydney-wide cycling average
- 30% of surveyed users would have used a car or public transport without the cycleway
- 26 safety issues (TEC 2020); 14 of 15 issues high/extreme risk (Bridge Road Friends 2025)
- \$1,230,625 Get NSW Active construction funding; \$2,250,000 Inner West Council capital allocation
- 7 discontinuity gaps remain (down from 9), totalling 700–845 metres
- 360 metres of forced merge into general traffic at major intersections
- 9-metre kerb-to-kerb road width (vs 13 metres for Bourke Street cycleway benchmark)

2.3 Analytical Framework: Governance Credibility Deficit

The assessment identifies what the Triple-Layer Reality Model™ terms a governance credibility deficit: a condition where the physical execution of the project erodes public trust not just in the project but in the agencies responsible for it. Critically, this deficit is expressed by both pro-cycleway and anti-cycleway commenters — making it a cross-partisan finding. The confusion over agency responsibility (City of Sydney vs TfNSW vs Infrastructure NSW) is explicitly identified in community discourse as a primary source of frustration.

3. Sydney Active Transport Context

Sydney is undergoing a structural shift in active transport planning, driven by the dual imperatives of post-COVID modal diversification and the long-term densification of inner-city corridors. The PRUAIP represents the most significant investment in Parramatta Road corridor amenity in decades, with \$198 million allocated across 32 projects spanning six councils from Granville to Camperdown. The table presents a selection of example projects from the \$198 million PRUAIP program.

3.1 The PRUAIP Program

Council	Key Projects	Homes Supported
City of Canada Bay	Concord Oval (\$48M), East-West Regional Cycleway (\$7M), Broughton St Cycleway (\$1.7M)	4,644+
Inner West Council	GreenWay connections (\$24.4M central links), Pymont Bridge Road cycleway (\$1.23M), Johnstons Creek connection	5,173+
Strathfield Municipal Council	Bridge Road public domain (5,245 homes), Powells Creek cycleway bridges, Station Street upgrades	5,245+
City of Parramatta	Bridge Street urban plaza, Good Street streetscape, FS Garside Park upgrade	8,520+
Burwood Council	Burwood Park cycle connection, Wangal Park regional bike network	4,851+
Cumberland City Council	Auburn Park extension, Stubbs Street pedestrian safety, Melton Street M4 overpass	5,005+

3.2 Local Active Transport Demand

Pymont Bridge Road has long been identified as a key strategic cycling corridor linking the Inner West to the CBD. Despite carrying over 20,000 vehicles per day, the route historically had no dedicated cycling infrastructure, forcing cyclists onto a high-volume arterial road. The IWBC and Bicycle NSW have advocated for this connection since at least 2013, when plans were first developed but rejected by what was then the Roads and Maritime Services.

The 2021 consultation demonstrated latent demand: 714 of 1,083 respondents were existing cyclists, with 30% reporting they would have used a car or public transport without the cycleway. Female participation at 20–30% — compared to a Sydney-wide average of just 9% — suggests the separated design is successfully attracting demographic groups previously excluded from cycling by safety concerns.

4. Project Overview & Timeline

Attribute	Detail
Project origin	COVID-19 pop-up cycleway installed June/August 2020 by TfNSW and City of Sydney
Route	Lyons Road, Forest Lodge to Taylor Street, Glebe (1.2–1.3 km); asphalt resheeting covers 1.6 km
Design	Uni-directional separated bike paths on both sides; concrete separators replacing temporary barriers; 9m kerb-to-kerb road width

Width	Varies 1.2–3.7 metres depending on constraints (telegraph poles, street trees, lane widths); desirable minimum 1.4–1.5 metres
Speed limit	Reduced from 60 km/h to 40 km/h
Infrastructure	9 concrete pram ramps; 2 raised pedestrian crossings (near Cross St and Woolley St); 11 cross-streets and 17 private driveways along route
Key interfaces	Forest Lodge Public School; Barr Street floating bus stop; Ross Street and Glebe Point Road intersection merges; Sydney Fish Market (shared path only)
Contractor	Ferrycarrig (appointed by TfNSW); construction began May 2025
Construction timeline	May 2025 commencement; originally March 2026 completion; delayed to April 2026 due to wet weather and expanded pavement remediation; final works (concrete, signage, signals) scheduled 13–17 April 2026
Estimated cost	\$1,230,625 (Get NSW Active 2023-24); \$2,250,000 (Inner West Council capital program)
Governance	Transport for NSW (lead); Inner West Council; City of Sydney (southern section); Infrastructure NSW (Fish Market coordination)
Historical planning	Pedestrian/cyclist access proposed in 1992 EIS for Glebe Island Arterial Route; original 1985 design based on industrial assumptions replaced by 1990 City West Urban Strategy (population target 3,000 to 16,500; jobs 14,000 to 58,000)

The following table summarises the key technical, operational, and governance attributes of the Pyrmont Bridge Road Cycleway project. It traces the project from its origins as a COVID-19 pop-up facility in 2020 through to its permanent construction phase, capturing the route specifications, infrastructure details, funding sources, and the multiple agencies involved in its delivery.

5. Triple-Layer Reality Analysis

5.1 Physical Layer: Infrastructure, Safety & Corridor Continuity

Physical Layer Core Finding

The cycleway's permanent design addresses the fundamental need for physical separation from general traffic but is compromised by seven remaining discontinuity gaps totalling 700–845 metres, forced merges at major intersections, a floating bus stop design creating accessibility conflicts, and a road width (9 metres kerb-to-kerb) that is structurally insufficient to accommodate all road users at best-practice dimensions.

Infrastructure and Design

The conversion from temporary to permanent infrastructure involves replacing lightweight Klemmfix barriers with durable concrete separators along both sides of the road. Major construction activities include: asphalt milling and re-sheeting up to 50mm deep across the full road width; permanent restoration of underground utility trenches; installation of nine concrete pram ramps; realignment of the concrete centre median near Lyndhurst Street; new multifunction street lighting; upgraded signage including stop signs at side streets; and application of green cycleway paint and new line markings throughout.

The 9-metre kerb-to-kerb road width is a fundamental constraint. The Surry Hills Bourke Street cycleway — widely regarded as a Sydney benchmark — operates on a 13-metre road. This 4-metre deficit has forced design compromises including cycleway widths varying from 1.2 to 3.7 metres and narrowed general traffic lanes that have generated sustained community complaints.

Safety Audit Findings

Two independent safety audits have examined the cycleway. The Traffic Engineering Centre (TEC) 2020 audit identified 26 safety concerns. A 2025 audit commissioned by Bridge Road Friends identified 15 issues, 14 classified as high or extreme risk. Safety auditor Zoran Bakovic — who has conducted nearly 1,000 audits — stated at the July 2025 public meeting that he had never previously encountered TfNSW responses of this character: most consisted of assurances that the design would be consistent with appropriate standards without providing supporting technical detail.

Hazard Category	Description	Risk Level
Intersection merges	Cycleway ends before Ross St and Glebe Point Rd, requiring cyclists to merge into general traffic for ~360 metres	Extreme
Corridor discontinuity	7 places where cycleway disappears over 1.3 km length, forcing cyclists onto road or footpath	High
Bus stop conflict zone	Barr Street floating bus stop requires passengers to cross cycleway; confirmed dangerous by serving bus driver	High
Visibility / blind spots	Limited sight distances for motorists at 11 cross-streets and 17 private driveways	High
Lane width	Sections below 1.4m desirable minimum; narrowed traffic lanes insufficient for large vehicles	High
Footpath conflicts	Pram ramps directing less-confident riders onto footpath near Forest Lodge Public School	Medium

Figure 1 — Safety issues identified in independent audits. Source: TEC (2020); Bridge Road Friends Independent Safety Audit (2025). Analysis: CityPulse Analytics Ltd.

The Critical Corridor Gap: Taylor Street to the CBD

Missing Link

The permanent cycleway terminates at Taylor Street, Glebe. There is no separated cycling infrastructure through the Sydney Fish Market precinct, along Pyrmont Bridge Road to Pyrmont Bridge, or connecting to the CBD cycling network. Community members have publicly claimed, citing documents they assert were obtained via GIPA application, that Infrastructure NSW pressed TfNSW to provide a finalised cycleway design for the Fish Market section and warned that failure to meet a specified deadline would prevent the cycleway continuing past the Fish Market into the city. These documents have not been independently verified for this assessment.

Bicycle NSW has noted that Pyrmont Bridge Road is the obvious and direct link from Bridge Road to Pyrmont Bridge and that the Pyrmont-Ultimo Transport Plan (PUTP), adopted in May 2024, was finalised without including a separated cycleway on this corridor — despite it having been on City of Sydney's active transport network plan for many years.

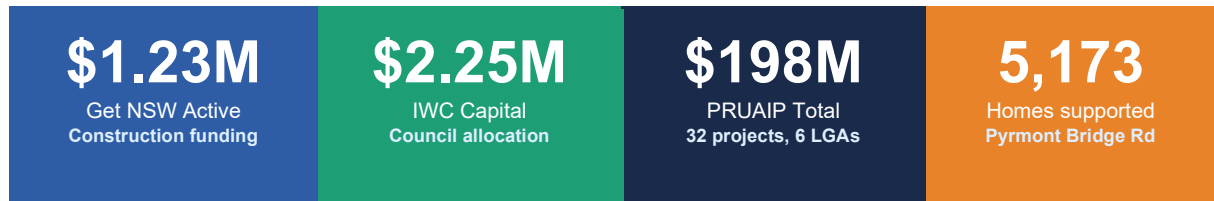
5.2 Economic Layer: Investment, Mode Shift & Distributional Equity

Economic Layer Core Finding

The project delivers strong active transport investment value within the PRUAIP framework and demonstrates measurable mode shift effects. However, economic costs and benefits are distributed unevenly: cyclists and commuters gain safety and travel time benefits, while some residents and businesses bear concentrated costs — lost parking, reduced property access, and prolonged construction disruption — without direct financial compensation.

Program Investment Context

The Pyrmont Bridge Road cycleway is funded through two streams: \$1,230,625 from the NSW Government's Get NSW Active 2023-24 program, and a \$2,250,000 allocation within Inner West Council's capital works program. This places it within the broader \$198 million PRUAIP framework as the active transport connection linking the Inner West section of the program to the Sydney CBD. According to PRUAIP program documentation, the project serves a residential catchment of approximately 5,173 homes in the Pyrmont Bridge Road area, a metric used consistently across all 32 PRUAIP projects to indicate the scale of community benefit.



Mode Shift and Usage Growth

Usage data shows meaningful growth since installation. Average daily trips grew from 292 in the January 2022–2023 period to approximately 500 per day by 2024 — an increase of over 70%, with total trips doubling between 2021 and 2024. Weekly trip counts regularly fall between 2,000 and 3,000. Thirty percent of surveyed users reported they would have used a car or public transport without the cycleway, representing genuine mode shift with associated benefits for road capacity, emissions, and public transport load.

The gender participation finding is economically significant. Female cycling participation of 20–30% on this route, against a Sydney-wide average of 9%, indicates that the separated design is generating new cycling demand from groups previously deterred by mixed-traffic conditions. This demographic broadening is a key indicator of equity-positive infrastructure.

Distributional Equity

Economic benefits are broadly distributed among all users of the cycleway. Negative externalities — particularly parking loss, access disruption, and construction impacts — are concentrated among immediate residents and adjacent businesses. The removal of approximately 46 temporary parking spaces has been a persistent source of community friction, particularly for residents without rear-lane access who have documented legitimate difficulties with delivery access, mobility-impaired household members, and property maintenance.

5.3 Social & Perceptual Layer: Sentiment, Discourse & Legitimacy

Social & Perceptual Layer Core Finding

Community sentiment is structurally divided rather than simply pro or anti. Both pro-cycleway and anti-cycleway voices share a common concern: that the current design is inadequate. The dispute is not whether the road is dangerous but who bears the risk and who deserves priority. A governance credibility deficit — driven by unaddressed safety audit findings, poor agency communication, and the missing Taylor Street to CBD link — is the dominant force shaping social perception.

5.3.1 Community Consultation (2021 Survey, n=1,083)

The 2021 Have Your Say consultation attracted 1,083 survey responses and 2,915 open-ended written responses. Outreach included approximately 10,700 flyers and Facebook posts reaching over 30,000 users. Respondents included 714 existing cyclists and 360 non-riders. Of the 1,083 respondents, 981 provided sufficient written detail to enable sentiment classification; the remaining 102 completed the survey without providing detailed responses and are excluded from the sentiment breakdown below.

Sentiment	Count	Share	Key themes
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Positive	493	50%	Improved safety, mode choice, environmental benefits, network connectivity
Negative	337	34%	Traffic congestion, parking loss, safety design concerns, lack of consultation
Neutral / Mixed	151	15%	Conditional support; concerns about implementation quality and completeness

Figure 2 — 2021 community consultation sentiment (n=981 detailed responses). Source: TfNSW Community Consultation Report (2022). Analysis: CityPulse Analytics Ltd.

5.3.2 Public Meeting Discourse — Glebe Town Hall, 6 July 2025

A well-attended public meeting organised by community advocacy group Bridge Road Friends was held at Glebe Town Hall on 6 July 2025. NSW Minister for Transport John Graham was invited but neither attended nor sent an apology, and no representative from his department attended. Local State Member Kobi Shetty (Greens, Balmain) attended, as did City of Sydney Councillors Jess Miller and Yvonne Weldon.

"Investment in cycling infrastructure is incredibly important in a growing city like Sydney. If we want to encourage less reliance on private vehicles, we must ensure we are providing safe and well-constructed separated cycleways wherever possible."

— MP Kobi Shetty, Media Release, 4 June 2025

Safety auditor Zoran Bakovic reviewed TfNSW's formal responses to each of the 15 identified safety issues. His assessment: few if any responses actually addressed the issues raised. Most consisted of assurances that the design would be consistent with appropriate standards without supporting technical detail. Bakovic stated he had never previously encountered responses of this character in nearly 1,000 career audits.

The meeting received extensive media coverage. The Sydney Morning Herald published an article headlined "The cycleway from hell was paved with good intentions" and a follow-up editorial titled "This isn't the right road." The Daily Telegraph ran: "Transport Minister John Graham snubs residents against Glebe cycleway." Minister Graham's written response to Kobi Shetty indicated that safety concerns would be addressed through signage, line markings, and two new raised pedestrian crossings.

5.3.3 Social Media Discourse Analysis

CityPulse Analytics analysed three Facebook community group posts relating to the Bridge Road / Pyrmont Bridge Road cycleway, comprising 292 unique valid comments retrieved on 20 April 2026. Post 1 captures the core cycleway debate among engaged stakeholders. Post 2 — triggered by a photograph of the inaccessible Barr Street bus stop — captures broader public reaction to a specific physical failure point and attracted six times the engagement of Post 1. Post 3 contributes additional commentary on route design and accessibility concerns. Theme frequency figures in the qualitative tables below represent analytical estimates based on reading the available comment threads, not statistically counted proportions; the topic modelling and stance coding figures are drawn from systematic analysis of the full 292-comment dataset.

Post-Level Engagement Comparison

Metric	Post 1: General Cycleway Debate	Post 2: Barr St Bus Stop Photo
Comments	Approx. 35 (total count unverified)	214
Total reactions	10	144
Negative reactions	~20% (Haha + Angry)	57% (Shocked + Haha + Angry = 82/144)
Dominant sentiment	Near-equal pro/anti split (~40%/45%)	58% critical of outcome; 22% pro-cycleway
Primary audience	Core cycling and resident community	Broader public — mobility, disability, elderly users

Top discourse theme	Safety concerns and road width	Accessibility and disability/elderly concerns
Cross-partisan finding	Both sides agree design is dangerous; dispute is over who bears risk	Even pro-cycleway voices criticise implementation and corridor gap

Figure A — Post-level engagement comparison. Source: Facebook community group posts (dates unverified). Analysis: CityPulse Analytics Ltd.

Public Stance Distribution (292-Comment Dataset)

Stance coding of the full 292-comment dataset reveals that the discourse is not structured as a binary for-or-against divide. The dominant position — at 69.9% of comments — is conditional or mixed: commenters support safer cycling infrastructure in principle while criticising the current design, implementation quality, or governance transparency. Outright support accounts for 17.8% of comments and outright opposition for 12.3%. This finding directly evidences the hybrid friction condition identified in the Key Integrated Insights: both sides share a common diagnosis that the current design is inadequate, differing only on who bears the risk and who deserves priority.

Stance	Share	Characterisation
Conditional / Mixed	69.9%	Support safer cycling in principle; critical of current design, implementation, or governance transparency
Support	17.8%	Broadly positive toward the cycleway as designed or as a necessary step toward better infrastructure
Oppose	12.3%	Critical of the cycleway concept, its location, or its impact on traffic and residents

Figure B — Public stance distribution across 292 Facebook comments. Source: Topic modelling and stance coding (retrieved 20 April 2026). Analysis: CityPulse Analytics Ltd.

Topic Distribution (292-Comment Dataset)

Topic modelling of the 292-comment dataset identifies three dominant themes. Notably, pedestrian-access problems — not safety audits — emerges as the single largest topic, consistent with the finding that the Barr Street bus stop accessibility failure was the highest-engagement trigger across all posts analysed.

Topic	Share	Key concerns	Dominant stance in topic
Pedestrian-access problems	36%	Conflicts between cyclists, bus passengers, pedestrians, and mobility-impaired users; engineering solutions to bus stop and crossing design	Conditional — focused on practical design fixes rather than opposing the cycleway
Route design & traffic reallocation	35%	Whether Bridge Road is the appropriate route; possibility of redirecting heavy traffic; suitability of alternative cycling corridors	Conditional — highest share of conditional comments of the three topics
Safety audits & claims of danger	29%	Whether the road is inherently unsafe; whether audits were ignored or withheld; risks to cyclists and drivers from current conditions	Mixed — highest share of explicitly supportive comments of the three topics

Figure C — Topic distribution across 292 Facebook comments. Source: Topic modelling (retrieved 20 April 2026). Analysis: CityPulse Analytics Ltd.

Dominant Discourse Themes — Qualitative Frequency Estimates

The following theme frequency table is based on qualitative reading of the Post 1 and Post 2 comment threads and represents analytical estimates, not counted proportions. It is presented alongside the topic modelling findings above; the two analyses are complementary rather than directly comparable, as they draw on different portions of the dataset and use different analytical methods.

Theme	Qualitative frequency estimate	Est. %	Layer
Safety concerns (cross-partisan)		88%	Physical
Accessibility & disability/elderly		82%	Physical/Social
Poor planning & governance failure		75%	Governance
Bus stop / cyclist conflict zone		70%	Physical
Cycleway usage legitimacy dispute		55%	Social
Corridor discontinuity (Taylor St gap)		45%	Physical/Economic
Pro-cycleway long-term vision		30%	Social

Figure D — Dominant discourse themes identified through qualitative reading of Post 1 and Post 2 comment threads. Percentages are qualitative frequency estimates, not counted proportions. These estimates are consistent with the topic modelling findings from the full 292-comment dataset, where pedestrian-access problems (36%), route design (35%), and safety audits (29%) emerged as the three primary areas of concern. Analysis: CityPulse Analytics Ltd.

Representative Community Voices (Anonymised)

The following quotations are drawn from the Facebook posts analysed and represent a range of positions across the discourse. All names have been removed; attributions reflect the commenter's role or position as expressed in the thread.

"I ride down there every day and can assure you it is 100% necessary — the people who try to mow me down every day of the week get a little tiring."

— Local commuter cyclist, Facebook Post 2

"Imagine spending all this money to make a continuous bike path that, in true Sydney fashion, ends abruptly at the brand new fish market, where they could have continued it easily at the planning stages."

— Local community member, Facebook Post 2

"I'm a bus driver — I do that route for the 470. We have reported it to the council. It is dangerous picking up passengers."

— Bus driver on the route, Facebook Post 2

"When it comes to saving lives versus saving car parks, I'm going to go with saving lives — because that life saved might be mine."

— Local resident (pro-cycleway), Facebook Post 1

"The cycleway finishes at Taylor Street. There is no cycling infrastructure beyond that because TfNSW couldn't get the cycleway design finished in time for the fish markets construction timetable."

— Community member, Facebook Post 2 (unverified claim)

"A cycle path is needed as it's the only practical route to the CBD from Newtown, Camperdown and beyond. But it's poorly maintained with barriers being moved into the path, street sweepers leaving it full of pebbles, and road works leaving it rough and narrow. Better than nothing but only just."

— Community member (conditional/mixed), Facebook Post 3

"I wish I could go and share my thoughts. I used to cycle this way all the time when I worked in Glebe and lived in Stanmore, and it desperately needs a cycle path. But it's so important for it to be a good, safe cycle path otherwise it won't achieve what it should."

— Community member (conditional/mixed), Facebook Post 3

Analytical Note: Source Limitations

The Facebook datasets do not constitute representative samples of community or broader public opinion. Post 1 was authored by an account associated with the anti-cycleway position, which may have influenced the framing of discussion. The 292-comment topic modelling dataset spans three posts and provides a more systematic analytical base than the qualitative reading of Posts 1 and 2 alone; where the two analyses differ, the topic modelling figures should be treated as more reliable. All theme frequency estimates from qualitative reading should be interpreted as directional rather than precise.

6. Key Integrated Insights

1

Hybrid friction: both sides agree the road is dangerous

Unlike typical cycleway debates where pro and anti voices talk past each other, the Bridge Road / Pyrmont Bridge Road discourse reveals a cross-partisan convergence: the current design is inadequate. Anti-cycleway voices cite danger to motorists, pedestrians, and bus users. Pro-cycleway voices cite danger to cyclists. The dispute is not about whether the road is dangerous but who bears the risk and who deserves priority. This shared diagnosis creates a rare opportunity for governance interventions that could attract broad support.

2

The Taylor Street gap is the defining structural failure

The cycleway's termination at Taylor Street leaves a critical gap to the Sydney CBD via the Fish Market and Pyrmont Bridge. This gap is identified as a fundamental failure by community members, advocacy groups, and pro-cycleway voices alike. Community discourse and advocacy submissions consistently point to this as the single most critical unresolved issue for the project's strategic purpose. Until this gap is closed, the cycleway cannot function as the Inner West to CBD corridor it was designed to be.

3

Governance credibility deficit is the primary social risk

The pattern of unaddressed safety audit findings, the Minister's non-attendance at the July 2025 public meeting, confusion over agency responsibility, and the failure to communicate the Taylor Street terminus clearly have produced a governance credibility deficit that extends beyond this project. Media framing ("cycleway from hell", "snubs residents") amplifies this deficit and creates political and reputational risk that is disproportionate to the underlying infrastructure challenges.

4

Equity outcomes are positive in aggregate but unevenly distributed

The gender participation finding (20–30% female vs 9% Sydney average), the 30% mode shift, and the 92% safety improvement perception are strong equity indicators. However, the concentrated impacts on residents without rear-lane access, on bus users at floating stops, on elderly and mobility-impaired passengers, and on businesses during construction represent genuine equity costs that are not adequately acknowledged in the current governance framework.

7. Strategic Recommendations

Recommendations are organised by time horizon and mapped to the Triple-Layer Reality Model™ layer each primarily addresses.

Horizon	Recommendation	Layer
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Short-term (2026)	Urgently resolve the Barr Street bus stop accessibility failure. A serving bus driver has formally reported this as dangerous. Implement either a raised shared surface, a barrier gap, or a bus stop relocation.	Physical
Short-term (2026)	Publish the full safety audit response from TfNSW with specific technical detail for each of the 15 identified issues. Replace generic assurances with measurable design responses.	Governance
Short-term (2026)	Establish a 12-month post-completion monitoring programme covering cyclist trip counts, incident data, bus stop accessibility complaints, and right-turn bay trial outcomes at Ross Street and Glebe Point Road.	Physical
Short-term (2026)	Publish a single public accountability document clarifying which agency is responsible for each section of the cycleway and the Fish Market / Taylor Street connection gap.	Governance
Medium-term (2026–2027)	Commission and fund the separated cycleway connection from Taylor Street through the Fish Market precinct to Pyrmont Bridge. This is the single intervention most likely to resolve cross-partisan frustration and deliver the project's stated strategic purpose.	Physical / Economic
Medium-term (2026–2027)	Establish a permanent Community Advisory Committee including cycling advocates, local residents, businesses, mobility-impaired users, and bus operators for structured annual input into cycleway management.	Social & Perceptual
Medium-term (2026–2027)	Commission an independent equity assessment of construction impact on residents without rear-lane access, including consideration of whether financial mitigation or access improvements are warranted.	Economic / Social
Long-term (2027+)	Develop an integrated active transport corridor plan for the full Inner West to CBD route — Parramatta Road to Pyrmont Bridge — coordinating the Lilyfield Road cycleway, GreenWay connections, and the Pyrmont-Ultimo Transport Plan.	All Layers
Long-term (2027+)	Explore PRUAIP Public Art Framework opportunities along the corridor — functional art, art lighting, and urban art walls — to strengthen place identity and community ownership of the cycleway as a neighbourhood asset.	Social & Perceptual

8. Limitations

- The 2021 community survey (n=1,083) was conducted prior to construction commencement and does not reflect community attitudes toward the completed permanent infrastructure. A post-completion survey is warranted.
- The Facebook datasets reflect the views of users who engaged with specific posts in specific community groups. Post 1 was authored by an anti-cycleway account, which may have influenced the framing. Neither dataset constitutes a representative sample of the broader community.
- Usage data (trip counts) reflects counter data from specific points and may not capture the full range of cycling activity or the impact of corridor gaps on demand suppression.
- No independent business-level economic impact data is available for the construction period. Impacts on local businesses remain unquantified.
- Documents cited by community members in public discourse — and claimed to have been obtained via GIPA application — regarding the Fish Market design deadline have not been independently obtained or verified for this assessment. All references to these documents in this report are attributed as unverified community claims.

9. Conclusion

The Pyrmont Bridge Road Cycleway is one of Inner West Sydney's most strategically significant active transport investments. Its evolution from a COVID-19 pop-up facility into a permanent separated cycleway reflects a genuine policy commitment to modal diversification, a demonstrable increase in cycling participation — particularly among women — and a meaningful contribution to the broader PRUAIP transformation of the Parramatta Road corridor.

Applied through the CityPulse Triple-Layer Reality Model™, the evidence reveals systemic friction across all three layers. The Physical Layer is under strain from infrastructure constraints — particularly the 9-metre road width, seven discontinuity gaps, and the critical Taylor Street to CBD missing link — that have outpaced the project's safety governance. The Economic Layer delivers strong aggregate value through mode shift and PRUAIP investment, but distributes costs inequitably among immediate residents and bus users. The Social and Perceptual Layer — now operating at a scale that attracted Sydney Morning Herald editorials and Daily Telegraph front pages — is marked by a governance credibility deficit that local project management was not designed to handle.

The path to long-term sustainability requires three parallel commitments: closing the Taylor Street to CBD gap as a non-negotiable infrastructure priority; restoring governance credibility through transparent safety audit responses and clear agency accountability; and recognising the concentrated costs borne by immediate residents and bus users as legitimate equity claims requiring active mitigation rather than dismissal.

That is precisely the kind of multi-layer challenge for which the CityPulse Triple-Layer Reality Model™ was designed.

CityPulse Analytics Ltd.

Triple-Layer Reality Model™ | Strategic Urban Analytics | Social Impact Assessment

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Appendix A — Demographic Profile of Study Area (Camperdown and Glebe)

This appendix provides a demographic overview of Camperdown and Glebe based on 2021 Census data to contextualise the social, economic, and behavioural characteristics of the study area.

A1. Population and Household Structure

Indicator	Camperdown n	Glebe
Population	9,381	11,680
Median age	33	38
Average household size	1.9	2.0
Families	1,947	2,572
Never married (%)	68.3%	56.9%

Camperdown has a younger population profile, while Glebe reflects a slightly older and more mixed-age demographic. Both suburbs are characterised by small household sizes and a high proportion of non-family or single-person households.

A2. Education and Occupation

Indicator	Camperdown	Glebe
	n	e
Bachelor degree or higher	54.6%	49.9%
University students (of those studying)	64.4%	44.5%
Professionals	46.6%	44.1%
Managers	17.8%	17.6%

Both suburbs demonstrate very high levels of educational attainment, significantly above state and national averages. Employment is concentrated in professional and managerial occupations, reflecting a knowledge-based workforce with strong links to higher education, healthcare, and service sectors.

A3. Income and Economic Characteristics

Indicator	Camperdown	Glebe
	n	e
Median weekly household income	\$2,331	\$1,756
Median weekly rent	\$570	\$420
Median monthly mortgage	\$2,817	\$3,000
Labour force participation	73.8%	60.1%

Camperdown shows higher household income and labour force participation, while Glebe reflects slightly lower income levels but higher mortgage commitments. Both suburbs experience housing pressure through rent and mortgage costs, indicating mixed tenure patterns and potential economic variation within the population.

A4. Cultural Diversity and Social Composition

Indicator	Camperdown	Glebe
	n	e
Born in Australia	59.4%	57.0%
Both parents born overseas	42.7%	43.0%
Non-English language households	27.3%	29.0%
No religion	58.1%	51.6%
Indigenous population	1.2%	3.3%

Both suburbs are culturally diverse, with a high proportion of residents from migrant backgrounds and multilingual households. Glebe has a higher Aboriginal and Torres Strait Islander population, while both areas show a strong trend toward secular or non-religious identification.

A5. Key Demographic Interpretation

Camperdown and Glebe together form a dense inner-city population characterised by a combination of youth, education, and diversity that is distinct from broader metropolitan patterns. Camperdown operates as a younger, more transient and student-oriented suburb, with a strong concentration of university-attending residents and early-career professionals. Glebe, while still highly educated and professional, reflects a more mixed demographic, combining long-term residents, families, and an older age profile alongside renters and newer arrivals. Across both suburbs, high levels of tertiary education, professional employment, and cultural diversity intersect with relatively small household sizes and high proportions of unmarried residents. This produces a population that is highly mobile, engaged in public discourse, and sensitive to changes in urban infrastructure. At the same time, the coexistence of renters, homeowners, families, and mobility-constrained groups generates competing spatial needs and expectations around access, safety, and street use. These demographic conditions provide important context for understanding patterns of transport behaviour, the uptake of active transport, and the intensity and division of community responses observed in the main analysis.