

Mr. Jake Coppinger
The WalkSydney Organisation
Level 4, 68 Wentworth Ave
SURRY HILLS NSW 2010

OTS25/01450

Via email jake@jakecoppinger.com

Re: SCATS traffic signal phasing data release

9 May 2025

Dear Mr. Coppinger,

Thank you for your recent correspondence to the Secretary of Transport for NSW and for sharing your advocacy on behalf of people walking and riding in Greater Sydney. In this instance the Secretary has asked me to respond to you on his behalf.

Currently, Transport for NSW (Transport) does not routinely publish traffic signal phase and timing information. Transport also does not plan to establish a scheme or arrangement for the publication of that data for the NSW road network and signalised intersections.

The Sydney Coordinated Adaptive Traffic System (SCATS), which controls signal phase selection and timing for each individual intersection, operates as a coordinated and adaptive system. This means that each intersection has varying timing and phase selections that are based on the vehicle and pedestrian demand, the time of day, and the minimum safety parameters of each intersection in the NSW road network. With more than 4,500 intersections, configurations change minute by minute as each phase is altered, extended, shortened or skipped in response to real time demands. SCATS uses machine learning principles to update the timing and phase selections in real-time to optimise traffic flow. Any publication of this data will be outdated by the time it is released.

The relationship between the volume, vehicle and pedestrian demand and responsive signal phase and timing is governed by SCATS central optimisation algorithm and by any manual interventions or configurations performed by Transport road network operators. As such, the optimisation algorithm and related information form part of the intellectual property at the core of the SCATS product and is considered commercially sensitive information.

Additionally, for cybersecurity reasons, SCATS cannot provide detailed information on how the algorithm-driven optimisation messages are communicated to the physical infrastructure. That information is kept confidential to protect the safety critical systems that control the signal phases and timing in NSW intersections from cyberattacks.

We also note that the last published set of 'signals data' from WA Main Roads, a customer of SCATS, is from October 2023. As such, it is historical and not maintained as a real-time or near real-time data set.

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Data on traffic volumes is available for a cost-recovery fee from Transport. If you are interested in a traffic signal report, data or service, please complete the relevant form, by following the link below. You can also view the schedule of fees for specialist services provided by the Network Operations on the form page.

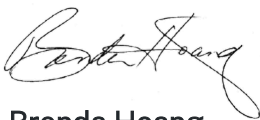
Traffic signal request form - <https://www.transport.nsw.gov.au/trafficsignal>

We remain committed to our purpose to make NSW a better place to live, work and visit by delivering a safe, reliable and sustainable transport network. To that end, we welcome further correspondence and share an open invitation for The WalkSydney, Mr. Coppinger and any other interested members to meet with our SCATS team and further understand the system and the way Transport applies its capabilities.

If you have any further questions, please contact Roy Brown, Director Technology SCATS from our Finance, Technology & Commercial Division at Roy.Brown@transport.nsw.gov.au.

I hope this has been of assistance.

Sincerely,



Brenda Hoang

Deputy Secretary, Finance Technology and Commercial Division
Group Chief Financial Officer

Cc:

Roy Brown Roy.Brown@transport.nsw.gov.au

Tegan Mitchell, President of WalkSydney tegan.mitchell@walksydney.org

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