



THE PEAK BODY FOR WALKING IN GREATER SYDNEY

**Secretary**

**Transport for NSW**

**Level 31, 320 Pitt Street**

**Sydney NSW 2000**

josh.murray@transport.nsw.gov.au

Dear Mr Murray,

**Re: Public Access to SCATS Traffic Signal Phasing Data**

We are writing on behalf of WalkSydney to request that Transport for NSW make SCATS traffic signal phasing data publicly accessible in the interest of transparency, better planning, and inclusive transport outcomes.

As you know, the Sydney Coordinated Adaptive Traffic System (SCATS) plays a central role in managing vehicle movements across Sydney's road network. However, despite its scale and impact, there is limited public visibility into how signal phasing decisions are made, particularly in relation to how these choices affect people walking, riding, and accessing public transport.

In contrast, the Western Australian Government has taken a significant step forward by [publishing SCATS signal phasing data online](#) — free and accessible to all. This openness supports evidence-based advocacy, allows communities and researchers to understand trade-offs, and ensures accountability for how public infrastructure serves all users of the street network. We believe signal timing should be as public as a train or bus timetable.

We believe similar access in New South Wales would be an important step toward aligning with Government commitments to Vision Zero, Net Zero, and modal shift. 40% of people in NSW don't have a driver licence, and more than that don't drive, but we don't have those stats.

Right now, the needs of people walking and riding are not meaningfully represented in the SCATS framework. Advocates and planners lack the information needed to make the case for safer, more equitable signal timing — especially for children, older adults, people with disabilities and everyone in between.



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We understand from conversations with TfNSW staff that there is a historic reason for SCATS data being charged - and that was to suppress the number of requests and therefore administration costs, in an era before the Open Data Hub. We believe this is no longer valid, as it places an unfair administrative and financial cost on the public, compared to providing the data on the portal.

We therefore respectfully request that Transport for NSW:

1. Provide public access to SCATS traffic signal phasing data across the network, or
2. Publish a roadmap outlining how and when this data will be made available, and
3. Engage with advocates and accessibility groups on opportunities to make SCATS more responsive to the needs of vulnerable and active transport users.

We would welcome the opportunity to discuss this further and work collaboratively to ensure our traffic signal system reflects the priorities of a modern, inclusive transport network.

Yours sincerely,

**Jake Coppinger**

on behalf of **WalkSydney**

**Jointly signed by**

**- Tegan Mitchell, President of WalkSydney**

**- Sara Stace, President of Better Streets**

**WalkSydney** is the peak body advocating for walking in the Greater Sydney Region.

WalkSydney's vision is for walking to be the first choice for short trips around Sydney.

WalkSydney has three key asks:

- *30 km/hr urban default speed*
- *streets that are safe and easy to cross*
- *pedestrian priority over cars*

WalkSydney is a member of the **Better Streets** coalition, an collection of hundreds of community organisations advocating for better streets in Australia