

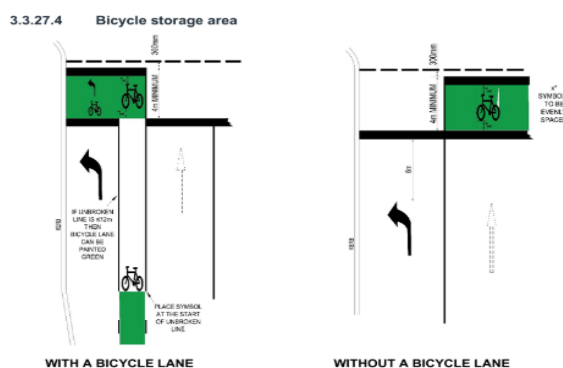
QUESTION ON NOTICE

Councillor Eleanor Freeman will ask the following Question on Notice:

1. What is the City of Adelaide's current strategy for installing bike boxes at intersections?
2. What criteria is assessed to warrant the installation of bike boxes at intersections?
3. During asset renewal of intersections, is the potential for bike boxes routinely assessed?
4. How many bike boxes are installed within the City of Adelaide at present?
5. How many bike boxes are planned to be installed within the City of Adelaide in FY2026/27?

REPLY

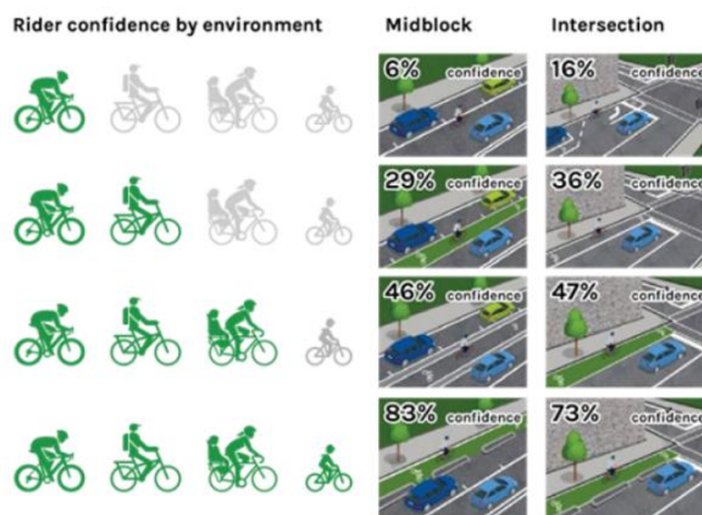
1. Bike boxes (also known as advanced stop lines or bicycle storage areas) are a type of road pavement marking installed at signalised intersections that provide on-road cyclists/micromobility users the opportunity to get in front of vehicles queued at the intersection providing improved visibility, a head start and be further away from motorised vehicle exhaust fumes.



Layout of bike boxes from the DIT Pavement Marking Manual

2. The Integrated Transport Strategy under Goal 1.4: Better travel choices for a more liveable city (implement effective interventions that favour active travel and public transport) identifies Intersection upgrades and other traffic calming measures on active travel routes as a Key Project and Service.

3. In regard to upgrades to intersections to provide bike boxes, the City of Adelaide [Infrastructure Design Guidelines](#) (section 4.12 – Bicycle lanes) include the following, “Protected kerbside bicycle lanes with protected intersection treatments are preferred. Bicycle boxes should be considered a treatment of ‘last resort’. Bicycle hook turn treatments may be provided as a staged conversion to protected intersections treatments.”
4. The preference for protected intersection treatments over a bike box reflects the Integrated Transport Strategy (ITS) Cycling Discussion Paper and the importance of creating safer intersections as many people are ‘interested but concerned’ in cycling and have low levels of confidence with paint only cycling treatments (including bike boxes), whereas confidence in protected kerbside bicycle lanes with protected intersection treatments is significantly higher.



Rider confidence by environment

5. Whilst the preferred outcome is to create a protected intersection, in the case that the project budget or scope cannot include this type of facility and the intersection is signalised, bike boxes are considered as a secondary option both for renewal and new and upgrade projects such as Main Street Revitalisation projects. The potential to install bike boxes is subject to the scope of the project and existing infrastructure including the intersection layout and traffic signals and signal phasing.
6. Bike boxes are not an asset recorded within the CoA assets database as they are classified as line marking and as such this information cannot be readily obtained. As part of the ITS action to review intersection safety and prioritise intersection improvements, this information will be collected (spatially).
7. The Administration, as noted under point 3 of this response, is not proposing a significant increase in bike boxes during the 2026/27 financial year, as they are proposed as a secondary option. However the Administration advises that bike boxes are proposed at each end of Gouger Street as part of the Gouger Street Main Street Revitalisation Project and are under consideration as part of other Mainstreet projects.

Staff time in receiving and preparing this reply	To prepare this reply in response to the question on notice took approximately 5.5 hours.
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