



A64 Bus priority improvements – Phase 2

Improving bus reliability, accessibility and safety for cyclists and pedestrians by creating a modern busway, removal of Shaftesbury Footbridge and traffic signal upgrades

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Overview of the proposed scheme

The A64 Bus Improvements: Phase 2 is looking to improve bus reliability, accessibility and safety for cyclists and pedestrians by creating a modern busway, removal of Shaftesbury Footbridge and traffic signal upgrades.

We are looking to improve bus journey times and reliability, enhance the provision for walking and cycling by creating a modern busway, removing Shaftesbury Footbridge, creating new crossing facilities for cyclists and pedestrians and traffic signal upgrades.

Leeds City Council and the West Yorkshire Combined Authority (The Combined Authority) have developed plans for this second phase, and we are seeking your feedback prior to progressing through detailed design and delivery in 2026-27.

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Disclaimer: Please note the plans in this document are not technical engineer drawings and are intended for consultation purposes only.



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Phase 2 of the project focuses on

- Replacing the existing guided bus way with segregated bus lanes which can be used by all bus services along the route
- Demolishing Shaftesbury Footbridge and replacing it with pedestrian and cycling crossings
- Improving provision for people walking, wheeling and cycling including increasing the width of the pavements, kerb improvements and changes to crossings
- Creating a new priority bus gate and reconfiguring existing bus gates
- Upgrading traffic signals along the route to reduce delay for buses and pedestrians

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This will require some changes to existing bus stops (the locations are noted on the plans)

- Wykebeck Valley Road bus stop to be combined with Highway Flats bus stop
- Relocating Shaftesbury Junction B bus stop near to the Hepton Court junction nearer to Hepton Court
- Relocation of Shaftesbury Junction C bus stop closer to Wykebeck Court
- Gipton Approach bus stop to be combined with Halton Dial (eastbound) bus stop
- Relocation of Dawlish Terrace bus stop to align with bus gate changes

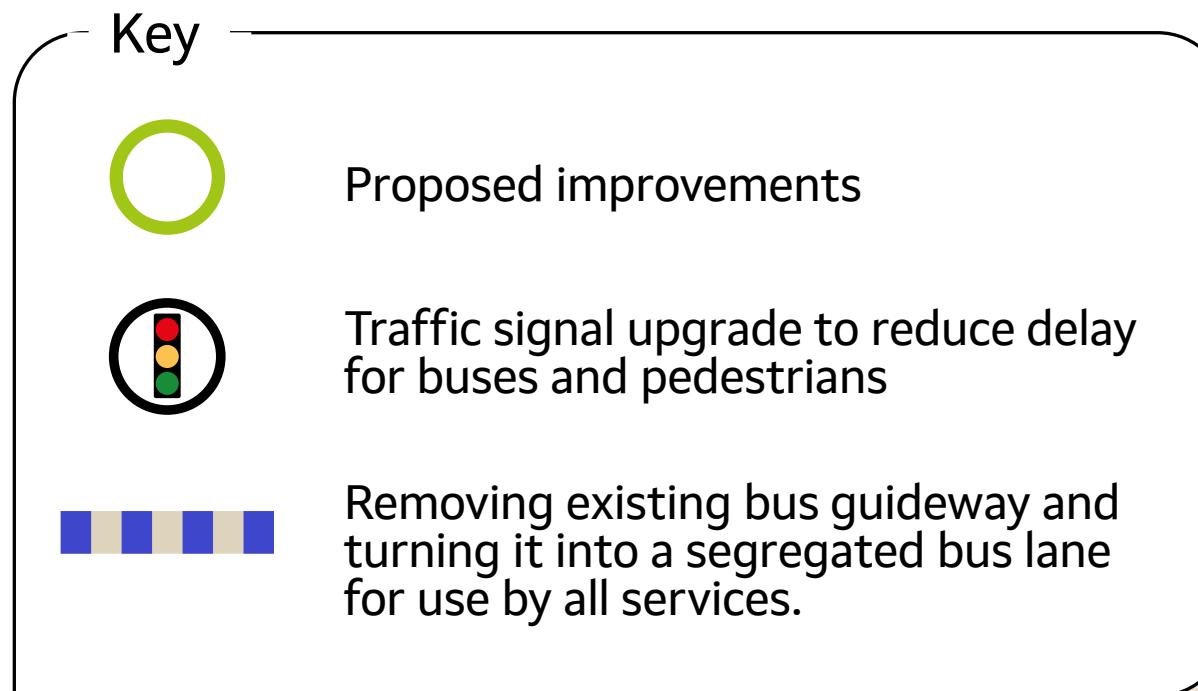
Please refer to the following slides show these location and proposals in more detail.



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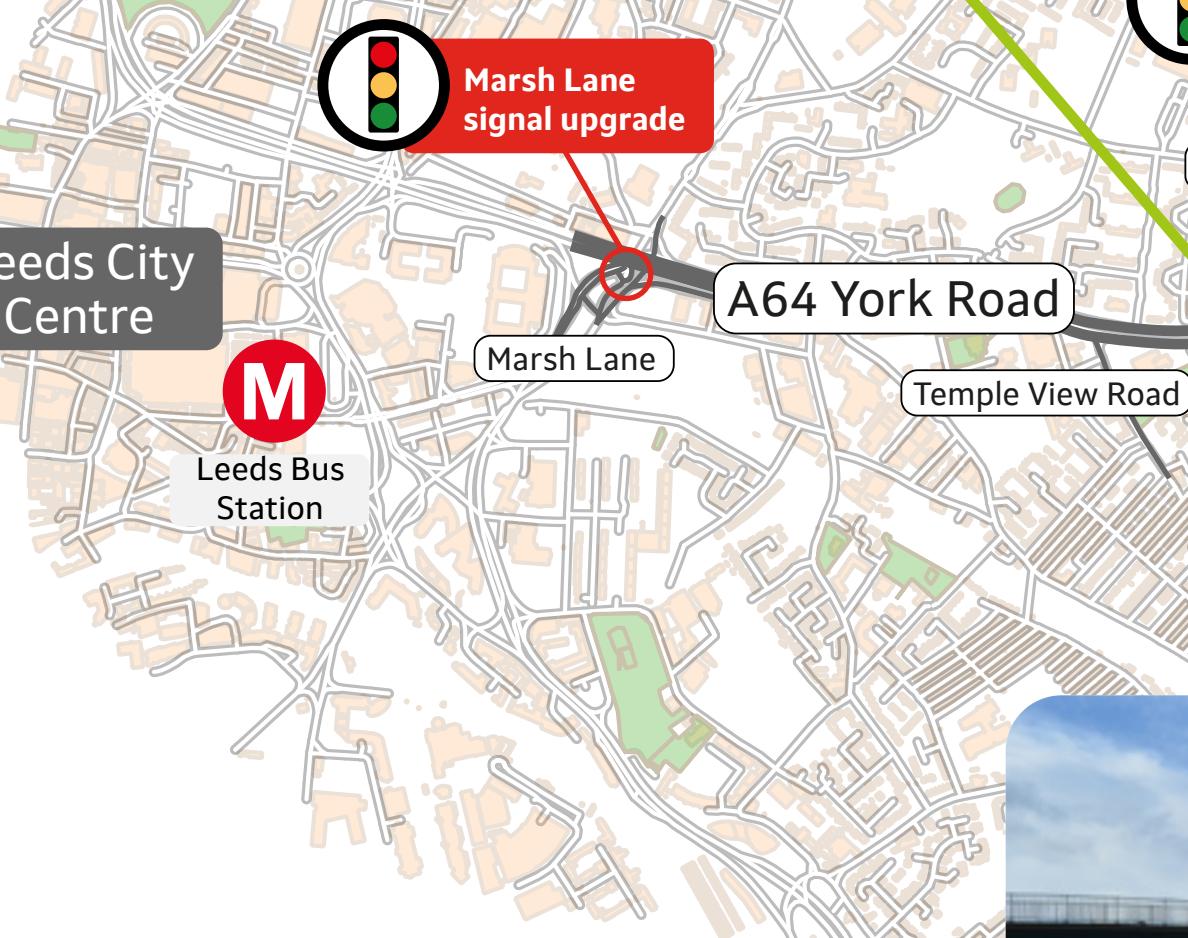




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Leeds City
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Plan 1 Raincliffe Road bus stop
and layby reconfiguration

Plan 2 Dawlish Terrace bus stop



Marsh Lane
signal upgrade

A64 York Road

Temple View Road

Raincliffe Road

Marsh Lane

Torre Road

Harehills Lane

Gipton Approach

Sutton Approach

Selby Road

Skelton Terrace

Osmondthorpe

Halton

Cross Gates Road

Wykebeck Valley Road

Somerville Green

Killingbeck Drive

Foundry Lane

Inglewood Drive

Sandway

Cross Gates Railway Station

Inglewood Drive
signal upgrade

Seacroft Hospital
signal upgrade

Plan 5 Wykebeck Valley Road / Highways Flats bus stops

Plan 6 Melbourne Roudabout bus stop layby

Plan 4 Halton Dial / Gipton Approach bus stops

Plan 3 Shaftsbury footbridge

Plan 2 Dawlish Terrace bus stop

Plan 1 Raincliffe Road bus stop and layby reconfiguration

Torre Road signal upgrade

Marsh Lane signal upgrade

Leeds City Centre

Leeds Bus Station

A64 York Road

Temple View Road

Raincliffe Road

Marsh Lane

Torre Road

Harehills Lane

Gipton Approach

Sutton Approach

Selby Road

Skelton Terrace

Osmondthorpe

Halton

Cross Gates Road

Wykebeck Valley Road

Somerville Green

Killingbeck Drive

Foundry Lane

Inglewood Drive

Sandway

Cross Gates Railway Station

Inglewood Drive signal upgrade

Seacroft Hospital signal upgrade

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Plan 1 Raincliffe Road bus stop and layby reconfiguration

Torre Road signal upgrade

Marsh Lane signal upgrade

Leeds City Centre

Leeds Bus Station

A64 York Road

Temple View Road

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Marsh Lane

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Gipton Approach

Sutton Approach

Selby Road

Skelton Terrace

Osmondthorpe

Halton

Cross Gates Road

Wykebeck Valley Road

Somerville Green

Killingbeck Drive

Foundry Lane

Inglewood Drive

Sandway

Cross Gates Railway Station

Inglewood Drive signal upgrade

Seacroft Hospital signal upgrade

Plan 5 Wykebeck Valley Road / Highways Flats bus stops

Plan 6 Melbourne Roudabout bus stop layby

Plan 4 Halton Dial / Gipton Approach bus stops

Plan 3 Shaftsbury footbridge

Plan 2 Dawlish Terrace bus stop

Plan 1 Raincliffe Road bus stop and layby reconfiguration

Torre Road signal upgrade

Marsh Lane signal upgrade

Leeds City Centre

Leeds Bus Station

A64 York Road

Temple View Road

Raincliffe Road

Marsh Lane

Torre Road

Harehills Lane

Gipton Approach

Sutton Approach

Selby Road

Skelton Terrace

Osmondthorpe

Halton

Cross Gates Road

Wykebeck Valley Road

Somerville Green

Killingbeck Drive

Foundry Lane

Inglewood Drive

Sandway

Cross Gates Railway Station

Inglewood Drive signal upgrade

Seacroft Hospital signal upgrade

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Marsh Lane signal upgrade

Leeds City Centre

Leeds Bus Station

A64 York Road

Temple View Road

Raincliffe Road

Marsh Lane

Torre Road

Harehills Lane

Gipton Approach

Sutton Approach

Selby Road

Skelton Terrace

Osmondthorpe

Halton

Cross Gates Road

Wykebeck Valley Road

Somerville Green

Killingbeck Drive

Foundry Lane

Inglewood Drive

Sandway

Cross Gates Railway Station

Inglewood Drive signal upgrade

Seacroft Hospital signal upgrade

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A64 York Road

Temple View Road

Raincliffe Road

Marsh Lane

Torre Road

Harehills Lane

Gipton Approach

Sutton Approach

Selby Road

Skelton Terrace

Osmondthorpe

Halton

Cross Gates Road

Wykebeck Valley Road

Somerville Green

Killingbeck Drive

Foundry Lane

Inglewood Drive

Sandway

Cross Gates Railway Station

Inglewood Drive signal upgrade

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Plan 4 Halton Dial / Gipton Approach bus stops

Plan 3 Shaftsbury footbridge

Plan 2 Dawlish Terrace bus stop

Plan 1 Raincliffe Road bus stop and layby reconfiguration

Torre Road signal upgrade

Marsh Lane signal upgrade

Glossary

Term	Definition	Visual Aid	
Busgate	A section of the road that only allows buses (and other designated users such as taxis) – cars are not allowed – and gives buses priority over other traffic, defined by a physical barrier such as collapsible bollards or temporary barriers, signage, traffic lights or virtual mechanisms that are activated when a bus gets close.		
Guided busway	A dedicated, buses-only route with buses running on a purpose-built track. (The bus is guided along the route so that steering is automatically controlled, and like a tram, the vehicle follows a set path, whilst the bus driver controls the speed of the vehicle).		
Cycle track bypass	Also known as a floating bus stop, this is an arrangement that channels the cycle lane behind a bus stop, running behind the passenger boarding area, between an island and the footway. For people on foot, it will resemble a small road they have to cross to get to the bus stop and helps separate cycle traffic from people getting on and off buses and people waiting at the bus stop		
Pedestrian	A pedestrian can be described as a person/people walking or a person/people on foot. The terms pedestrian and walking include people using mobility aids such as wheelchairs and mobility scooters designed for use on the footway, and people with physical, sensory or cognitive impairments who are travelling on foot.		
Term	Definition	Visual Aid	
Segregated cycle track	A one-way cycle track within the boundary of the road, that is physically separated from people on foot and from traffic on the road by a barrier such as a raised kerb, verge or difference in levels and usually running in the same direction as the road traffic.		
Tactile Paving	Paving with raised bumps that can be felt underfoot. This aids visually impaired and blind people to navigate. Those with less severe sight loss can also use the product's colour coding to access extra information about their surroundings: Red at controlled crossing points Buff (beige/yellow) used as a warning at uncontrolled crossing points		
Traffic lights	A set of automatically operated coloured lights, typically red, amber, and green, for controlling traffic at road junctions, pedestrian crossings, and roundabouts		



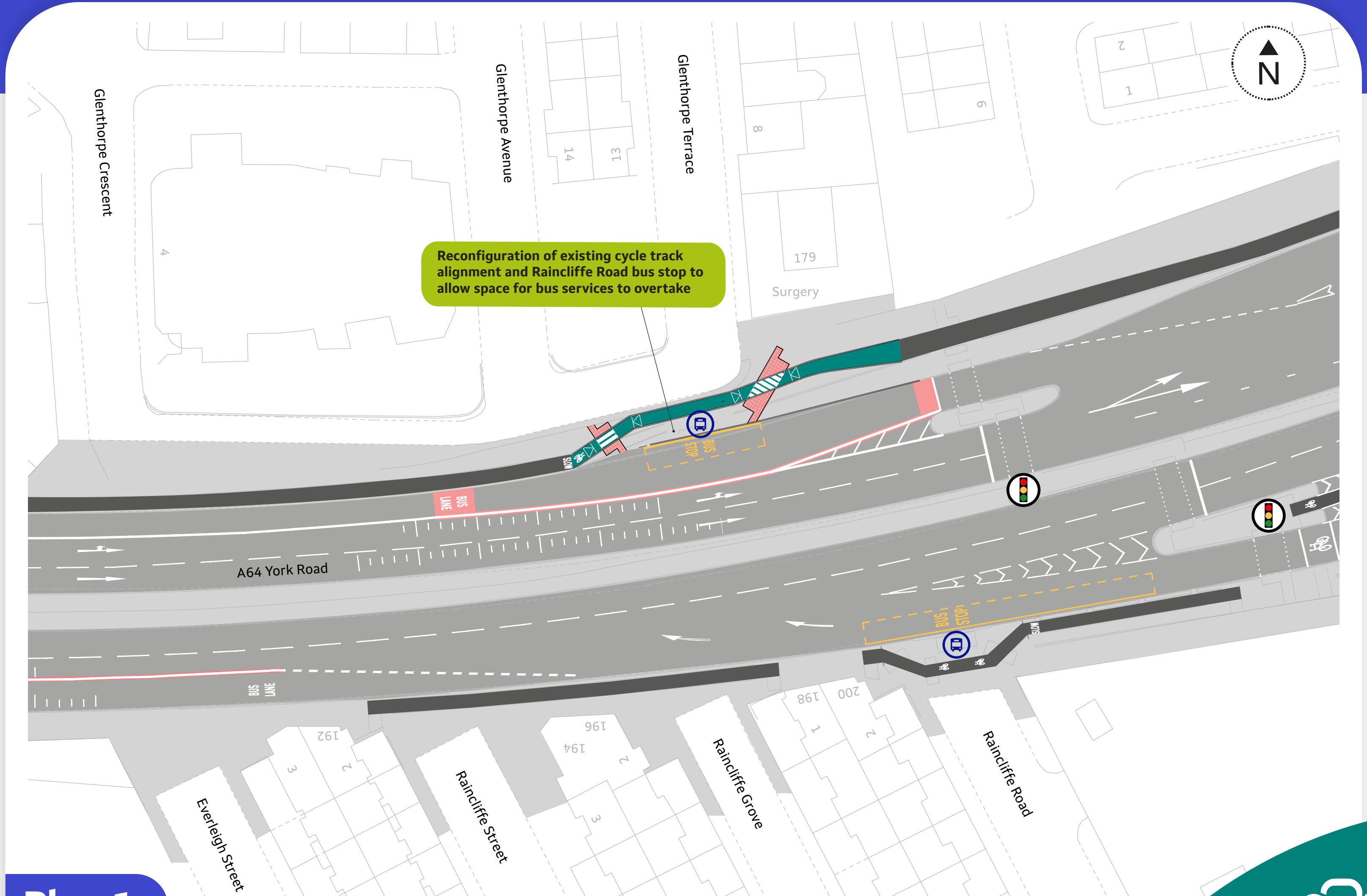
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Raincliffe Road bus stop and layby reconfiguration



Key	
	Existing/proposed bus lane
	Existing cycle track
	Road
	Proposed/amended cycle track
	Tactile paving
	Bus shelter
	Traffic signal upgrade to reduce delay for buses and pedestrians

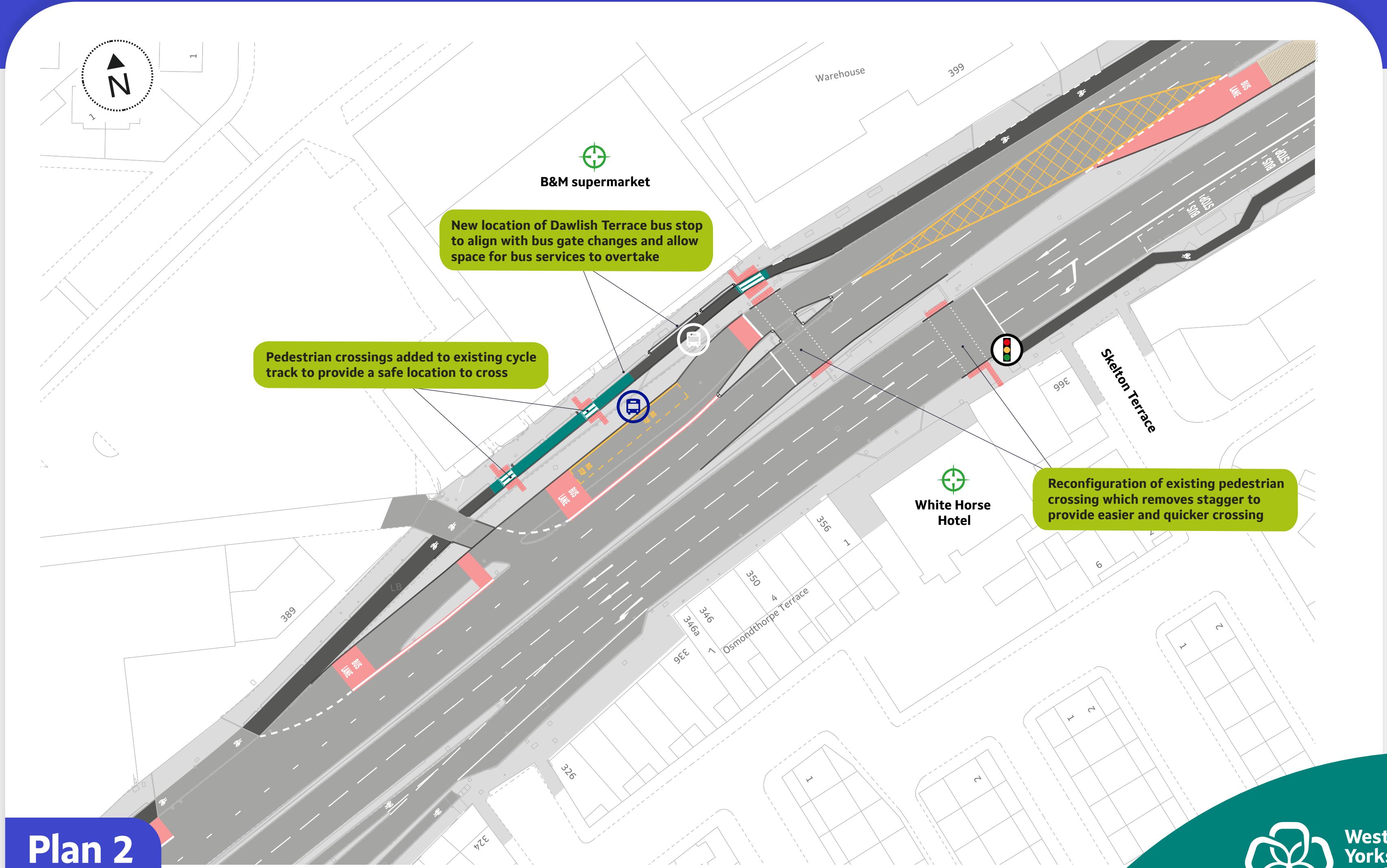
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Key	
	Existing/proposed bus lane
	Existing cycle track
	Road
	Proposed/amended cycle track
	Tactile paving
	Proposed segregated bus lane
	Bus shelter
	Bus stop/shelter relocated
	Traffic signal upgrade to reduce delay for buses and pedestrians

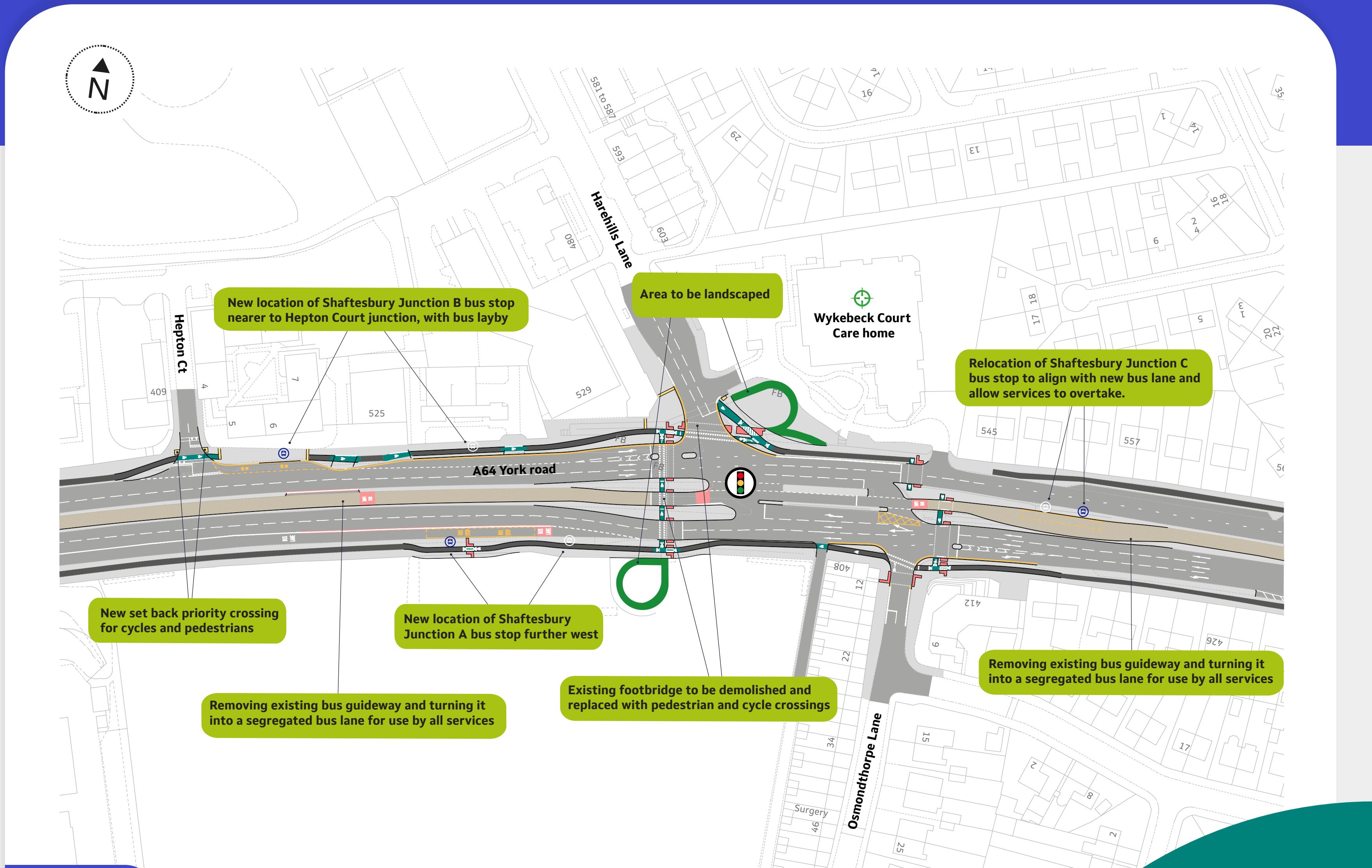
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Plan 3



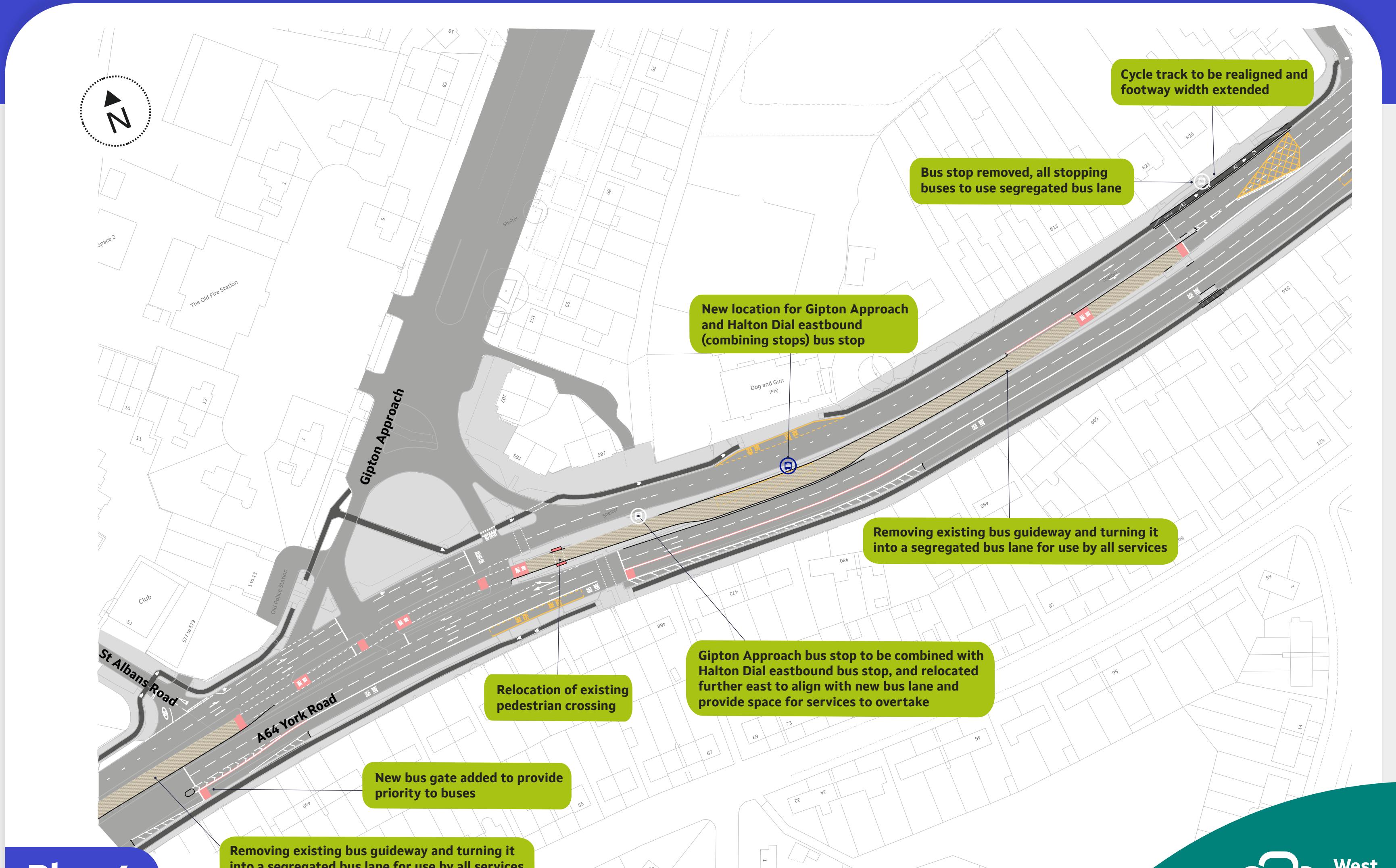
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Key	
■	Existing/proposed bus lane
■	Existing cycle track
■	Road
■	Proposed/amended cycle track
■	Tactile paving
■	Proposed segregated bus lane
■	Proposed/amended grassland
■	Bus shelter
■	Bus stop/shelter relocated
■	Traffic signal upgrade to reduce delay for buses and pedestrians

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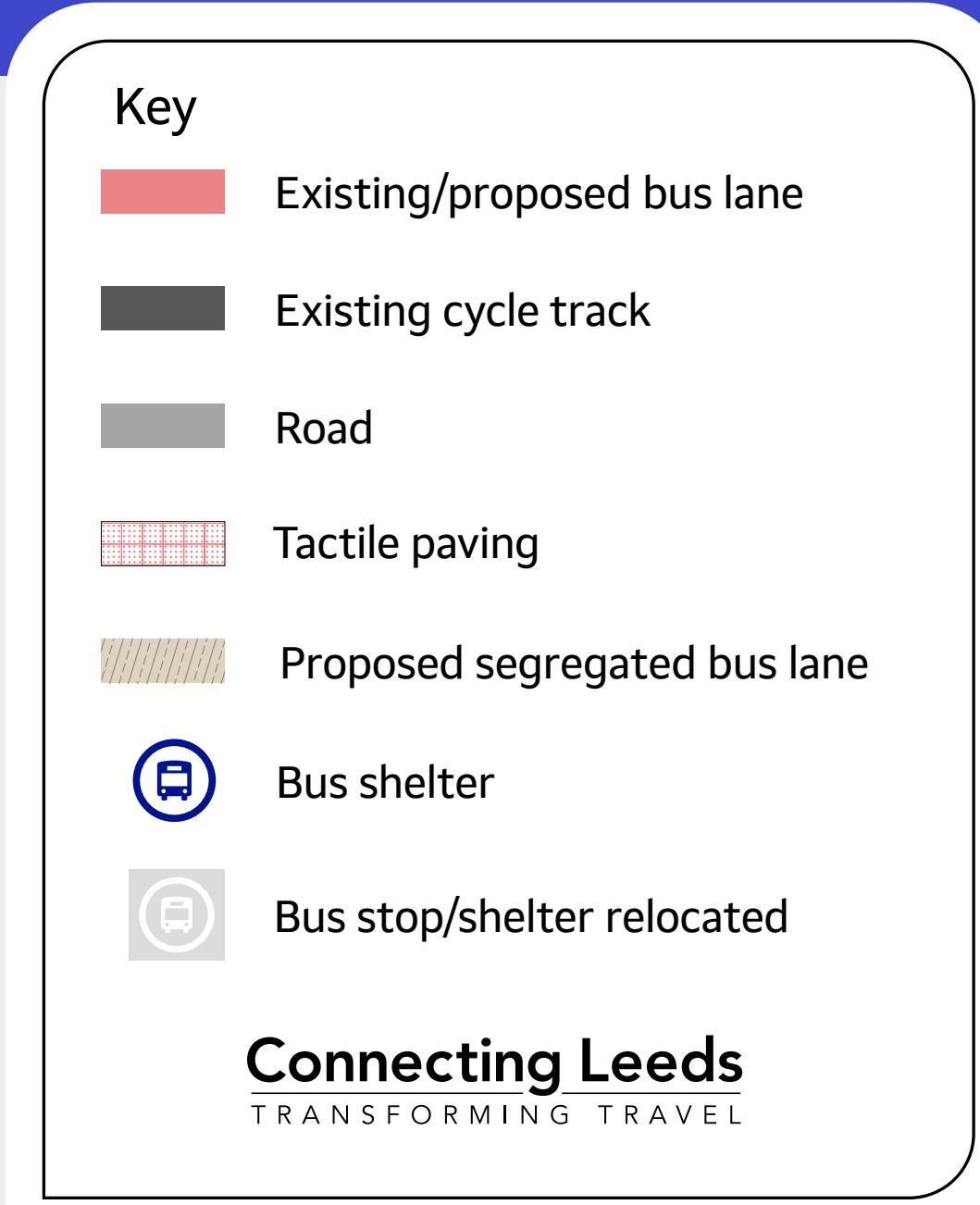
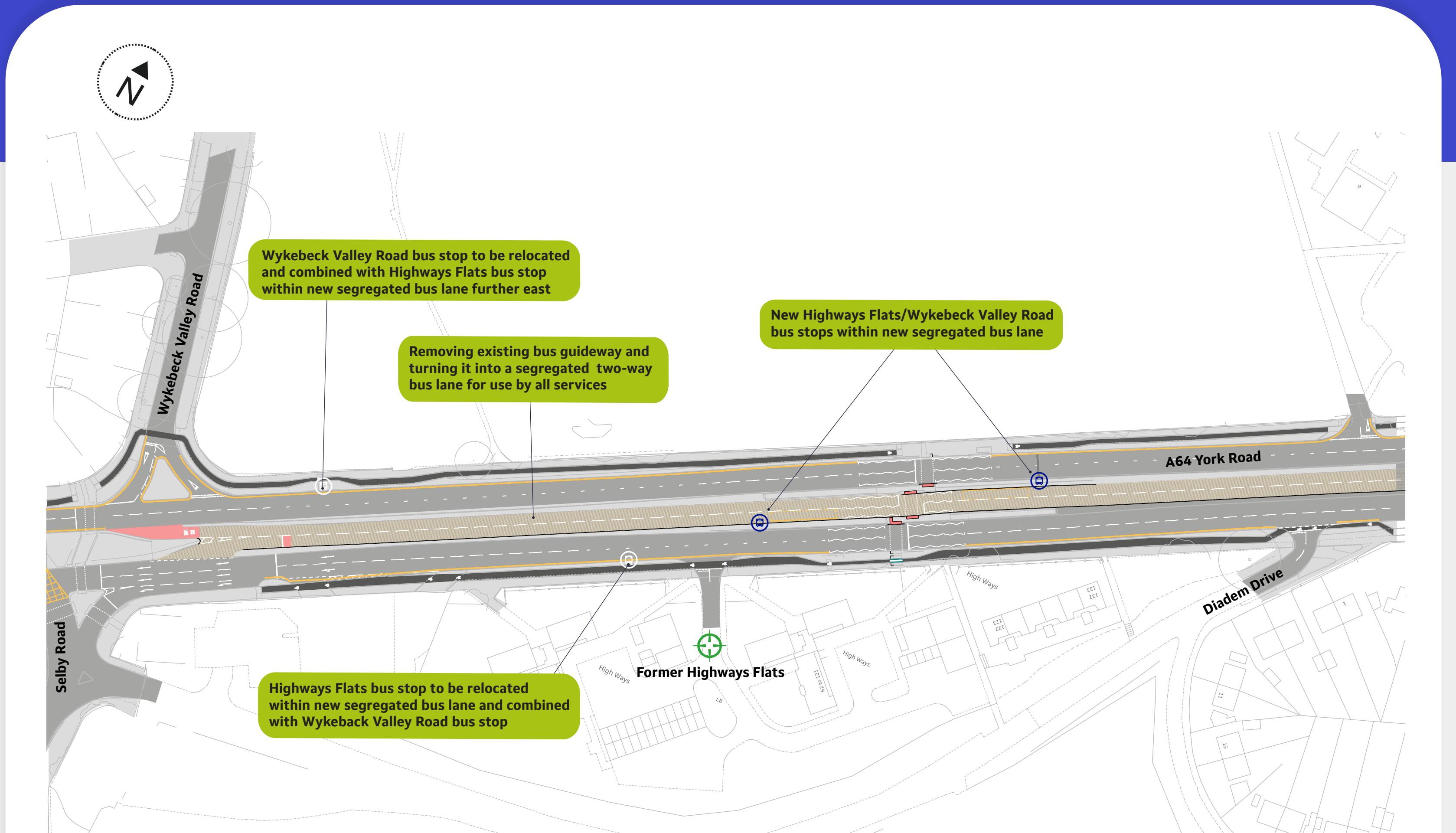


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Wykebeck Valley Road / Highways Flats bus stops



Plan 5



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Melbourne Roundabout inset bus stop layby



Key

- Existing cycle track
- Road
- Proposed/amended cycle track
- Tactile paving
- Existing grassland
- Bus shelter

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Plan 6