

APPENDIX B: CURRENT BUS SCHEME COSTS AS AT OCTOBER 2023

CRSTS Transformational Schemes		Indicative Scheme Cost
A660 bus priority & cycle corridor incl. Lawnswood roundabout	Bus priority and cycle provision along key corridor in north Leeds, providing bus priority and segregated cycle provision on the corridor, including improvements to Lawnswood roundabout to address cycling safety issues	£13,050,000
Beckett Street, Leeds – transformational bus priority scheme	Bus priority scheme combining bus lane and junction upgrades and active travel improvements to link the city centre to St James Hospital and north-east Leeds. The scheme will provide continuous bus priority, segregated cycle infrastructure, and improved pedestrian provision, to improve bus journey times and reliability and provide safe walking and cycling provision	£15,000,000
Leeds City Centre bus priority, network efficiency, parking management, place making and active travel	Compliments the Leeds City Centre package, developing works on East Parade and Calverley St. to maximise benefits for buses and develop associated measures for cycling and walking.	£1,400,000
A660 - Northern/University Gateway inclusive of the Headrow to St Marks Road	The scheme addresses bus delay through improvements in the City Centre up to the Inner Ring Road. From there, the scheme will remove general traffic from Blenheim Terrace in both directions, creating a bus, cycle and walking only environment, facilitated through the provision of bus gates and complementing	£20,500,000
Elland Road South/Churwell Hill (from A6110 package)	The scheme will introduce a bus bypass lane to allow buses to avoid queuing traffic at a busy junction onto the ring road, and improve bus waiting facilities. The scheme also provides new cycling facilities with bi-directional cycleways and controlled crossing facilities to all arms of the junction	£8,500,000
Thirsk Row Bus gate	The scheme enables an existing one-way street to be two-way for buses (remaining one way for general traffic) along with a new bus gate enabling buses to bypass current delay and avoid unnecessary and highly congested movement in the city centre. It will also enable a wider footway and an extension of the existing bi-directional cycle track. The cost remains the same, but it will now be funded from the successful WY Bus Hotspots bid.	
A61 (N) multi modal corridor improvements - Scott Hall Road bus lane	Post Covid the benefits were significantly reduced, and therefore this scheme was withdrawn after the CRSTS Inflation Review of September 2023.	
Transforming Cities Fund Programme		
A64 Bus, Cycle and Walking Improvements.	The scheme was subject to an Inflation Review in November 2022, and a £4.9M package of Bus Priority and minor cycling and pedestrian measures has been developed for approval by Transport Committee in November.	£4,980,000
A61 Bus, Cycle and Walking Improvements	After a programme wide Inflation Review in November 2022 it was agreed that all elements of this scheme(bus priority , cycling, pedestrian measures etc) is developed to OBC, and await further possible funding.	£475,000
A639 Bus, Cycle and Walking Improvements	After a programme wide Inflation Review in November 2022 the scheme funding was reduced form £10.9M to £1M. Work is underway to target the most acute issue which will report shortly.	£1,000,000
CRSTS Capacity Fund		
Eastside City Centre Study	The Capacity Funding (in part) is designed to develop a pipeline of schemes for CRSTS II. The study looks at the area between Regent St and Crown Point Bridge, with a view to developing sustainable transport alongside public realm to re-purpose the area.	£250,000
		* = available funding halved with Wakefield.