

Report to: Executive Board on 19<sup>th</sup> August, 2002

Expenditure of developer contribution from Phase 2 Oxford Science Park on GTE feasibility

<p><b>Report of: Planning Policy Manager</b></p> <p><b>Report Author: Lyn Lawrence</b></p> <p><b>Lead Member Responsible: Colin Cook</b></p> <p><b>Overview and Scrutiny Committee Responsibility: Environment</b></p> <p><b>Key Decision: No</b></p>	<p><b>WARDS AFFECTED</b> Littlemore</p>
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#### **SUMMARY AND RECOMMENDATIONS**

This report explains a proposal to bring forward the payment of a developer contribution to fund a feasibility study for extending the southern end of the proposed GTE (Guided Transit Expressway) beyond the Redbridge Park & Ride to serve the Oxford Science Park area.

The Board is recommended to:-

- (1) support the offer of the Oxford Science Park Joint Venture to advance £10,000 of their £100,000 developer contribution towards the provision of GTE to fund a feasibility study for extending the southern end of the GTE to serve the Oxford Science Park area;
- (2) to add the scheme to the Capital Programme;
- (3) to approve the expenditure, to note that the study will be commissioned by the Board of GTE for Oxfordshire Ltd and to release the £10,000 contribution.

THIS REPORT HAS BEEN SEEN AND APPROVED BY: the Planning Policy Manager

1. In 1999, the Planning Committee granted outline permission for the development of Phase 2 and 2A of the Oxford Science Park subject to a legal agreement covering, amongst other things, a financial contribution of £100,000 for the provision of a Guided Transit Express or other rail passenger service connecting the Science Park to the City. The contribution is only to become payable if the service is fully operational by 31<sup>st</sup> December, 2011 and a station or halt is provided within or immediately adjacent to the Phase 2A land.

2. However the Oxford Science Park have offered to pay up to £10,000 of its commitment to the GTE project now for it to fund a feasibility study for extending the southern end of the GTE which, under current proposals will terminate at Redbridge Park & Ride, to serve the Oxford Science Park area. Such an extension would be required to trigger the payment of the full contribution.

3. The potential extension of GTE along this route would improve travel times and the service reliability for buses to and from the Science Park and surrounding developments. The Local Plan supports GTE and proposes halts at BMW/Blackbird Leys, the Kassam Stadium and the Science Park/Littlemore.

4. Due to lack of land, the original proposal to extend a bus guideway along the Cowley branch line is currently on hold. The feasibility work will investigate a possible guideway along the ring road route between the Redbridge and Heyford Hill roundabouts. This should complement any future proposals for passenger rail along the branch line.

5. The proposed expenditure accords with the purpose of the legal agreement in helping to secure a GTE service to the Science Park. The feasibility study would be commissioned by the Board of GTE for Oxfordshire Ltd.

**Background papers:**

Legal agreement dated 26<sup>th</sup> June, 2000 between Magdalen College Oxford, Prudential Development Management Limited, Oxford City Council and Oxfordshire County Council;  
Letter dated 24<sup>th</sup> June 2002 from Magdalen College on behalf of the Oxford Science Park Joint Venture