

6.3 Transport and Access

- 6.3.1 Chapter 8 of the 2022 ES reported the likely significant Transport and Access effects of the O2 Masterplan development on existing receptors during the construction and operational phase.
- 6.3.2 This Chapter has been prepared in order to outline the key changes in relation to the 2023 Consent and to identify changes to the findings and conclusions associated with the 2022 ES.
- 6.3.3 A separate Transport Assessment Addendum (TAA) (Appendix 6.3.1) has been prepared in relation to the Proposed Development, which has informed this ES Addendum chapter.

Legislation, Planning Policy and Guidance

- 6.3.4 A review of UK legislation, planning policy and guidance relevant to the proposals has been previously undertaken as part of the 2022 ES. The following sub-sections outline where policy and guidance has changed since the preparation of the 2022 ES.

National Planning Policy Framework (2024)

- 6.3.5 The National Planning Policy Framework (NPPF) was updated in December 2024 and sets out the Government's planning policies for England and how these are expected to be applied. The updated NPPF does not introduce any significant changes to national transport planning policy compared with the version of the NPPF which was adopted at the time of the determination of the consented development.

Camden emerging Local Plan (2024)

- 6.3.6 Camden Council is in the process of updating the Local Plan. The emerging Camden Local Plan is currently in its consultation stage. The Regulation 18 consultation took place in early 2024. Further consultation is anticipated in 2025, with adoption currently anticipated in Spring 2026. At this stage in the plan preparation process, the draft Local Plan policies carry limited weight.

IEMA Environmental Assessment of Traffic and Movement (2023)

- 6.3.7 The Institute of Environmental Management and Assessment (IEMA) published updated guidance on the Environmental Assessment of Traffic and Movement in 2023. The updated guidance is substantially unchanged compared to the previous IEMA Guidelines for the Environmental Assessment of Road Traffic (1993) that was referred to as part of the original 2022 ES. As such, the assessment methodology outlined in the original 2022 ES has not been altered in this revised Chapter.

Baseline conditions

6.3.8 There have been minor changes to public transport frequencies and the strategic cycling network in the vicinity of the Site since the preparation of the 2022 ES. Additionally, the speed limit on Finchley Road adjacent to the Site was reduced to 20mph in April 2023, in accordance with Transport for London's Vision Zero strategy. These changes do not materially alter the principles and assessments in the original 2022 ES.

Scheme changes

6.3.9 The proposed changes relate to Phase 1 (the "Detailed Element") only. Phase 1 consists of Development Plots N3E, N4 and N5, and the associated landscaping, access roads and infrastructure. These Plots are located in the centre of the Site. No changes are proposed to Phases 2 and 3 as part of this Section 73 planning application except for a reduction in the maximum residential floorspace.

6.3.10 The Transport and Access Chapter of the 2022 ES assessed the full O2 Masterplan (the 2023 Consent) which includes Phases 1, 2 and 3. For consistency the same approach has been adopted in this Chapter, considering the full Masterplan including the changes associated with the Proposed Development.

6.3.11 The principles of the layout and design of Phase 1 remain consistent with the 2023 Consent. From a Transport and Access perspective, the key changes to Phase 1 include the following:

- An increase of 43 dwellings, an increase of 46sqm of Community floorspace and a decrease of 54sqm of Commercial floorspace compared to the consented Phase 1 scheme.
- Alterations to pedestrian entrances to buildings to reflect revised building layouts.
- The provision of two east-west walking and cycling routes to the south of the Development Plots (compared to one in the 2023 Consent).
- Updates to car parking and cycle parking provision to reflect the revised development proposals. The proposed provision of car parking and cycle parking remains compliant with London Plan (2021) standards.

Trip generation

6.3.12 The Proposed Development involves increasing the number of dwellings provided in Phase 1, however the overall Masterplan development quantum will remain unchanged compared to the current consent, except for an 8sqm reduction in non-residential (Community and Commercial) areas from Phase 1. The total forecast number of trips associated with the full Masterplan (Table 8.7 of the 2022 ES) therefore remain unchanged.

6.3.13 For additional context, the net change in trips associated with the Proposed Development has been considered, which are shown in **Table 6.3.1** (details of the assessment methodology are provided in the TAA). As this table shows, the Proposed Development would lead to a small increase of 24 two-way trips in the AM peak hour and 20 two-way trips in the PM peak hour compared to the consented Phase 1 proposals. When split across modes, the largest increase would be walking trips (11 additional trips in the AM peak hour and nine additional trips in the PM peak hour). In the context of the excellent public transport and active travel connections that the Site benefits from, the increase in trips across each mode is negligible.

Table 6.3.1: Net change in trips associated with revised Phase 1 proposals

Mode	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:30 – 18:30)		
	In	Out	Total	In	Out	Total
Underground / Overground	0	+4	+4	+3	+1	+4
National Rail	0	+1	+1	+1	0	+1
Bus	0	+5	+5	+4	+1	+5
Bicycle	0	+2	+2	+1	0	+1
Walking	+2	+9	+11	+5	+4	+9
Vehicle Passengers	0	0	0	0	0	0
Total Vehicles	+1	0	+1	0	0	0
Total	+3	+21	+24	+14	+6	+20

Assessment Methodology and Significance Criteria

6.3.14 The following section outlines the methodologies applied to identify and assess the potential impacts and likely effects to result from the Proposed Development.

Scope of assessment

6.3.15 The scope of the assessment remains the same as the 2022 ES. For reference, the following were scoped into the assessment in the 2022 ES:

6.3.16 Demolition and Construction Phase:

- Driver / bus driver delay.

6.3.17 Operational Phase:

- Severance.
- Driver / bus driver delay.
- Pedestrian and cyclist delay.
- Rail delay.
- Amenity, fear and intimidation.
- Accidents and safety.

Sensitive receptors

6.3.18 The sensitive receptors remain the same as the 2022 ES.

Method of Baseline Collection

6.3.19 The method of baseline collection remains the same as the 2022 ES.

Method of Assessment

6.3.20 The method of assessment remains the same as the 2022 ES.

Significance Criteria

6.3.21 The significance criteria remains the same as the 2022 ES.

Assessment of Effects, Mitigation and Residual Effects

Demolition & Construction Phase

6.3.22 This section identifies and assesses the scale and nature of the main effects arising from the Proposed Development during the construction phase.

Driver / bus delay

6.3.23 The Proposed Development results in a minor increase in residential dwellings and a slight decrease in commercial floorspace. The basis for the forecasting of construction related trips has been reviewed in order to understand the degree to which the Proposed Development would result in changes to construction vehicle numbers. Following this review it is expected that construction vehicle numbers would not significantly change given that the small increase in dwellings would only result in slight changes to the duration over which construction activity takes place rather than an increase in peak construction traffic intensity. The construction vehicle numbers have therefore not changed materially since the preparation of the 2022 ES.

6.3.24 Buses will continue to be maintained within the Site throughout the construction process, and appropriate facilities will be in place during this time.

6.3.25 The changes associated with the Proposed Development would therefore not alter the operations of the Site during the demolition and construction phase. As such, consistent with the findings of the 2022 ES the overall effect of the Proposed Development on driver / bus delay during the demolition and construction phase continues to be **Negligible**.

Operational Phase

6.3.26 This section identifies and assesses the scale and nature of the main effects arising from the Proposed Development during the operational phase.

Severance

6.3.27 The revised layout of Phase 1 continues to follow the principles of the 2023 Consent, including strong east-west connections along Blackburn Road and to the south of the Development Plots (which will be for pedestrians and cyclists only). North-south connections between Blocks will also be provided, for ease of movement through the Site. The principles of the Site layout and public realm improvements for the wider O2 Masterplan also remain consistent with the details set out in the 2022 ES.

6.3.28 As such, consistent with the findings of the 2022 ES the overall effect of the Proposed Development on severance continues to be long term **Moderate Positive**.

Driver / bus delay

- 6.3.29 In keeping with the 2023 Consent, the Proposed Development will continue to provide disabled car parking only, in accordance with London Plan (2021) policy. As such, vehicle trips associated with the Proposed Development will continue to be minimal.
- 6.3.30 As stated in Paragraph 6.3.10, the overall O2 Masterplan development quantum remains largely unchanged compared to the 2023 Consent and therefore the travel demand associated with the development that was assessed in the 2022 ES remains unchanged. The net change in travel demand associated with the Proposed Development is shown in **Table 6.3.1**, which demonstrates that the revised proposals would lead to a negligible increase in trips (including an addition of only one vehicle trip in the AM peak hour). As per the 2022 ES, overall the Proposed Development is forecast to result in a reduced level of traffic compared to the existing Site.
- 6.3.31 The changes associated with the Proposed Development do not alter the proposed arrangements for buses on Blackburn Road following the build-out of the phase.
- 6.3.32 As such, consistent with the findings of the 2022 ES the overall effect of the Proposed Development on driver / bus delay continues to be long term **Negligible**.

Pedestrian and cyclist delay

- 6.3.33 The revised layout of Phase 1 continues to follow the principles of the 2023 Consent, including strong east-west connections along Blackburn Road and to the south of the Development Plots (which will be for pedestrians and cyclists only). Phase 1 (and the wider Masterplan) continue to be car-free (except for disabled car parking), resulting in reduced level of vehicle movement compared with the existing Site. The principles of the Site layout for the wider Masterplan also remain consistent with the details set out in the 2022 ES.
- 6.3.34 As such, consistent with the findings of the 2022 ES the overall effect of the Proposed Development on pedestrian and cyclist delay continues to be long term **Minor Positive**.

Rail delay

- 6.3.35 The Proposed Development would result in a minor increase in trips, however once spread across all modes the increase in trips would be negligible.
- 6.3.36 As stated in Paragraph 6.3.10, the overall Masterplan development quantum remains unchanged compared to the 2023 Consent and therefore the trips associated with the Masterplan that were assessed in the 2022 ES remain unchanged. As set out in Paragraph 1.3.1, there have been no material changes to the baseline transport conditions which would alter the findings of the rail impact assessment summarised in the 2022 ES.
- 6.3.37 As such, consistent with the findings of the 2022 ES the overall effect of the Proposed Development on rail delay continues to be **Negligible**.

Amenity, fear and intimidation

- 6.3.38 The revised layout of Phase 1 continues to follow the principles of the 2023 Consent, and the principles of the Site layout for the wider Masterplan also remain consistent with the details set out in the 2022 ES.
- 6.3.39 In keeping with the 2023 Consent, the Proposed Development will continue to provide disabled car parking only, in accordance with London Plan (2021) policy. As such, vehicle trips associated with the Proposed Development will continue to be minimal. As stated in Paragraph 6.3.10, the overall Masterplan development quantum remains largely unchanged compared to the 2023 Consent and therefore the trips associated with the Masterplan that were assessed in the 2022 ES remain unchanged.
- 6.3.40 The proposals will therefore continue to create a low-traffic environment, with public realm enhancements and increased pedestrian activity within the Site improving passive surveillance in the area.
- 6.3.41 As such, consistent with the findings of the 2022 ES the overall effect of the Proposed Development on amenity, fear and intimidation continues to be long term **Moderate Positive**.

Accidents and safety

- 6.3.1 The revised layout of Phase 1 continues to follow the principles of the 2023 Consent, including appropriate footway widths along Blackburn Road and a new pedestrian / cyclist east-west route to the south of the Development Plots, thus avoiding the need for pedestrians or cyclists to interact with vehicles.
- 6.3.2 In keeping with the 2023 Consent, the Proposed Development will continue to provide disabled car parking only, in accordance with London Plan (2021) policy. As such, vehicle trips associated with the Proposed Development will continue to be minimal. The net change in trips associated with the Proposed Development are shown in **Table 6.3.1**. This demonstrates that there would be a negligible increase in trips (including an increase of only one vehicle trips in the AM peak hour). As stated in Paragraph 6.3.10, the overall Masterplan development quantum remains unchanged compared to the 2023 Consent and therefore the trips associated with the Masterplan that were assessed in the 2022 ES remain unchanged.
- 6.3.3 As such, consistent with the findings of the 2022 ES the overall effect of the Proposed Development on accidents and safety continues to be long term **Negligible**.

Severability

- 6.3.4 The updated severability plan shows the extent of the severable area within Plot S8 within the Outline Element West. It is the applicants' firm intention to deliver this plot in accordance with the approved parameter plans through the submission of reserved matters pursuant to the hybrid planning permission. This will maximise the public benefits that will result from the development. However, it is recognised that an extant planning permission (ref PWX0202103), together with an extant section 73 permission (ref. 2023/1292/P) (collectively the "Builder's Merchant Scheme"), exist in relation to this part of the Site, and as a consequence this area has been identified as severable.

6.3.5 The Builder's Merchant Scheme includes a builder's merchant (2,306sqm), office floorspace (4,934sqm), and 10 residential units (six flats and eight houses).

Demolition & Construction Effects

6.3.6 The scale of the Builder's Merchant Scheme is such that it would be expected to only give rise to a minimal number of daily construction vehicle trips, for a relatively short period compared to the redevelopment of the O2 Masterplan site.

6.3.7 Furthermore, access to the Builder's Merchant Scheme for construction vehicles is expected to be via West End Lane whilst access to the O2 Masterplan site for construction vehicles is expected to predominantly be via Finchley Road. As such, by the nature of the highways access there would likely be a level of separation between the construction activities should programmes coincide.

6.3.8 It should be noted that there is an existing level of vehicular demand associated with the Builder's Merchant with trade vans visiting throughout the day. This would include Heavy Goods Vehicles (HGVs) delivering materials to the site. It is expected that the Builder's Merchant would need to close temporarily during the construction process to facilitate construction of the development. As such, future vehicular construction activities would not necessarily mean additional vehicular activity to the street, and the existing site activities would offset any net change.

6.3.9 The net change in vehicle movement during the construction phase of the Builder's Merchant scheme is therefore considered unlikely to create significant levels of impact on Blackburn Road (particularly given that traffic management would help regulate arrivals to the site to help avoid congestion and mitigate impact).

6.3.10 It is likely that both sites would be subject to Construction Environmental Management Plan (CEMP) would seek to manage and mitigate potential adverse impacts that could otherwise arise. CEMPs for both sites would need to be developed to take account of other building sites with the local area, as they would any other surrounding conditions.

6.3.11 It is considered that there would be no additional environmental effects if the Builder's Merchant Scheme were to come forward either before or alongside the construction of the remainder of the O2 Masterplan development.

Operational Effects

6.3.12 The total peak hour trips by mode for the Builder's Merchant Scheme have been considered in relation to the total peak hour trips by mode that would be generated by the O2 Masterplan's indicative development proposal for the relevant area of Plot S8.

6.3.13 The review of trips indicates that the Builder's Merchant Scheme, if brought forward, would generate a minor increase in the number of trips in the AM peak hour and a similar number of trips in the PM peak hour to the O2 Masterplan's indicative development proposal for the relevant area of Plot S8. It is not considered that this difference in trips would give rise to any additional environmental effects where the Builder's Merchant Scheme is developed instead of that part of the O2 masterplan scheme.

Limitation and Assumptions

6.3.14 The limitations and assumptions of the assessment remain the same as the 2022 ES.

Summary & Conclusions

6.3.15 This Chapter has been prepared in order to outline the key Transport changes in relation to the 2023 Consent.

6.3.16 The Proposed Development remain consistent with the 2023 Consent from a Transport and Access Perspective. The includes the continued provision of an east-west walking and cycling route to the south of the Development Plots, and continuing to provide car parking and cycle parking in accordance with London Plan (2021) standards.

6.3.17 The Proposed Development involves increasing the number of dwellings provided in Phase 1, however the overall Masterplan development quantum will remain largely unchanged compared to the 2023 Consent. The total forecast number of trips associated with the full Masterplan (Table 8.7 of the 2022 ES) therefore remain unchanged.

6.3.18 As demonstrated in this chapter, the conclusions of the Transport and Access effects that were assessed in the original 2022 ES remain unchanged, and there are no material changes in effects associated with the severability of the relevant area of Plot S8 through the bringing forward of the Builder's Merchant Scheme on that area of land.