

Healthy Street-, which aims to make London's streets healthy, safe and welcoming places for everyone. It includes 10 Indicators of a Healthy Street which focus on the experience of people using streets. These include indicators such as 'People Feel Safe', 'People Feel Relaxed', 'Not Too Noisy', and '~~Clean Air~~'.

Mr Bancroft's rebuttal includes a completed TfL Healthy Streets Toolkit spreadsheet, comparing scores for a baseline scenario prior to Masons' operations at the site and the current situation. The toolkit provides a score out of 100 across ten indicators. In both scenarios, Mr Bancroft's analysis shows no change in scores, which is simply not credible given the noticeable shift in how Churchfields Road is experienced since Masons began operating.

As highlighted in my evidence, the impact of Masons' operations has negatively affected at least four key indicators: residents and road users feel less safe and relaxed, and the street is now subject to increased noise and poorer air quality. These changes are not reflected in the submitted analysis and raise serious concerns about its validity.

There has been no deterioration in any of the following conditions for example:

- 2 Interaction between large vehicles and people cycling
- 8 Ease of crossing side roads for people walking
- 14 Collision risk between people cycling and turning motor vehicles

Mr Bancroft's findings suggest that there has been no deterioration at any time. However, this conclusion is difficult to accept given that the proportion of large vehicles increased from 5.4% to 7.2% with the addition of Masons Scaffolding HGVs and associated traffic.

Furthermore, the assessment makes no reference to the ease of crossing side roads for pedestrians, nor does it address the potential collision risks between cyclists and turning motor vehicles. To suggest that increase in HGV movements would have no impact on any of the Healthy Streets indicators particularly those affecting vulnerable road users is simply not credible.