

**ED14: North Hertfordshire Transport Strategy  
Errata Sheet**

The following errata have been identified in the above document. This sheet should be read alongside the existing document.

Text to be read as deleted shown ~~struck through~~. Text to be read as added shown **bold**

<b>Page (ED14)</b>	<b>Reference</b>	<b>Change(s)</b>	<b>Reason(s)</b>
p.6	Transport Strategy Principles (2 <sup>nd</sup> bullet)	Reduce carbon emissions and the impacts on air quality <b>(including particulates and NO2) , in particular in air quality</b> management areas;	To better reflect air quality objectives
After p.31	Section 2/ Section 3	<i>Correct page numbers which do not run consecutively</i>	Section 2 finishes on p.31, Section 3 on the following page begins numbered p.22
p.24	Paragraph 3.10	However as shown in Figure 3.1 to Figure 3.4, the 4 main urban areas are almost entirely within 20 minutes' walk and 10 minutes of cycling of the centre of each town, and <del>Royston</del> <b>Hitchin</b> is within 20 mins cycling of Letchworth and Baldock.	Error in ED14, as identified as Examination Hearing Sessions
p.31	Figure 3.6	<i>Delete and replace with correct Figure 3.6 as appended to this errata sheet</i>	Map in ED14 shows walking access to bus services in Letchworth and Royston (duplicate of Figure 3.8), not Hitchin
p.41	Paragraph 3.50	From assessing the travel to work resident population from the Census 2011, approximately <del>69-71%</del> <b>drive (9-5%</b> as passengers), <del>14-15%</del> <b>travel by public transport and 15-12%</b> walk or cycle as shown in Table 3-5.	To reflect revised data (below)

Page (ED14)	Reference	Change(s)		Reason(s)
p.41	Table 3.5	Underground	<del>0.3</del> <b>0.4</b>	Corrected data excluding those working mainly or at home, not in employment and other categories
		Train	<del>6.2</del> <b>12.9</b>	
		Bus	<del>7.8</del> <b>1.9</b>	
		Taxi	<del>1.2</del> <b>0.3</b>	
		Motorcycle	<del>0.5</del> <b>0.7</b>	
		Driving	<del>59.9</del> <b>66.6</b>	
		Passenger	<del>8.9</del> <b>4.7</b>	
		Cycling	<del>1.4</del> <b>2.1</b>	
		Walking	<del>13.8</del> <b>10.6</b>	
p.41	Paragraph 3.51	From assessing the travel to work daytime population from the Census 2011, approximately <del>69</del> <b>71</b> % travel by car ( <del>9</del> <b>5</b> % as passengers), <del>14</del> <b>16</b> % travel by public transport and 15% walk or cycle. This is in line with the resident population travel to work statistics. The daytime population travel to work data is shown in Table 3-6.		To reflect revised data (below)
p.41	Table 3.6	Underground	<del>0.3</del> <b>0.4</b>	Corrected data excluding those working mainly or at home, not in employment and other categories
		Train	<del>6.2</del> <b>13.2</b>	
		Bus	<del>7.9</del> <b>1.9</b>	
		Taxi	<del>1.2</del> <b>0.2</b>	
		Motorcycle	<del>0.5</del> <b>0.7</b>	
		Driving	<del>59.6</del> <b>66.5</b>	
		Passenger	<del>9.1</del> <b>4.8</b>	
		Cycling	<del>1.4</del> <b>2.1</b>	
		Walking	<del>13.7</del> <b>10.1</b>	

FIGURE 3.6 – WALKING ACCESS (5 MINUTES) TO BUS SERVICES IN HITCHIN<sup>8</sup>

