

Proof of Evidence of Daniel Fisk: Errata

1. On Day 11 of the Inquiry, Mr Fisk identified that the table of sighting distances for E31 set out at paragraph 31.8 of his Proof of Evidence required correction.
2. Following that, Mr Fisk has re-reviewed his Proof, and has identified a few, minor, errors in other sections of his Proof. The errors, and corrections, are set out below.

Paragraph 1.2

As corrected in evidence on Day 6 of the Inquiry, this should read 14 rather than 13 geographical areas.

E13 Littlebury Gate House

Table in paragraph 17.8 (page 58)

Sighting is stated to be non-compliant for the upside looking towards down direction approach & down side looking toward down direction train approach, rather than compliant. All figures are correct.

E32 Woodgrange Close Road

Table in paragraph 32.15 (page 139)

The sighting table states that the sighting for upside looking towards up direction train approach is non-compliant when it should state compliant. All figures are correct.

E33 Motorbike

Paragraph 33.5 (page 141)

This paragraph states that it is an aerial view of E31 Brickyard Farm: this should state E33 Motorbike.

E41 Paget

Paragraph 38.4 (page 165)

The up and down lines are written the wrong way around. The track on the left is the up line to London and the line on the right is down line from London, and not the other way around as stated in the proof.

Paragraph 38.7 (page 166)

This incorrectly states 1182 pedestrians per day. It should state 1182 pedestrians over the 9-day period.

E43 High Elm.

Paragraph 39.1 (page 169)

Line speed is 75 MPH not 50 MPH that is stated in paragraph 39.1. The speed is correctly stated in paragraph 39.8, and the sightings are worked out on the correct speed of 75 MPH.

E49 Maria Street

Paragraph 44.11 (page 197)

This incorrectly states the train approaches on the furthest (right hand) set of lines, it should state the nearest (left hand) set of lines.

Paragraph 44.12 (page 197)

This should state “closest line (left hand side)” not “closest line (right-hand side)”.

HA02 Woodhall Crescent

Paragraph 59.9 (page 261)

The sighting table states that the sighting for upside looking towards up direction train approach is non-compliant when it should state compliant. All figures are correct.

HA04 Eve's

Paragraph 61.10 (page 267)

The sighting table states that the sighting for upside looking towards up direction train approach is non-compliant when it should state compliant. All figures are correct.