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# Corrigendum: Post-pandemic planning: do we have enough and efficient access to parks?

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## KEYWORDS

connectivity, street networks, COVID-19, route directness, route redundancy, Abu-Dhabi, parks, urban form

## A Corrigendum on Post-pandemic planning: do we have enough and efficient access to parks?

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In the published article, there was an error in the legend for **Figure 2** as published. The legend includes a spelling mistake in the word “Aterials.” The correct spelling is “Arterials” and the legend in **Figure 2** has been updated to display the correct spelling as “Arterials & Collectors.” The corrected legend appears below.

In the published article, there was an error in **Table 1** as published. In **Table 1**, the values in the column titled “Arterials/Collectors Percentage” are incorrectly displayed as zeros for the following samples: Al Rahba, AL Shawamekh, Al Falah, Al Shahma, Shakhbout-2, and MBZ. The correct percentages for arterials and collectors in these samples have been revised as follows: Al Rahba at 34.40, AL Shawamekh at 38.81, Al Falah at 45.82, Al Shahma at 32.20, Shakhbout-2 at 47.12, and MBZ at 52.33. The corrected **Table 1** and its caption “Quantified physical attributes for the streets only network scenario” appear below.

In the published article, there was an error in **Table 2** as published. In **Table 2**, the value in the column titled “Network Density” for the East-AD sample was incorrectly listed as 0.18. This has now been revised, and the correct network density value for the East-AD sample is 0.46. The corrected **Table 2** and its caption “Quantified physical attributes for the streets and alleyways network scenario” appear below.

The authors apologize for these errors and state that this does not change the scientific conclusions of the article in any way. The original article has been updated.

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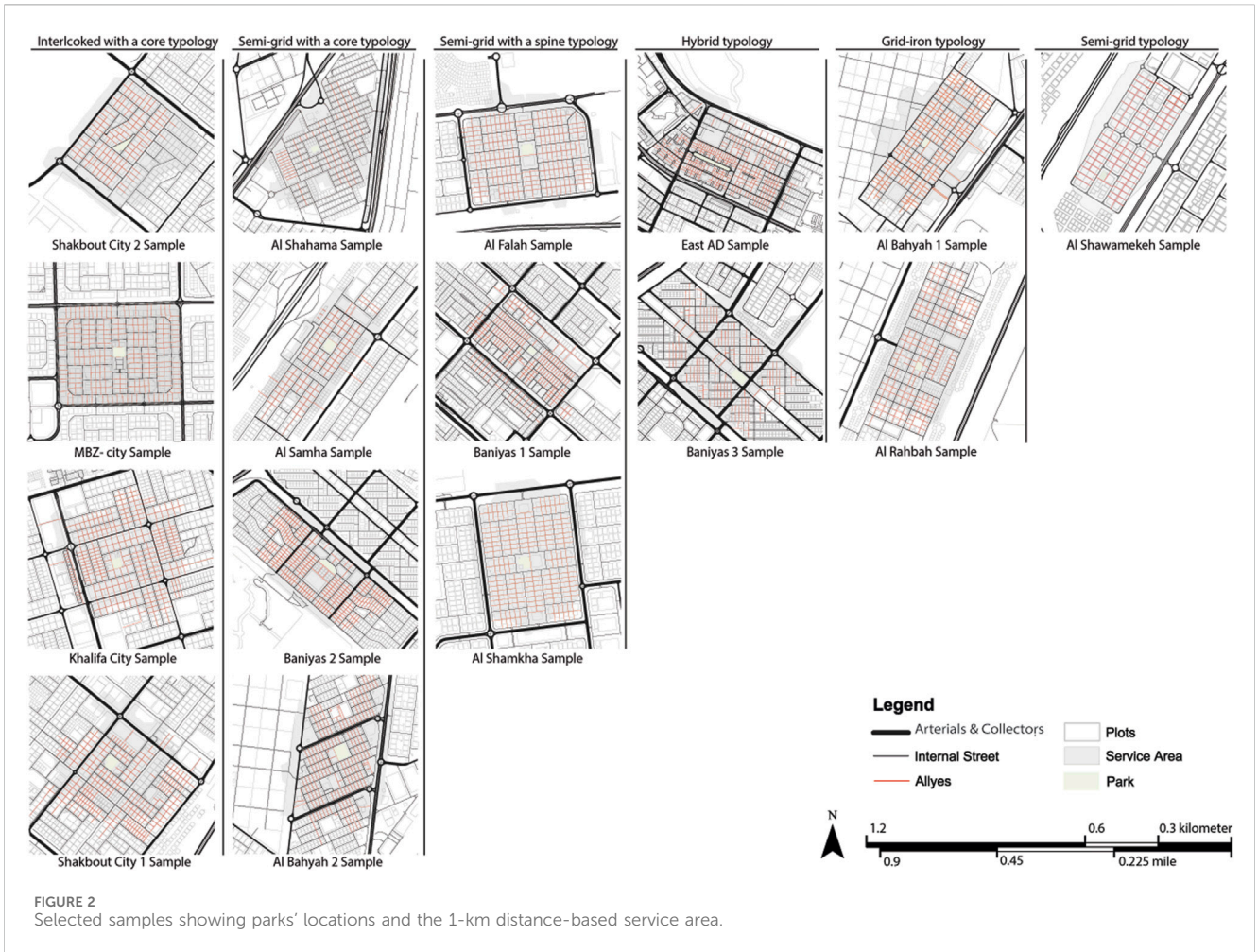


TABLE 1 Quantified physical attributes for the streets only network scenario.

Network Scenario	Typology	Sample's Name	Sample's Area	Arterials/Collectors Percentage	Network Density	Intersections Density (Intersection/Ha)	4-way Intersection Percentage	Average Block Size (Ha)	Average Distance to Park (Km)	Average Between Intersections (Km)
Streets Only	Grid Iron	Al Bahya	138.11	26.82	0.13	0.28	0.08	5.21	0.57	229
		Al Rahbah	111.2	34.40	0.11	0.3	0.08	5.38	0.57	200
	Semi-grid	Al Shawamekeh	57.3	38.81	0.16	0.8	0	6.03	0.47	219
	Semi-grid with spine	Al Falah	129.04	45.82	0.17	0.37	0.01	6.62	0.59	277
		Baniyas	117.04	27.59	0.23	0.55	0.04	2.53	0.61	261
		Al Shamkha	148.3	56.77	0.17	0.23	0	6.75	0.61	240
	Semi-grid with a core	Al Shahama	133.2	32.20	0.29	1.95	0.19	2.11	0.65	217
		Al Samha	79.7	10.03	0.14	0.31	0.03	6.26	0.74	274
		Baniyas-2	112.4	52.57	0.18	0.52	0.02	4.13	0.6	243
		Al Bahya-2	99.4	51.90	0.2	1	0.05	2.21	0.64	145
	Interlocked with a core	Shakbout-2	129.45	47.12	0.14	0.54	0	7.17	0.79	284
		MBZ	134	52.33	0.12	0.48	0.01	5.63	0.62	265
		Khalifa City	120.36	55.01	0.14	0.35	0.03	7.07	0.69	254
		Shakbout City-1	129.6	42.73	0.15	0.4	0.04	7.14	0.66	345
	Hybrid	East AD	104.8	32.00	0.28	0.28	2.63	0.07	1.77	0.67
Baniyas-3		133.39	41.58	0.2	0.2	1.05	0.02	2.36	0.69	182

TABLE 2 Quantified physical attributes for the streets and alleyways network scenario.

Network Scenario	Typology	Sample's Name	Sample's Area	Arterials/ Collectors/ Percentage	Network Density	Intersections Density (Intersection/Ha)	4-way Intersection Percentage	Average Block Size (Ha)	Average Distance to Park (Km)	Average Between Intersections (Km)
Streets and Alleyways	Grid-iron	Al Bahya	138.11	17.47	0.26	2.8	24.03	0.51	0.58	56
		Al Rahbah	111.2	12.3	0.3	2.73	41.12	0.59	0.58	77.5
	Semi-grid	Al Shawamekeh	57.3	13.32	0.3	3.37	22.28	0.57	0.45	50
	Semi-grid with spine	Al Falah	129.04	35.84	0.27	2.36	45.07	0.59	0.57	66
		Baniyas	117.04	15.87	0.29	2.44	67.72	0.58	0.6	63.5
		Al Shamkha	148.3	29.87	0.32	2.35	35.53	0.6	0.59	69
	Semi-grid with a core	Al Shahama	133.2	20.71	0.36	1.99	22.64	0.65	0.55	79
		Al Samba	79.7	26.61	0.28	1.91	38.16	0.56	0.57	71
		Baniyas-2	112.4	26.24	0.65	3.74	36.19	0.38	0.63	53
		Al Bahya-2	99.4	28.07	0.3	1.91	34.74	0.33	0.57	56
	Interlocked with a core	Shakbout-2	129.45	12.09	0.32	3.05	19.24	1.1	0.71	47
		MBZ	134	26.21	0.3	3.26	14.87	0.45	0.63	58
		Khalifa City	120.36	28.05	0.37	3.19	42.97	0.39	0.58	60
		Shakbout City	129.6	17.49	0.36	3.01	23.08	0.61	0.6	59
	Hybrid	East AD	104.8	16.15	0.46	5.18	16.94	0.72	0.5	86.66
Baniyas-3		133.39	26.11	0.3	2.56	27.78	0.42	0.7	50	