

Richard Bradley

2 July 2025

North Hykeham Relief Road

Minor Amendment to Proof of Evidence

Two minor additions to the Proof of Evidence are required and are set out below.

Paragraph 3.1.1 is to be replaced with the following:

3.1.1 All the proposed priority-roundabout junctions associated with the NHRR road improvements operate within the accepted RFC threshold of 0.75 in both 2028 and 2043 Core scenarios, except for **the A15 Sleaford Road/ LEB/ NHRR roundabout for which in 2043 the LEB approach operates below the 0.85 standard and** the A46/ A1434 Newark Road/ NHRR roundabout on the Strategic Road Network.

Paragraph 4.1.1 is to be replaced with the following:

4.1.1 The operational performance checks undertaken for road improvements associated with NHRR demonstrate that the proposed roundabouts would be able to accommodate Core scenario AM and PM peak period traffic flows in both the 2028 opening year and 2043 design year. All proposed priority-roundabout junctions operate within acceptable performance thresholds of RFCs less than 0.75, **except for the A15 Sleaford Road/ LEB/ NHRR roundabout for which in 2043 the LEB approach operates below the 0.85 standard**. The proposed signalised-roundabout junction at A46/ A1434 Newark Road/ NHRR operates within performance thresholds, with all lanes being within the acceptable DoS threshold of 90%, with no evidence of exit blocking or excessive queuing.