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North Orange By-pass Response to Questions from Second Community Forum

Introduction

During the Second Community Forum for the North Orange By-pass held on 12 November at the Civic Centre, Byng Street, Orange, a number of questions were posed for which answers were not available at that time. This document provides a response to those questions and provides additional information in relation to the resources available for interested parties.

Question 1 – Road Traffic Volumes

A question was raised in relation to the road traffic levels on the various roads that currently intersect with the existing North Distributor Road and those that would intersect with the North Orange By-pass. **Table 1** presents the results of a traffic survey undertaken in April 2008 for the following roads. The location of each of the surveys is indicated in parentheses.

- Leeds Parade (immediately south of the Northern Distributor Road)
- Ophir Road (immediately north of Dalton Street)
- Icelly Road (immediately west of Winter Street)
- Mitchell Highway / Bathurst Road (east of Lucknow)

Table 1
Road Traffic Movements

Location	Weekday average	Weekend Average	7 day Average	Date of Data
Escort Way	3 917	3 375	3 762	Aug 2002
Mitchell Highway north of Orange	4 756	4 525	4 690	Aug 2002
Burrendong Way North of Mitchell Hwy	-	-	4 256	2002
Leeds Parade south of NDR	3 674	2 842	3 437	April 2008
Ophir Road north of Dalton St	3 466	2 821	3 281	April 2008
Icelly Road East of Winter Street	1 010	669	913	April 2008
Mitchell Hwy east of Lucknow	9 432	8 769	9 242	April 2008

Note 1: 1 return trip = 2 movements

Note 2: Includes traffic data in both directions

Question 2 – Travel Times

A question asked what would be the likely travel times through Orange using the By-pass and the existing Mitchell Highway through Summer Street for motorists to the following destinations.

- Route 1 - Chinaman's Bend to the intersection of the Northern Distributor Road and the Mitchell Highway west of Orange.
- Route 2 - Chinaman's Bend to the intersection of the Northern Distributor Road and the Escort Way.

Table 2 presents a range of estimated travel times during the day. It is noted that travel times using the existing Mitchell Highway via Summer Street would be significantly less at night when traffic levels on that route would be lower.

Table 2
Estimated Daytime Travel Times¹

	Via	Distance (km)	Estimated Average Speed (km/h)	Estimated Time (min:sec)
Chinaman's Bend to Mitchell Highway	By-pass – Offset T-intersection	10.44	78.5	7:59
	By-pass – Underpass	10.44	78.5	7:59
	By-pass – Roundabout	10.44	71.0	8:50
	Mitchell Highway via Summer St	9.0	43.3	12:30
Chinaman's Bend to Escort Way	By-pass – Offset T-intersection	12.24	78.5	9:38
	By-pass – Underpass	12.24	78.5	9:38
	By-pass – Roundabout	12.24	70.8	10:23
	Mitchell Highway via Summer St	8.8	42.3	12:30
Note 1: Average travel times during the daytime period from 7:00am to 10:00pm. Travel times using Summer Street during peak traffic periods may be longer than quoted while travel times during less congested periods, ie between 10:00pm and 7:00am are expected to be shorter.				

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