

Date Submitted	Your feedback	TRC Response
Oct 16, 2023, 12:28 PM	A path is useless. Make it a road to divert heavy volumes of traffic away from goonoo goonoo rd. Trees are replaceable.	Creating a network of paths is a positive benefit for the community by creating opportunities for safe and enjoyable exercise and commuting by means other than vehicle. There are numerous reasons why creating a road along the proposed path alignment is not supported by Council, including the substantial cost, the inability to provide a reasonable flood immunity for the road, the need widen Paradise Bridge and the loss of the State Heritage Listed trees, which requires approval from Heritage NSW
Sep 12, 2023, 10:26 AM	<p>Dear Sir/Madam,</p> <p>This proposal to build a new footpath/bike path that will connect Calala to King George Avenue is a great idea. Thank you very much for that!!! I think an even greater idea would be if the path was extended out to the DPI site which would also serve Farrer. This would provide a safe way for DPI staff and Farrer students and staff to bike/run/walk to site from Calala and beyond.</p> <p>Thank you for considering my suggestion.</p> <p>Sincerely, Branko.</p>	Thanks for your positive feedback. The request to extend the path out to Farrer and DPI has been passed onto our strategy team for their consideration as a future extension. Unfortunately the additional extra length of path would significantly increase the total project cost which would make it highly unlikely the project would receive funding at all
Sep 11, 2023, 01:39 PM	<p>I support the pathway from the CBD to Calala. I request that you consider the expansion of the path through to the DPI research centre &amp; Farrer. This would also create a safe walk/ride access from Calala to the DPI Centre, with Calala being the most accessible location for services such as food/takeaway.</p> <p>The DPI research centre has a significant number of staff onsite who travel from the CBD daily. This pathway would create a safe alternative for staff to e-bike, cycle or walk/run to work and would promote health &amp; wellbeing outcomes for the community. Currently, staff are riding along Nemingha Road or Goonoo Goonoo Rd, both of which have safety issues for bike riders.</p>	Thanks for your positive feedback. The request to extend the path out to Farrer and DPI has been passed onto our strategy team for their consideration as a future extension. Unfortunately the additional extra length of path would significantly increase the total project cost which would make it highly unlikely the project would receive funding at all
Sep 11, 2023, 01:17 PM	<p>A great idea and long overdue!</p> <p>To value add to the King George think an even greater idea would be if the path was extended out to the DPI site which would also serve Farrer. This would provide a safe way for staff to e-bike/normal bike/run/walk to site from Calala and beyond.</p>	Thanks for your positive feedback. The request to extend the path out to Farrer and DPI has been passed onto our strategy team for their consideration as a future extension. Unfortunately the additional extra length of path would significantly increase the total project cost which would make it highly unlikely the project would receive funding at all
Sep 11, 2023, 12:23 PM	Would it be possible to extend this to the DPI site at 4 Marsden Park Road? There are lots of people who work at the site that would like to ride to work but the roads are too dangerous	The request to extend the path out to Farrer and DPI has been passed onto our strategy team for their consideration as a future extension. Unfortunately the additional extra length of path would significantly increase the total project cost which would make it highly unlikely the project would receive funding at all
Sep 11, 2023, 11:47 AM	Would you consider extending the path to Farrer Agricultural School and Tamworth Agricultural Institute to provide a safer bike ride to two large workplaces? This would increase the safety of cyclists along the 100km/h zone on Calala Lane where the road is in terrible condition and forces cyclists to ride off the verge and on the roadway.	The request to extend the path out to Farrer and DPI has been passed onto our strategy team for their consideration as a future extension. Unfortunately the additional extra length of path would significantly increase the total project cost which would make it highly unlikely the project would receive funding at all
Sep 11, 2023, 11:30 AM	<p>This would be neater but perhaps more \$?</p> <p>Not only residents of calala could use this given the bike path along calala lane connecting to Goono Goono Rd</p>	No comment required

Sep 11, 2023, 11:29 AM	<p>Hi,</p> <p>I am in favour of the proposed bike path linking Calala and the CBD. My preference would be for design option 2 as it sounds like the cheaper option and potentially will take less time to complete.</p> <p>Also I would like to see the bike path extended along Calala lane from Calala to Farrer and DPI. This would enable staff and students to safely cycle to work and school. Currently, I do not cycle to work as I feel it is too unsafe to ride along the 100 km/hr section of Calala lane as the road is narrow and very busy during the morning and afternoon. A bike path would make it much safer and I would feel comfortable to be able to cycle to work.</p>	<p>Thanks for your positive feedback, your opinion has been taken on board. The request to extend the path out to Farrer and DPI has been passed onto our strategy team for their consideration as a future extension. Unfortunately the additional extra length of path would significantly increase the total project cost which would make it highly unlikely the project would receive funding at all</p>
Sep 11, 2023, 11:25 AM	<p>Please extend the path so that both Farrer and DPI can make use of it. The road between Calala and Farrer/DPI is too narrow, and therefore too dangerous for walking or riding. I would definitely ride to work if there was a safe path.</p> <p>Out of the two options along King George Ave, you should choose the most cost-effective. I imagine relocating power lines underground would be very expensive, and I would rather the money saved be used to extend the track to Farrer/DPI.</p>	<p>The request to extend the path out to Farrer and DPI has been passed onto our strategy team for their consideration as a future extension. Unfortunately the additional extra length of path would significantly increase the total project cost which would make it highly unlikely the project would receive funding at all. Regarding your preferred design option, thanks for your feedback</p>
Sep 11, 2023, 11:17 AM	<p>We need a footpath to the new Moore Creek developments, currently there are two aged men that ride mobility scooters on the road and create a critical traffic hazard.</p> <p>Get your act together planners. We need this infrastructure ahead of time, not after the fact.</p>	<p>TRC have already obtained funding for the design of several other shared paths, including one on Moore Creek Road between Idyllic Street and Johnston Street and Forest Road from the end of the existing shared path that will connect through to Moore Creek Road. The design for both of these path projects has been completed and we are actively seeking NSW State government funding via their Get NSW active program to construct these paths. Once completed, these paths will connect Hills Plains with Tamworth, the schools on Moore Creek Road as well as providing the communities within Hills Plains a safe pedestrian access with major local attractions such as the Mountain Bike Park and the soon to be constructed Windmill Hills Commercial Centre</p>
Sep 11, 2023, 11:15 AM	<p>Connecting Calala to CBD has been done, however this is a secondary path making it a circular loop. It would be great if the connection can be made to Farrer Memorial Agricultural High School and the NSW Government DPI site. This would result in potential usage by high school students and also NSW Government staff. Currently as it stands, there is no footpath to Farrer MHS or DPI from either North or South approaches, instead there is quite a narrow road without much of a shoulder which is unsuitable for pedestrians or cyclists alike.</p>	<p>The request to extend the path out to Farrer and DPI has been passed onto our strategy team for their consideration as a future extension. Unfortunately the additional extra length of path would significantly increase the total project cost which would make it highly unlikely the project would receive funding at all</p>
Sep 11, 2023, 11:14 AM	<p>I like Option 1 with underground power, needs to be deep enough though since it's a flood zone. Would be really good to also have a cycleway from Calala to Farrer/DPI research station, since it's way too dangerous to ride on that road but some people still do it, and it's really dangerous for them, and it severely holds up the traffic.</p>	<p>The request to extend the path out to Farrer and DPI has been passed onto our strategy team for their consideration as a future extension. Unfortunately the additional extra length of path would significantly increase the total project cost which would make it highly unlikely the project would receive funding at all. Regarding your preferred design option, thanks for your feedback</p>
Sep 10, 2023, 03:43 PM	<p>I think both ideas are a waste of money and will impact the area and the tree roots. A concrete path creates a hot dead dry area underneath it which will impact on the trees' water particularly as our climate becomes hotter and drier. If it has to be done surely permeable matting such as that made at Andromeda Cables would be a better option. Currently the area is quiet and if the speed limit was dropped to 40km per hour there would be no danger in riding or walking along the road.</p>	<p>A level 5 qualified arborist has been engaged to provide advice regarding the impact to the trees. The arborist is satisfied that a path won't cause detrimental impact to the trees. Regarding permeable paving, this material has been considered, but it requires more compaction, significantly more maintenance and reduces functionality compared to a concrete path. A permeable pavement also requires a similar depth of excavation as a concrete path</p>

Sep 06, 2023, 11:44 AM	<p>It is great that this pathway is being built but it should extend up to Farrer and preferably to the DPI site. I live in Calala and work at the DPI and I would love to be able to safely ride to work rather than use the car for a 5 min journey (as would many of my colleagues and parents of Farrer students). A safe path to Farrer and DPI from town via Calala would reduce car journeys and improve health of the residents and students of the college. Please council, go the extra 4.9km and put in a safe path the whole way!</p> <p>Thank you, Sarah Purdy</p>	<p>The request to extend the path out to Farrer and DPI has been passed onto our strategy team for their consideration as a future extension. Unfortunately the additional extra length of path would significantly increase the total project cost which would make it highly unlikely the project would receive funding at all</p>
Sep 05, 2023, 09:07 AM	<p>Will there be a dedicated footpath along Campbell Rd, or will the users of this new walking track be forced to walk on the road as is the case now. Surely with the anticipated increase in foot traffic using the road is unacceptable. Has any thought been given to this problem?</p>	<p>Yes, there will be a 2.5m wide shared path within the verge of Campbell Road. Pedestrians will not be required to walk down the road.</p>
Sep 02, 2023, 04:21 PM	<p>I am so pleased to see Council is considering what to do about King George V Ave. The walking/cycling paths on Mahony Ave, Kent St, Scott Rd and Calala Ln have been a great success, I often see people and families of all ages using them. This project would be a natural extension. It also lays the basis for the inevitable need to connect Calala to the CBD by road.</p>	<p>Thanks for your positive feedback, we agree with the health and recreational benefits of the path</p>
Sep 01, 2023, 09:22 PM	<p>Very interesting read. Your article states “Informing the directly impacted members of the community is an important step in this stage” and that initial investigations are nearly complete. Can I expect a meeting soon? or is the rushed, Saturday afternoon, whole Calala meeting the only consultation I can expect? When the overall sense of the meeting was that this was a done plan and Council staff could not answer simple concerns. If the noise I am getting from the road-counter outside my house (not informed) is a preview of the noise I am expected to live with, after you build a 3.5m path next to my house - I am incensed! How can you spruik you have consulted affected people when you haven’t! Plant more natives: a sign on goonoo goonoo road - and yet you will rip out my established trees to build your unwanted super-sized path. There is alternative locations to cross Campbell Road that would have flatter incline for people, and a safer crossing of McDonald crescent (a cul-de-sac) than that of the bus-route, busy intersection like Gordon street. Your town-planner must purely do their research off google maps. Listen to locals that live in this area, consult affected residents personally, and more your path building plans to areas that desperately need one, like Moore Creek!</p>	<p>Council has mentioned regularly that we are still in the feasibility stage of the project and the detailed design hasn’t commenced yet so it is difficult to fully know the impact to residents yet. We have only had meetings with residents where requested so far to discuss their concerns. As the design commences and the impact to the property is better defined, we will have more extensive discussions with those impacted residents.</p> <p>Regarding the Saturday meeting in Calala, this was not a rushed event, it was planned with plenty of community notice and TRC staff stayed on site to discuss concerns with residents from 3pm until 5pm. The purpose of the meeting was to introduce the project and to understand community concerns, not to resolve all of these. As we've noted numerous times, we haven't commenced the detailed design so given the very early stage of the project, there are some questions we haven't investigated yet.</p> <p>Regarding the traffic counters on Campbell Road, TRC doesn't inform the residents when these go out as it is located wholly within the road reserve.</p> <p>Regarding the path width, the path will only be 2.5m wide along Campbell Road. The 3.5m wide path is only proposed for within the floodplain as we have reduced the path width on King George V Avenue to 3.0m following this consultation process. Regarding the removal of vegetation, TRC endeavours to reduce the amount of vegetation that needs removal due to new paths however this is not always achievable. The location of the path is based on several factors, as discussed with you on site. Although there is a large tree on the eastern side of Campbell Road that we were originally trying to keep, we have discussed with the respective property owners and we have agreement for that tree to be removed. As such, the path will now remain on the eastern side of Campbell Road with the road crossing shifted to be adjacent to the park</p>

<p>Sep 01, 2023, 07:48 PM</p>	<p>We have been residents of 163 King George Ave since 1972.</p> <p>We attended the two public consultation / presentations by Council staff on Saturday the 29th of July concerning this proposal. We do not believe that Council has given due consideration for the welfare of the Heritage listed trees.</p> <p>Developers would see this as an opportunity to add value to existing developments and those planned for the future to the detriment of this nationally recognised asset of the Tamworth Region. This proposal benefits them immensely in a financial way. In 2012, there was a concerted effort by a faction of Tamworth Council enthusiastically advocated by James Treloar to remove the Avenue of Oak trees along King George Ave.</p> <p>The new proposal of a pathway is essentially the same as was proposed in 2012, only it was a road on the western side of the trees. Why is the current proposal for a 3.5m car-width path instead of the standard 2m width? This would only compromise the health of the trees further. No one trusts that Tamworth Regional Council will not change this path to a road in the future. It was the Community that saved those trees for the community, despite those members of Tamworth Council that seemed more concerned about progress than suring up the amenity of this precious resource.</p> <p>The environmental record of Tamworth Regional Council in our area is equally not good and cannot be trusted with the preservation of the Heritage listed Oak Trees.</p> <p>I offer as evidence of TRCs poor environmental record, the drift wells of Scotts Road adjacent to the start of King George Ave which form part of the aquifer that the working farms along King George Ave also draw from. After droughts in the early 2000's, TRC applied for funding to recommission the drift wells last used in the 1970's, for emergency use only initially. No one objected to this. The wells where commissioned and, given their proximity to and literally now in the river, Council could see their potential to extract large volumes of water at a far cheaper rate then the other extraction point they have upstream near Farrer. The same landholders of King George Ave that fought Tamworth Regional Council over the destruction of the Oak trees back then, also battled the Council over excessive extraction of water from the aquifer via the drift wells.</p> <p>During the worst drought Tamworth has ever experienced in 2017 to 2019, wells that were never known to</p>	<p>This is a repeat comment that has already been responded to</p>
<p>Aug 31, 2023, 03:03 PM</p>	<p>This path design, yet to be put to Traffic committee or have organisations such as Police involved at this stage will provide a location for people and Youth to be isolated between Campbell Rd and King George Avenue which will not be able to be policed as no doubt bollards will be placed either end only allowing motorbikes? Or Electric Scooters such as Armidale.</p> <p>The youth crime already well documented in Tamworth will thrive in this isolated location as has been the case in Moree, Coonamble and many western locations in the past with similar council provided avenues for crime to thrive.</p> <p>Even if this location is to be monitored by cameras as Tamworth loves this. The crime however captured still has to be looked at by Police and is rarely dealt with in timeframes most people are happy with or expect. The potential risk outweighs this project for the sake of a few old men happy with the bike path .</p>	<p>As noted in the meeting with residents in Calala, the detailed design has not yet commenced so it can not go to traffic committee until it has been completed. This is not expected for at least 9 months</p> <p>TRC have already contacted the police and have provided them with some preliminary information for their consideration. We are waiting for a response from them. Consultation with the police will be ongoing throughout the design process. The area on the floodplain can be policed, just not by vehicles crossing the footbridge and how this is effectively done with the police resources will be discussed with them. Regarding the use of the path by motorbikes or electric scooters, neither of these are legal activities and enforcement of this will be a police responsibility, just as it is on any other path or footbridge within Tamworth and other towns. Again this is something that will be discussed with the police</p> <p>Regarding the risk of crime, this should not be a reason to halt the provision of community infrastructure that is well supported (as evidenced by the number of positive comments we have received in register) and that wil provide significant health, recreational and exercise opportunities to the wider public. Rather that not building anything new because of the risk of crime, providing design elements that discourage, prevent or identify criminal behaviour we believe is a better approach. How this is achieved will need to be discussed with the police</p>

<p>Aug 31, 2023, 02:25 PM</p>	<p>Lack of consultation with affected land owners. I attended the information regarding the pathway at Calala park and was waiting to speak with the Tamworth council worker when I heard him tell all houses involved had been spoken to??</p> <p>He pointed to the affected houses! Mine included, when I voiced this was not the case it was overlooked and he was of the opinion affected houses had been spoken to.</p> <p>I believe affected land/ hose owners should be spoken to. All details from council indicate they have spoken but I know this to be incorrect.</p> <p>I today spoke to a surveyor Will and was given the name Dan Stuart to contact? This is really poor by Tamworth council and leads people to believe an al try wrier motive for the pathway which will not assist Calala in any way further then the current bikeway along Calala Lane.</p>	<p>Apologies if that was what you heard Re affected stakeholders being spoken to already. I presented at the community meeting and did not make those statements as of that point in time I hadnt spoken to any residents. I have now discussed your concerns in person</p>
<p>Aug 30, 2023, 02:11 PM</p>	<p>I am a proposed impacted property owner on King George Ave.</p> <p>Given the impact of the walkway on the Heritage Avenue I am against the overall concept .</p> <p>- The proposed path over 3m wide and being 0.5 m from my and other land holder boundaries will create significant risk to the farms and livestock thereon including cattle and especially horses drawing people to the boundary and increased issues with people trying feed , touch , handle , deposit toxic /harmful waste and products to livestock and paddocks .Also impacts on farm fence, agronomic matters and general maintenance .</p> <p>With people walking down the road or adjacent history has shown they are less likely walk to fence .Opening up as Calala link and walk way will obviously increase the numbers of people including those such as some people including troublesome youths and others at night with less then desirable intentions such as crime and expedited escape routes .At present those who currently walk, run and ride bikes down the Avenue are generally of honest intent ( some drivers not so ) and everyone enjoys sharing the beautiful Avenue in the right intent .</p> <p>- Flooding- if the path is raided the flood water that moves south to north will be blocked if path is above ground level hence increasing flood risks of adjoining landholders.</p> <p>- Path width - seems very wide hence construction and placement increases risks to heritage tree roots and survival.</p> <p>- Crime- increased access , bike paths etc increases overall crime exposure . The width also a major attraction for illegal motorbike and car activity .Crime is obviously escalating out of control in all areas including all of Tamworth including this location, and this proposal would certainly exacerbate existing problems .</p> <p>Any proposal for lighting of the avenue is strongly opposed for numerous reasons agriculturally , tree preservation and crime .</p> <p>-Many residents of King George Av remain concerned and adamant the walkway is just another attempt by those with vested interests to " persuade and influence " council into a bike track as another step into a vehicular road access via the Avenue .There remains very little trust for the intentions of some, (including some of prominence ) regarding privately and very publicly noted desires for enhancement of self interests</p>	<p>1) If the power lines are to be relocated, Essential Energy have advised us (in the recent weeks) that their allocation for underground powerlines is the closest 1 metre to the property boundary. Thus, if this option of power line relocation was pursued, the path would likely be at least 1 metre from the fence line. If the poles are not relocated, the path would typically be 1.0 to to 1.5m from the fence line. The road reserve is for the provision of public infrastructure so while we try and maximise the offset from property boundaries, this can not also be achieved. If the animals coming right to the fence is an issue for a property owner, an additional fence setback from the boundary may be an option</p> <p>2. The path will be constructed within 50mm of the existing ground level. This will have no worse an impact on floodwaters than the regular cultivation of the paddocks. Furthermore, residents within the avenue themselves are affecting the flow of floodwater much more substantially than this path will, as evidenced by the solid sheet metal fence that has been erected perpendicular to the flow of floodwater on the corner of Campbell Road and King George V Avenue</p> <p>3. The width of the path within King George V Avenue is based on allowing two people to walk side by side in each direction and allowing them to pass without dropping back to single file. It also allows two people side by side in one direction and a bike rider in the opposite direction with a 0.5m to 1.0m safety buffer between them. The width of the path is being reviewed by the arborist who is assessing whether the path width and/or material will impact the tree health</p> <p>4. TRC have contacted the police and have provided them with the details of the path. We are waiting for their response. We will work with the police to provide design features that minimise the risk of unsocial behaviour</p> <p>5. The provision of lighting will be assessed during the detailed design stage. If lighting is provided, it would likely be low intensity and possibly even dimmable at night time when the path isnt used, similar to the recently installed solar lights on Scott Road</p> <p>6. Council has no intention of providing a road along this route given the substantial cost associated with it, which we dont have the funds to construct</p> <p>7. We have received significant support for this project, as evidenced by the responses in this</p>

Aug 22, 2023, 02:38 PM	<p>I have tried to contact the nominated Contact: Daniel Stewart. MSG2024-1221 refers.</p> <p>I conditionally support the Project subject to:</p> <ol style="list-style-type: none"> <li>1) Preservation and enhancement of the Oak trees</li> <li>2) My preference would be to underground the power line. This could be considered in conjunction with 4) below.</li> <li>3) No idea is given as to the additional cost of undergrounding the power lines. Cables underground need to be uprated to allow for reduced cooling..</li> <li>4) It appears from the reports that no consideration has been given to use of various techniques to provide a porous pavement for the path. Various techniques might be, No Fines Concrete, Open Graded Asphalt, various types of :Grass Pave in Masonry, Plastic, Cast Iron or Pultrusion forms. particularly in the root zones of the individual trees.</li> <li>5) It is understood that the pathway will be funded by way of a grant via TfNSW.</li> <li>6) If it could be developed in a safe manner, the concept of using the existing roadway as a form of a shared path could be the better option. A concept suggested would be 40kph vehicular traffic, single central lane with passing bays at 200m spacing give way signs to one eay of travel (ie east or west) . Bikeway one side, walkway other side of traffic lane basically utilising the existing roadway width to achieve this functionality.</li> </ol> <p>In closing, I comment that it is disappointing reading from the commissioned reports that Council has failed to maintain these trees.</p> <p>I am prepared to discuss further if desired.</p>	Dan Stewart has spoekn to Peter Gill and addressed his points
Aug 21, 2023, 03:18 PM	<p>This is a key piece of infrastructure that will provide untold economic, health, social, access and cultural benefits for Calala residents. As demonstrated in the heritage assessment, option 2 or 3 will also result in positive heritage outcomes for King George Ave and provide all Tamworth residents access to this important area. This project must be a priority for council and should proceed as soon as possible whether external funding is received or not. While option 2 appears to best option, if sufficient funding is not available, option 3 should proceed.</p>	Thanks for your positive feedback, we've taken your suggestions on board
Aug 17, 2023, 10:43 PM	<p>I can't tell you how much I would support this project. I used to ride to town this way over the old bridge before it washed out. I would love to see more people walking or riding to town for both their health and fitness as well as convenience. I would use a track like this every day. Huge support from me for this idea!</p>	Thanks for your positive feedback, we agree with the health and recreational benefits of the path
Aug 17, 2023, 09:09 PM	<p>I think that pathways around urban areas are great. I'm retired and have an electric bike and utilize the present pathways to the CBD from the north then head out to the Sydney road etc. I feel much safer when on the pathways rather than sharing the roads with vehicles of all sizes. Pathways are great. It's the future.</p>	Thanks for your positive feedback, we agree with the health and recreational benefits of the path
Aug 17, 2023, 06:49 PM	<p>Love the idea!!! I do cycle to work frequently from Kingswood, this would be a safer option than using Goonoo Goonoo Road. Please make sure it's wide enough for cyclists.</p>	Thanks for your positive feedback, the width of the path will consider bike riders and pedestrians to allow safe use by both
Aug 17, 2023, 09:23 AM	<p>Think it's a great idea</p>	Thanks for your positive feedback
Aug 17, 2023, 09:16 AM	<p>No please do not spend money on unnecessary projects at this time. I'm aware you will be applying for a grant to cover costs but believe the council will still have expenses maintaining this.</p> <p>When council is in a better financial position it can then be reassessed.</p> <p>Council should be looking for ways to reduce expenses and maintain a healthy budget. No more rate increases.</p>	<p>The maintenance costs will be considered when assessing the most appropriate path material.</p> <p>TRC typically uses concrete as this material requires the least ongoing maintenance</p>

Aug 17, 2023, 03:22 AM	There is NO need for a path in calala. There IS a need for one from Tamworth to Moore creek before someone is killed!! There are elderly riding goffers in 80-100km zones, there are children walking in long scrub to school, bike riders riding in 80-100km areas. This road is an accident waiting to happen. The residents NEED a bike path far more than calala needs a walking track for 'exercise'!!	TRC have already obtained funding for the design of several other shared paths, including one on Moore Creek Road between Idyllic Street and Johnston Street and Forest Road from the end of the existing shared path that will connect through to Moore Creek Road. The design for both of these path projects has been completed and we are actively seeking NSW State government funding via their Get NSW active program to construct these paths. Once completed, these paths will connect Hills Plains with Tamworth, the schools on Moore Creek Road as well as providing the communities within Hills Plains a safe pedestrian access with major local atrtractors such as the Mountain Bike Park and the soon to be constructed Windmill Hills Commercial Centre
Aug 16, 2023, 10:31 PM	Always keen to see new shared paths. I believe this proposal would prove popular and would suggest constructing a 3-lane system (dual lanes for cyclists plus a separate for pedestrians to allow some separation of users on what I expect to be a busy thoroughfare	Thanks for your positive feedback, we've taken your suggestions on board. The path width has been determined based on the desired functionality of it. A 3500mm wide path allows two pedestrians side by side in each direction OR a bike rider in one direction with two pedestrians in the opposite direction with a safety buffer of 0.5m to 1.0m between them. We are also considering the possibility of line marking the road for commuting cyclists to use if they feel comfortable to
Aug 16, 2023, 06:01 PM	I am in favour of the progect	Thanks for your positive feedback
Aug 16, 2023, 04:04 PM	<p>I am a resident of Calala and thank you for the opportunity to comment . My husband regularly rides his pushbike into town and back .</p> <p>I object to the project because:</p> <ol style="list-style-type: none"> <li>1. It will not give the residents of Calala , Tamworth and other road users what is necessary in the 2020s and beyond. There is a need for a flood proof road to connect both sides of Tamworth and a need for a flood proof road from Calala to the city . A floodproof road, cycle way and pededestrian walkway from Calala to an elevated Scott Road, cycle way and pedestrian walkway is the solution. "Do it once and do it right "as a famous man once said. This is a win win solution. It will cost more money and will be worth it because of the benefits .</li> <li>2. The project is a complete waste of money and it will harm/destroy King George Ave.</li> <li>3. The project states that there will be no road built between Calala and King George Ave. This is not a credible statement for the long term. Two examples of council changing decisions are allowing the Loomberah feedlot to go ahead after disallowing it and buying the Fosseys Garage site for the Library and Art Gallery when the land which is between Murray St and Roderick St was already allocated for a cultural centre.</li> <li>4. The oak trees of King George Ave will likely die when the concrete covers the Protected Root Zone as the roots will be physically damaged as well as being starved of oxygen and water.</li> <li>5. Tamworth's CBD is already a heat sink as illustrated in TRC's information. The temperature and adverse impacts of this heat sink will only increase with increasing climate change. King George Ave provides some respite from the heat and should never be disturbed for this reason. I do not know of any other public area in Tamworth without air conditioning which can provide this respite. This is reason enough to reject this project.</li> <li>6. Some people, other than residents, find solace by walking along KING George Ave. This activity should not be disturbed and I suggest speed bumps be constructed and reduce the speed limit to 40kph. Some people , me included, enjoy spending time around the new rotunda and wells in King George Ave.</li> <li>7. King George Ave should not be disturbed because of its historical value. It is a heritage-listed memorial avenue and Tamworth residents and visitors are fortunate to be able to enjoy a living memorial which was built in 1936.</li> </ol>	<ol style="list-style-type: none"> <li>1. The funding for this project is specific to active transport (i.e. paths) and can not be used for road construction. Furthermore, making Calala Lane and Scott Road flood free would be cost prohibitive as it would need extensive culvert or bridge infrastructure and would likely cause upstream flood impact aswell given it is located within the flood plain. TfNSW is the road authority for Scott Road , not TRC.</li> <li>2. There are significant positive responses from the community that do not consider the project a waste of money and who can see the health benefits of the project. A Level 5 qualified arborist is providing council with advice on how the tree health can be maintained.</li> <li>3. Council's position of no road between Calala and the CBD via King George V Avenue is our current position. The cost to construct this roadway, which would not be flood free would be exorbinant and would need to be funded entirely by TRC given it would be a local road. I have no control over what Council may or may not do in the future however the provision of the path, which across the floodplain may meander within the road reserve, will in some way prohibit a future road unless the path is demolished</li> <li>4. Dan Mcardle</li> <li>5. The path is not located withinthe CBD, with very little other exposed hardstand. The health and access benefits this path would provide are considerable to outweigh the negatives.</li> <li>6. The purpose of the path is to provide better access and a safer way for the community to use King George V Avenue, which has received good support from the wider community. TRC can not determine the speed limit of the road, this is a TfNSW responsibility and the general location of the road would not be conducive to a 40km/h speed limit.</li> <li>7. We have considered the impact on the heritage classification of the avenue. Both Heritage NSW and our heritage consultant have noted that improved access and safety for the wider community will encourage more people to access the avenue, which allows more people to appreciate it. We are also looking to embellish the signage that explains the history of the area so the community can better understand this history</li> <li>8. See response to comment 1.</li> </ol>
Aug 16, 2023, 06:22 AM	I don't understand a walking track when Calala's traffic is so bad on Calala Ln. Surely the money could be better spent on another rd into Calala, even if it is Campbell Rd or to flood proof Calala Ln with more Lon's to turn at Goonoo Goonoo Rd. So no to the bike track.	The funding we have obtained for this project can only be spent on a path. It can not be used for road construction

Aug 16, 2023, 05:34 AM	Please do this as option one. Great idea. Love to see the road go though to calala as well	Thanks for your positive feedback. Regarding the road, there are no plans to construct a new one, especially within this corridor for a number of reasons
Aug 15, 2023, 10:02 PM	Great idea. Preferred option is 1.	Thanks for your positive feedback, we've taken your suggestions on board
Aug 15, 2023, 07:56 PM	<p>We attended the two public consultation / presentations by Council staff on Saturday the 29th of July concerning this proposal. We do not believe that Council has given due consideration for the welfare of the Heritage listed trees.</p> <p>Developers would see this as an opportunity to add value to existing developments and those planned for the future to the detriment of this nationally recognised asset of the Tamworth Region. This proposal benefits them immensely in a financial way. In 2012, there was a concerted effort by a faction of Tamworth Council enthusiastically advocated by James Treloar to remove the Avenue of Oak trees along King George Ave.</p> <p>The new proposal of a pathway is essentially the same as was proposed in 2012, only it was a road on the western side of the trees. No one trusts that Tamworth Regional Council will not change this path to a road in the future. It was the Community that saved those trees for the community, despite those members of Tamworth Council that seemed more concerned about progress than suring up the amenity of this precious resource.</p> <p>The environmental record of Tamworth Regional Council in our area is equally not good and cannot be trusted with the preservation of the Heritage listed Oak Trees.</p> <p>I offer as evidence of TRCs poor environmental record, the drift wells of Scotts Road adjacent to the start of King George Ave which form part of the aquifer that the working farms along King George Ave also draw from. After droughts in the early 2000's, TRC applied for funding to recommission the drift wells last used in the 1970's, for emergency use only initially. No one objected to this. The wells where commissioned and, given their proximity to and literally now in the river, Council could see their potential to extract large volumes of water at a far cheaper rate then the other extraction point they have upstream near Farrer. The same landholders of King George Ave that fought Tamworth Regional Council over the destruction of the Oak trees back then, also battled the Council over excessive extraction of water from the aquifer via the drift</p>	<p>1. The path project is being proposed to improve access and provide a safer route for recreation and exercise options, not for financial benefits to developers.</p> <p>2. Council has no interest in constructing a road across the flood plain due to the significant cost which TRC would be solely required to fund.</p> <p>3. The construction of the path would require Heritage NSW approval with several environmental safeguards to be followed. I have no comment on your statement about our environmental record as it is unrelated to this project.</p> <p>4. TRC are in discussions with the police regarding ways to manage the access and egress being used as avoidance routes, similar to other footbridges such as the one across the Peel River at the Gipps Street carpark</p>
Aug 15, 2023, 07:15 PM	We have plenty of walking tracks. Cyclists ride on the road 95% of the time - we need our roads fixed as a priority.... Spend the money on fixing our roads not on footpaths !!!!	The funding we have obtained for this project can only be spent on a path. It can not be used for road construction. The purpose of the path is not just for road cyclists, it is to provide a safe exercise and access option for all users, predominantly the young and elderly citizens
Aug 15, 2023, 06:14 PM	<p>I wholeheartedly support this proposal and commend Council for its forward thinking! Walking is my favorite outdoor pastime, and I'm excited at the thought of another aesthetically pleasing, safe walking route for us to use. With population growth, traffic congestion is already increasing, and we are beginning to lose the 'liveability' we have always enjoyed as a regional city that is not yet too big. Supporting more people to use walking / cycling for transport through shared pathways, will assist with curbing traffic congestion. Sadly, we have the nickname 'Fatworth' owing to our extremely high rates of obesity. A shared pathway will go a long way to helping our residents be more active. I have no doubt that this shared pathway will be very popular and an asset to our community. I believe Option 2 is the best as it will act like a speed hump for cyclists. In Canberra (lakeside) and Newcastle (Fernleigh Track) the large number of fast cyclists are somewhat impinging on the pleasure and safety of walkers also trying to use the path.</p> <p>Thank you for the opportunity to provide feedback</p>	Thanks for your positive feedback, we've taken your suggestions on board. And I wholeheartedly agree with you comments on this project providing a much safer option for exercise and recreation

Aug 15, 2023, 03:56 PM	Being a constant user of King george ave, Obriens Lane and Calala Lane with horses. I believe that all weather access for all vehicles to these areas is a must. King george ave does not need a path as the road traffic is little enough that there is no danger.	The funding we have obtained for this project can only be spent on a path. It can not be used for road construction. Regarding the traffic on King George V Avenue, the long straight length of the road allows vehicles to travel at high speed and the narrow road width means there is little psace between pedestrians and vehicles. We have received substantial feedback that parents are not comfortable taking young children on this road due to the danger of being in close proximity with no separation to vehicles
Aug 15, 2023, 03:47 PM	Yes	Thanks for your positive feedback
Aug 15, 2023, 03:44 PM	Pls	Thanks for your positive feedback
Aug 15, 2023, 02:38 PM	Calala has a lit bike path along Calala Lane. It is smarter to create one on Moore Creek Rd to get the bike riding groups off the road and creating congestion	TRC have already obtained funding for the design of several other shared paths, including one on Moore Creek Road between Idyllic Street and Johnston Street and Forest Road from the end of the existing shared path that will connect through to Moore Creek Road. The design for both of these path projects has been completed and we are actively seeking NSW State government funding via their Get NSW active program to construct these paths. Once completed, these paths will connect Hills Plains with Tamworth, the schools on Moore Creek Road as well as providing the communities within Hills Plains a safe pedestrian access with major local atrtractors such as the Mountain Bike Park and the soon to be constructed Windmill Hills Commercial Centre
Aug 15, 2023, 02:26 PM	I think design option 2 is the better choice because it would provide less disruption to the already established heritage listed trees. I believe any digging to relocate power lines would cause some form of disruption	Thanks for your positive feedback, we've taken your suggestions on board
Aug 15, 2023, 02:15 PM	Please stop building car infrastructure, cars take up too much space & are only a fleeting means of production, car infrastructure is finite, we need more bike paths throughout the entirety of tamworth & bike paths leading out of tamworth to surrounding areas, PLEASE!!!!	Thanks for your positive feedback, we agree with the health and recreational benefits of the path
Aug 15, 2023, 01:39 PM	Option 1 too expensive and not feasible. Option 2 seems more sensible and workable. With some good planting the Poles wouldn't be noticed.	Thanks for your positive feedback, we've taken your suggestions on board
Aug 15, 2023, 01:33 PM	Walkway should NOT be along King George Ave at all....this is just the thin edge of the developers wedge to make King George THEIR NEW ROAD entry to yet more unsuitable residential developments	TRC has no intention to construct a road along King George V Avenue for a number of reasons. The provision of the path is one way this has been demonstrated as our preferred use for this road reserve
Aug 15, 2023, 01:06 PM	Why is council contemplating wasting rate payers money on this, when we have insufficient water, poor roads	Community feedback is that active transport infrastructure is much needed and wanted infrastructure
Aug 15, 2023, 10:57 AM	Option one seems the best for the future and the adjustment to the power is the most practical and safe for the future. Having a cycling/walking path from cbd to Calala would greatly increase the liveability of this great city!	Thanks for your positive feedback, we agree with the health, recreational and safety benefits of the path
Aug 15, 2023, 09:59 AM	You council, need to look very had at the fb comments. There are greater needs in the TRC local government area than this walk/cycle way. If we are to receive a rate increase, is this due to the proposed projects and a way to fund them. Surely council has a proposal for Calaha lane drawn up over the years. Recreation is important and so to is providing people with the ability to commute during adverse weather conditions.	The funding we have obtained for this project can only be spent on a path. It can not be used for road construction
Aug 15, 2023, 08:30 AM	Why not a road? There was a road coming through there many years ago . I believe the bridge was washed away in the big flood . The road would solve a traffic problem that has and is building as Tamworth expands .	The funding we have obtained for this project can only be spent on a path. It can not be used for road construction
Aug 15, 2023, 07:50 AM	I would definately use this if it was safe and well maintained with lights for evening also a good idea to have a garbage bin here and there	Thanks for your positive feedback, we've taken your suggestions on board

Aug 15, 2023, 07:40 AM	Never mind a walk path. Build a bridge. We desperately need another road into Calala Council are approving all these houses to be built Now let's build a bridge	The funding we have obtained for this project can only be spent on a path. It can not be used for road construction
Aug 15, 2023, 07:19 AM	Design option 2	Thanks for your positive feedback, we've taken your suggestions on board
Aug 15, 2023, 07:10 AM	I think it's a great idea!	Thanks for your positive feedback
Aug 15, 2023, 07:02 AM	Great idea. Option one makes more sense.	Thanks for your positive feedback, we've taken your suggestions on board
Aug 15, 2023, 06:15 AM	I would of thought with the traffic congestion on calala lane that a road would be a better option . This would lighten the queue on both calala lane and Scott rd at the peak times.	The funding we have obtained for this project can only be spent on a path. It can not be used for road construction
Aug 15, 2023, 01:46 AM	A 3rd access road is far more urgent than this. It should have been done a decade ago and it is holding calala back. I would rather see council put the ratepayers money into providing long overdue infrastructure to keep up with the growth of suburbs than a glorified footpath that won't make any real impact upon congestion through calala along CALALA LANE (ie not road. It was never designed to accommodate the level of traffic that currently uses it on a daily basis let alone the projected traffic with the new developments and the growth of carinya school. Even with a new access road, calala lane would need a major upgrade within the next 5-10 years to keep up with the growth of the suburb)	The funding we have obtained for this project can only be spent on a path. It can not be used for road construction
Aug 14, 2023, 10:51 PM	This is a must as I see it. Congestion of traffic on Calala Lane has increased tenfold which makes driving frustrating. A bike / walking track however would open up a terrific opportunity for the many retirees in Calala to enjoy a very pleasant walk or bike ride to the CBD for a coffee or to shop. The benefits to health and lifestyle are numerous. Go ahead asap I say.	Thanks for your positive feedback, we agree with the health and recreational benefits of the path
Aug 14, 2023, 09:58 PM	It's a great idea! I think both options are good, option 1 would most likely look more tidy and nicer without the power poles.	Thanks for your positive feedback, we've taken your suggestions on board
Aug 14, 2023, 09:04 PM	I think this is a ready great idea. I'm somewhat new to Tamworth and would love for more places to be able to walk in Tamworth. We've recently bought a house in calala and I would defineltly use this walk all the time.	Thanks for your positive feedback, we agree with the health and recreational benefits of the path
Aug 14, 2023, 08:44 PM	This is a great idea The path needs to be wider 3500 is too small for the little extra cost needs to be 4000	Thanks for your positive feedback, we've taken your suggestions on board. The path width has been determined based on the desired functionality of it. A 3500mm wide path allows two pedestrians side by side in each direction OR a bike rider in one direction with two pedestrians in the opposite direction with a safety buffer of 0.5m to 1.0m between them
Aug 14, 2023, 08:42 PM	Hi there,  Thanks for letting us have our say.  We have emailed previously asking that the road level on Campbell Road at the intersection at Gordon St and McDonald Cr that was dug up when the roundabout on Calala lane and when the water pipes were put in for the Dunguwen dam be rectified, we are still waiting for this to happen?!  In regards to the suggested walking/bike path- I would rather see the Calala lane road resurfaced with a smooth surface (hot mix asphalt) and possibly more drainage pipes under the road which may eliminate road closures when flooding takes place before any bike track be put in. If you drive west on Calala lane the road near the old hand/guard rail where the gully is about half way along feels like road that is currently breaking up with cracks in it is going to give-way when you drive over it. Surely this is more of a concern than starting on a path??? Thanks Michael	The dungowan dam pipeline is not a TRC project so I have minimal information about that resolution however I have passed this information onto our operations team.  The funding for this project is from the state government and is specific to active transport (i.e. paths) only and can not be used for road construction such as resurfacing or the installation of culverts
Aug 14, 2023, 08:40 PM	This is a great idea. Should happen as soon as possible.	Thanks for your positive feedback

Aug 14, 2023, 08:36 PM	I think this is a great proposed plan. I would strongly support our local council to pursue this project	Thanks for your positive feedback
Aug 14, 2023, 08:32 PM	Sorry but this is not needed a road is needed to connect onto Scott Rd. but not much use suggesting anything as council will not listen and will do what they want anyway... your consultation system is there to just make it look good	The funding we have obtained for this project can only be spent on a path. It can not be used for road construction. A road connecting onto Scott Road would require property acquisition
Aug 14, 2023, 08:24 PM	Nice idea but maybe spend the money raising Calala lane 1m first and widen the road to allow for all the new homes. If not all at least the lower part on the western end to help prevent Calala becoming an island when it floods	The funding for this project is specific to active transport (i.e. paths) and can not be used for road construction. Furthermore, if Calala lane was to be raised by ~1m, there would be significant flood impact upstream of the road, or extensive and cost prohibitive number of culverts would be required to reduce flood impact considering the frequency and duration the lane is submerged for
Aug 14, 2023, 08:22 PM	I'm 100% for foot paths and bike paths to connect Tamworth. A link from the city to Calala is a great idea. The running community would love that loop. Getting rid of the poles looks better but sounds expensive. It depends on how you want to do the road later to connect the calala.	Thanks for your positive feedback, we agree with the health and recreational benefits of the path. Regarding the road, there are no plans to construct a new one, especially within this corridor for a number of reasons
Aug 14, 2023, 07:59 PM	I would prefer to see the money spent on a path between Moore Creek and North Tamworth. The stretch of road between Verdello Drive and the Catholic school is very dangerous for pedestrians, bikes, and mobility scooters. Calala can be accessible in other ways from the CBD.	TRC have already obtained funding for the design of several other shared paths, including one on Moore Creek Road between Idyllic Street and Johnston Street and Forest Road from the end of the existing shared path that will connect through to Moore Creek Road. The design for both of these path projects has been completed and we are actively seeking NSW State government funding via their Get NSW active program to construct these paths. Once completed, these paths will connect Hills Plains with Tamworth, the schools on Moore Creek Road as well as providing the communities within Hills Plains a safe pedestrian access with major local attractors such as the Mountain Bike Park and the soon to be constructed Windmill Hills Commercial Centre
Aug 14, 2023, 07:57 PM	The more walking/cycling paths in every direction the better! Tamworth has a serious obesity issue. I live on Nundle Rd Piallamore and would LOVE an exercising pathway to come out through Nemingha to us and beyond! There is NO way to walk or cycle safely any distance along Nundle Rd yet it is such a popular route for cyclists who risk their lives riding on it now! I hope that, like the Central Coast and other areas, we can soon travel safely from suburb to suburb (including outerlying suburbs) safely along off-road purpose-built wide pathways for NON-POLLUTING traffic! Win-Win-Win! •Good for health •Good for the Environment •Good for general appeal of our region That is a 'YES PLEASE' 👍	Thanks for your positive feedback, we agree with the health and recreational benefits of the path
Aug 14, 2023, 07:52 PM	Yes do it and make a road at the same time	Thanks for your positive feedback. Regarding the road, there are no plans to construct a new one, especially within this corridor for a number of reasons
Aug 14, 2023, 07:50 PM	I believe this is a wonderful opportunity to connect Calala & the CBD  Build it and they will come !	Thanks for your positive feedback
Aug 14, 2023, 07:48 PM	An excellent plan. Pity another car access can't be developed.	Thanks for your positive feedback

Aug 14, 2023, 07:45 PM	<p>THIS IS NOT SAFE!!</p> <p>There is enough crime in this town as is, and you expect people, women specifically to feel safe walking through a almost 4 km long path in the middle of no where?!</p> <p>Absolutely not</p> <p>Let alone the people that live on King George Ave for the pure fact that it's remote and scenic and you're going to ruin that one "small" project at a time</p> <p>Just stop and think about this for a second. This is not a good idea. It will turn more people against you and your future decisions.</p>	<p>There has been significant support for this project from the wider community. The design will have provisions to make it safe to use. If a member of the community doesn't feel safe using the path, then they do not need to use it but as noted, there is a large number of responders who have said they love the idea and would use it</p>
Aug 14, 2023, 07:41 PM	<p>I think it's a great idea. Opens up the area for more leisure activities and gives people in Calala the options of walking or push biking to work or just for the exercise.</p>	<p>Thanks for your positive feedback, we agree with the health and recreational benefits of the path</p>
Aug 14, 2023, 07:11 PM	<p>Is there a rough estimate in cost that could be provided to better inform feedback?</p> <p>Option 1 would be most ideal, given the upkeep and maintenance required for power poles etc. However I imagine the cost to complete works would be significant.</p> <p>What funding / grant options would be available to offset the cost to rate payers?</p>	<p>We can not provide cost estimates until we have determined more of the design details. We are reluctant to provide a high level cost until we have resolved some of the uncertainties to avoid the estimate being unnecessarily excessive. Thanks for your feedback regarding the option, the cost of relocating the power needs to be better understood and whether that provides value for money is another consideration. The feasibility study and detailed design have both been fully funded by the State Government. TRC typically doesnt use rate payer money to augment our shared path network as the State Government has a good funding program that is rolled out each year for paths. Our intention is to obtain the construction funding predominantly from a State Government grant</p>
Aug 14, 2023, 07:01 PM	<p>The option with the 3.5m wide path would allow for safer travel with faster moving bikes having more room to overtake pedestrians, thus minimising the chance of collisions and subsequent injury. Overall though, fantastic idea to increase use of cycle paths and add to community infrastructure.</p>	<p>Thanks for your positive feedback. Although we originally planned for a 3.5m path along King George V Avenue, following the consultation process we have decided to reduce this width to 3.0m on adjacent to KGV Avenue only to reduce the impact on the trees. The path will be signposted for commuting cyclists to use the road and the 3.0m wide path allows two people to walk side by side in each direction, as well as allowing safe passing by slower recreational cyclists</p>
Aug 14, 2023, 06:57 PM	<p>Tamworth already has cycle/walk ways.</p> <p>It would be nice if we could have a cycle/walk ways from kootingal to Moonbi, something for the rural people instead of on the highway that's not safe</p>	<p>TRC have already obtained funding for the design of several other shared paths, including one that connects Kootingal to Moonbi via the New England Highway. The design for this path has been completed and we are actively seeking NSW State government funding via their Get NSW active program to construct these paths. Unfortunately the timeframe for construction is unknown as we are relying on external grants to fund the construction</p>
Aug 14, 2023, 06:12 PM	<p>Wonderful idea. The more green spaces for walking and cycling the better. Very supportive. Thanks</p>	<p>Thanks for your positive feedback, we agree with the health and recreational benefits of the path</p>

Aug 10, 2023, 08:26 PM	<p>Hi</p> <p>My name is Joe Kelly and I am an avid cyclist and disability support worker. Having read through the proposed plan I am very excited about what council is trying to achieve.</p> <p>As a disability support worker I use the cycle paths around Tamworth 3 or 4 times a week. I do mostly cycling with my clients around the river. The company that I work for has an accomodation house at Calala and I regularly ride the Calala lane and Scott's road cycle way to get into town with clients. While these paths are good they are not perfect. It is difficult to get from Calala lane to Scott road. In particular crossing Scott road is a challenge.</p> <p>The new cycle way will greatly improve this experience with a relaxed ride through a pleasing area. I am greatly encouraged by the proposed 3.5 metre width. This will make it much safer to pass cyclists coming the opposite way. As a very avid recreational cyclist I regularly ride over 150 klms a week on local roads. The proposed cycle path would again allow us to avoid riding along Calala lane. At the proposed width this will be a very safe and convenient alternative to Calala lane.</p> <p>As a bit of perspective, I believe it would be easy to ride at 30 kph along this section. This would make it entirely possible to cycle from Calala to town faster than could be driven in a car. I strongly believe that once people realise this it will open up commuting opportunities for residents that they never thought possible.</p> <p>I think this is a marvellous opportunity for Tamworth and I commend council for pursuing it.</p> <p>Regards a very happy Rate Payer. Joe Kelly.</p>	<p>Thanks for your positive feedback, Its great to hear you enjoy the existing bike network, Council has a strategy in place to construct more paths that connect communities and attractors to promote safe and enjoyable exercise and recreation.</p> <p>Although we originally planned for a 3.5m path along King George V Avenue, following the consultation process we have decided to reduce this width to 3.0m on King George V Avenue to reduce the impact on the trees and reduce the cost of the project. The path will be signposted for commuting cyclists to use the road and the 3.0m wide path allows two people to walk side by side in each direction, as well as allowing safe passing by slower recreational cyclists. This reduction in path width is only on King George V Avenue, the path along the unformed section of Campbell Road will remain 3.5m wide to accomodate commuting cyclists as there is no road in this location</p>
Aug 07, 2023, 09:40 PM	<p>I have emailed by submission to trc@tamworth.nsw.gov.au as there are a couple of attachments I would like to include.</p> <p>Please let me know if the 3 files did not arrive</p> <p>Thankyou</p> <p>CHRISTINE MCKINNON</p>	<p>Thanks for your submission. We have received this and are considering your points in due course</p>
Aug 06, 2023, 02:45 PM	<p>I think a footpath from Campbell road connecting to town will encourage more interconnectedness within the community and also encourage more physical activity. It would be wonderful for the people who live in Calala to walk/ride to town as well as for the residents on King George Avenue to be able to walk/ride to Calala.</p>	<p>Thanks for your positive feedback, we agree with the health, recreational and connectivity benefits of the path</p>
Aug 06, 2023, 10:25 AM	<p>Yes definitely long overdue!</p>	<p>Thanks for your positive feedback</p>

Aug 05, 2023, 08:24 PM	<p>1. Congratulations on this excellent and greatly needed project.</p> <p>2. That bollards be used on each end of the bridge over Calala Creek to prevent cars from illegally using the cycleway.</p> <p>3. That lights and security cameras be used on each end of the bridge over Calala Creek to dissuade thieves from using this additional access to Calala for illegal purposes.</p> <p>4. That garbage bins be placed at the start of King George Avenue and the Reserve at the end of Campbell Road.</p> <p>5. That concrete seats be cemented in along King George Avenue and at the Reserve at the end of Campbell Road.</p> <p>6. That the Reserve at the end of Campbell Road be regularly mowed, (I will continue to maintain weed control at this Reserve).</p> <p>7. That those who mow along the path be instructed to mow in a direction that throws cat heads, etc away from the path and not onto it, (I have suffered numerous bike punctures when riding along the cycle paths after they have been mowed and covered with cat heads).</p> <p>8. We would strongly oppose the construction of a road along this recreational pathway route.</p>	<p>1. Thank you for the support for the project</p> <p>2. I agree that something is needed to prevent vehicles from accessing the pedestrian bridge - whether that is bollards or staggered fencing will be determined during the design stage</p> <p>3. Lighting will be provided on the bridge. The provision of CCTV is being discussed with the police and the location will be determined as the design progresses</p> <p>4. This is a good suggestion and we will look to provide path amenities at the appropriate locations</p> <p>5. The provision of seating will be discussed with the wider project team and developed throughout the design stage</p> <p>6. The areas adjacent to the path will be mown by TRC as required to encourage safe use of the path. I can not guarantee the extent of mowing that will occur.</p> <p>7. Good suggestion. I have requested that our ops team and their sub contractors who undertake the mowing throw the cuttings away from the paths where possible</p> <p>8. TRC has no desire to construct a road across the flood plain adjacent to the path. The cost of this road will be excessive and TRC does not have the significant funds required to construct this. Furthermore, it is unlikely we will receive funding for a road given it is only a local road, not a state or federal road.</p>
Aug 05, 2023, 02:26 PM	Path design looks great! I fully support this project. RJ	Thanks for your positive feedback
Aug 05, 2023, 08:24 AM	<p>I think it's a great idea.</p> <p>To even have a foot path on King George Ave is a great idea.</p> <p>It would be more safer than along Goonoo Goonoo road.</p>	Thanks for your positive feedback
Aug 04, 2023, 11:31 PM	<p>Option 1 appeals to me for following reasons:</p> <ul style="list-style-type: none"> <li>• The path being as far away from the road as possible.</li> <li>• Power poles converted to underground power (if I have interpreted that correctly) is an environmental/aesthetic bonus.</li> </ul>	Thanks for your positive feedback, we've taken your suggestions on board
Aug 04, 2023, 09:22 PM	17 power poles = 17 to many hazards. If they are to stay they would need to be replaced with poles that have a longer life span then timber to save on damage to pathway in the future if needing be replaced. Better with no poles at all.	Thanks for your positive feedback, we've taken your suggestions on board
Aug 03, 2023, 09:16 PM	Design option 1. Fantastic idea and creates more options for walking and running tracks with a link into Calala. Also means runners have opinions to run a loop rather than retracing their track out.	Thanks for your positive feedback, we've taken your suggestions on board
Aug 03, 2023, 08:54 PM	I feel like the 2nd option would be best. More cost effective, yet still viable and quicker to achieve. People won't want to wait years for this project to be completed. Can we also have lines painted for safety to keep cyclists and pedestrians to either side of the path please? Thank you.	Thanks for your positive feedback, we've taken your suggestions on board. Yes the path will be line marked

Aug 03, 2023, 06:31 PM	<p>We is calala getting another path into town when they already have a path all the way to town.</p> <p>What about Moore Creek. There is no way for us to get into town except for being on the road which is so dangerous. Not to mention the two men who have to ride thier scooters on the road. Will it take for one of them to be killed before something is done.</p> <p>The infrastructure does not meet the way Moore Creek is growing and there is plenty of rate payers that live out here.</p> <p>This needs to be looked at a lot more seriously.</p>	TRC have already obtained funding for the design of several other shared paths, including one on Moore Creek Road between Idyllic Street and Johnston Street and Forest Road from the end of the existing shared path that will connect through to Moore Creek Road. The design for both of these path projects has been completed and we are actively seeking NSW State government funding via their Get NSW active program to construct these paths. Once completed, these paths will connect Hills Plains with Tamworth, the schools on Moore Creek Road as well as providing the communities within Hills Plains a safe pedestrian access with major local atrtractors such as the Mountain Bike Park and the soon to be constructed Windmill Hills Commercial Centre
Aug 03, 2023, 01:30 PM	<p>This is a fantastic opportunity to add an alternate route for the residents of Calala to access the CBD and will be another great option for locals and tourists to participate in and enjoy the benefits of unstructured recreation activity. Thank you for doing this work.</p> <p>Design option 2 sounds to be the best spend of money and this would have my support.</p>	Thanks for your positive feedback, we agree with the health, recreational and safety benefits of the path
Aug 03, 2023, 10:23 AM	<p>Design 2 preference (on an assumption that it would minimise the cost and implementation timeframe).</p> <p>Would be wonderful to have this extended bike path and more bike paths across the region to help bicycle commuters do so safely.</p>	Thanks for your positive feedback, we agree with the health, recreational and safety benefits of the path
Aug 03, 2023, 10:08 AM	Design 2 > I like the idea of softening the appearance and include further greenery to the site.	Thanks for your positive feedback, we've taken your suggestions on board
Aug 02, 2023, 10:36 PM	This is a very good idea from council it will have positive benefits for health and social areas in our community. The path could also reduce the traffic congestion on Calala lane as the cbd will now be within easy walking and cycling distance	Thanks for your positive feedback
Aug 02, 2023, 10:20 PM	I think this is a fantastic idea!	Thanks for your positive feedback
Aug 02, 2023, 09:13 PM	As a resident of Calala I am very excited at the prospect of a safe and convenient way to commute from Calala to the CBD. As a regular walker along the existing route, the intersections are challenging due to traffic volume causing safety risks. The proposed path would create a wonderful feature walk to promote healthy outdoor exercise.	Thanks for your positive feedback, we agree with the health, recreational and safety benefits of the path
Aug 02, 2023, 09:13 PM	<p>As a cyclist myself, I believe this is a very good proposal and an alternative to get from Calala to the CBD in an extremely safe manner.</p> <p>My only consideration is for the council to consider the viability to plant trees on the side of the pathway between Calala and King George V .</p> <p>Avenue, as perhaps in 100 years or more from know other generations would be able to enjoy a legacy, similar to what we are able to enjoy today on King George V Avenue.</p> <p>In my opinion, design option 1, is more suited to the protection on the existing trees than the other proposed.</p>	Thanks for your positive feedback, we've taken your suggestions on board
Aug 02, 2023, 08:25 PM	No way , the dirt bikes will use it at 3am to elude police...Get crime under control in Tamworth first Russell Webb & Bede Bourke... This place has become the pits under your reign.. The poor people of King George will become victims	TRC are in discussions with the police to manage this risk. No comment on your other statements
Aug 02, 2023, 08:24 PM	This would be amazing! Get on it. People would do my miles on there bikes and feet if they could go further or make a loop, from there to the HWY and back to hungry Jack's via Scotts road, a full round loop. Also, what ever happened to the Manilla rail way bike track too. Get options for people to move their meat suits	Thanks for your positive feedback, construction recreational loops are just one of the many benefits of the project
Aug 02, 2023, 07:51 PM	Option A please	Thanks for your positive feedback, we've taken your suggestions on board

Aug 02, 2023, 07:10 PM	<p>Hmmmm</p> <p>Just leave king George the fifth alone</p> <p>It will only cause issues with the undesirable etc</p> <p>Why don't you try Calala Lane to Scott's Rd via Goonoo Creek area where back in the 60s there the original Calala bypass was proposed</p>	This suggested alignment travels through several private properties and would require property acquisition. Also, it would require a pedestrian crossing of Scott Road, which carries large traffic volumes and a reasonable volume of heavy vehicles in an 80km/h speed zone, so not the safest location to cross
Aug 02, 2023, 05:53 PM	Suggestion 1, that would be great for me.	Thanks for your positive feedback, we've taken your suggestions on board
Aug 02, 2023, 04:41 PM	It is a great idea. My preferred option is option 1. This option would also allow for more flexibility of structural changes in the future if it is needed.	Thanks for your positive feedback, we've taken your suggestions on board
Aug 02, 2023, 03:06 PM	I think this is great!!	Thanks for your positive feedback
Aug 02, 2023, 02:25 PM	<p>If you build anything at a 90 degree angle to the flow of the water you are doomed the amount of water and the speed of the flow in a rain event with Calala Creek taking about 70% of the storm water not to mention the runoff from Loombra and above is a disaster in the making. Can Council please provide me with the amount of runoff in a 24-hour period in a rain event thanks</p>	<p>Whilst it is acknowledged that the path that is perpendicular to the flow of water is more susceptible to damage, there are design details that can reduce the risk of damage. These include material type and the provision of downturn beams that minimise the risk of undermining. The path material in the unformed section of Campbell Road will be concrete as this is the most durable material. We also expect to incorporate either a key of a downturn beam to reduce the risk of undermining and failure of the path. The maintenance provisions are not expected to be more significant than the existing path on Scott Road. The key design parameter for flood damage is velocity and the velocity of the floodwater in the unformed section of Campbell Road is between 1.3m/s and 1.8m/s for all events up to the 100 year event. The permissible velocity for grass is up to 2.4m/s. For comparison, the velocities at the existing Calala Lane path and Scott Road path are 2.4m/s and 1.3m/s respectively. The velocities at the proposed path is less than that at both of the existing paths and neither of these paths show signs of flood damage. The total runoff in a 24hr event is not a relevant parameter in the resistance of a path to flood damage and it is the velocity which causes the damage</p>
Aug 02, 2023, 02:15 PM	<p>I think option 2 would be good.</p> <p>I also think it would be good to link down to Scott's Road and make a better entry onto the Scott's Road walk from Goonoo Goonoo for people walking with prams or small children. We love walking across to Bicentennial Park along Scott's Road, but it is very tricky and dangerous sometimes getting onto the walking path from this side of town</p>	Thanks for your positive feedback, we've taken your suggestions on board
Aug 02, 2023, 01:51 PM	<p>I would love to see option 2 proceed but I'm in favor of the project to go ahead in any form. I live in Calala and would love the opportunity to exercise safely on a bike or walk safely home from work. Currently for me to do this it would be about a 6k trip on a busy road whereas this would be shorter and safer.</p> <p>The issues with walking along Scott Street are real and it can be very hard to cross the road at Goonoo Goonoo Road and Scott Street, not to mention how exposed you are on Scott Street due to the lack of tree cover.</p> <p>This project also future proof's this wonderful Boulevard of trees, and would allow options to have new trees planted as these wonderful old trees do die. As a new tree would take a good 7-10 years to grow to a good height, we do not want to wait till lots of these older trees are nearing death.</p> <p>Hopefully this would mean that future generations would still have a beautiful Tree'd Avenue to use and recreate on and around. It would be sad to see the trees left to die, and to have this relegated to only a few of us that drive here to walk down this lovely Avenue.</p>	Thanks for your positive feedback, we agree with the health, recreational and safety benefits of the path

Aug 02, 2023, 12:03 PM	<p>This is a great initiative and it's most welcome. I personally ride push bikes with my 2 boys to CBD most sat mornings . It takes us 45mins with a stop over at a foot path bench along Goonoo Goonoo road ( the bench is opposite Coles Express Servo) . However at times we have to leave early , be. It from Skating park or Bicentennial Park because our trip home will ne long . Consequently with this great initiative it means we can enjoy more time at the park since we will be having a direct flight home .</p> <p>Oh and thanks for the lights along Calala lane , they saved us the other day when we lost track of time at the park .</p>	Thanks for your positive feedback
Aug 02, 2023, 10:03 AM	<p>Hi</p> <p>I am the organiser of Tamworth Free walking group , Fitness Fun Friendship , Myself and my ladies and gent has been thinking about the footh path / walking track / bike track a long king George ave , connect to calala is even better , so that we don't have to worry that the car will run over us while we walking , the design of the track will be great to have split between bikers and runnners / walkers , same as the track at Tamworth Golf Course Kent st and Mahony st , This is great news , it may not happens for us , but it's great if our future generation can enjoy the track , perhap grand children or great grandchildren, it will also be fantastic if we can enjoy the track , Thank you TRC .</p> <p>Kind Regards</p> <p>Erni Anderson</p>	Thanks for your positive feedback, we agree with the health, recreational and safety benefits of the path
Aug 02, 2023, 09:38 AM	I think either design option would be great. With the calala area growing it would be excellent if there was a quicker and safer way for cyclists and pedestrians to get over to town.	Thanks for your positive feedback
Aug 02, 2023, 09:26 AM	<p>Fantastic proposal. Fully support it.</p> <p>I have one question.</p> <p>Will the path be both bike and walker friendly so that those who walk will not be run over by those who ride bikes on the path?</p>	<p>Thanks for your positive feedback. The proposed width of the path of 3.5m allows for two people to walk side by side in each direction and pass without having to drop back to single file. It also allows for a bike rider in one direction, two walkers side by side in the other direction and a gap of 0.5m to 1.0m between the two.</p> <p>In saying the above, the path width will still be 3.5m along the unformed section of Campbell Road (within the floodplain) however we have decided to reduce the path width to 3.0m along King George V Avenue to reduce the impact on the trees and reduce the cost of the project. Commuting cyclists will be directed to use the road at this location and the 3.0m path width still allows 2 path users to pass in each direction as well as walker to safely pass slower recreational bike riders.</p>
Aug 02, 2023, 07:54 AM	Great idea. I would support road access for passenger vehicles as well.	Thanks for your positive feedback. Regarding the road, there are no plans to construct a new one, especially within this corridor for a number of reasons
Aug 02, 2023, 07:43 AM	Maybe do a pathway on Moore Creek road first as this would not only benefit those living in the estate but would also allow all students at the 2 schools to walk in a safe environment	TRC have already obtained funding for the design of several other shared paths, including one on Moore Creek Road between Idyllic Street and Johnston Street and Forest Road from the end of the existing shared path that will connect through to Moore Creek Road. The design for both of these path projects has been completed and we are actively seeking NSW State government funding via their Get NSW active program to construct these paths. Once completed, these paths will connect Hills Plains with Tamworth, the schools on Moore Creek Road as well as providing the communities within Hills Plains a safe pedestrian access with major local atrtractors such as the Mountain Bike Park and the soon to be constructed Windmill Hills Commercial Centre
Aug 02, 2023, 07:40 AM	Highly support this project and further similar projects to increase walkways and cycle paths around Tamworth.	Thanks for your positive feedback

Aug 02, 2023, 06:29 AM	This is needed a long time ago. Even plan is good. Would also prefer to have a one way road to reduce track congestion in Calala along with the walking lane.	Thanks for your positive feedback. Regarding the road, the funding is for the pedestrian path only, we can not construct a road with this funding. TRC does not have the funds to construct this road
Aug 02, 2023, 06:19 AM	Is would be great to have this open. It would be lovely if it could go along the peel River.	Thanks for your positive feedback
Aug 02, 2023, 02:49 AM	They really need an alternative road to and from calala to the CBD, not a walking path. A new road SHOULD take priority.	The funding we have obtained for this project can only be spent on a path. It can not be used for road construction
Aug 02, 2023, 12:03 AM	I moved back to Calala in 1976. The path sounds good but I won't ever walk it I am a senior citizen What would be more helpful is to open the road for Calala residents to travel to town through king George Avenue More houses are being built. Another road is needed So many accidents happen. The road to town will ease some of the traffic So many cars now on Calala Lane at peak time	The funding we have obtained for this project can only be spent on a path. It can not be used for road construction
Aug 01, 2023, 11:00 PM	Just wanted to give feedback that I am supportive of this prject and think either design would be great, leaning slightly towards option 2 to save on the fuss of having to move power poles as building around seems feasible.  In general I think it is great that council is working towards making Tamworth a more walkable city ^^ great for physical health and general wellbeing to have convenient and accessible walking paths!! Would be great if there was a designated/ marked bike lane and if the pathway could be wide enough to accommodate two-way foot traffic- preferably with markings indicating the directional flow - some benches along the way, water fountains, shade trees or other coverings for sun protection, and garden beds would also not go astray!! It seems like parts of the path may be quite close to the road? Bollards or some fencing, or even bushes might be good to have some sort of barrier visually seperate the path from the road in these parts- like peace of mind for those using the path that a car is not going to accidently swerve off and hit them.	Thanks for your positive feedback, we agree with the health, recreational and safety benefits of the path. The proposed path would have line marking to keep users on their correct side when approaching each other. Some other amenities are being considered as value add propositions depending on the final project cost
Aug 01, 2023, 10:58 PM	I think it would be amazing. I do believe that we should look at connecting the two roads for cars as well as walking Campbell and king George.	Thanks for your positive feedback. Regarding the road, the funding is for the pedestrian path only, we can not construct a road with this funding. TRC does not have the funds to construct this road
Aug 01, 2023, 10:46 PM	Imagine being able to ride/walk from Windmill Hill to Calala! Option A for the Calala end, so you can also fund the Windmill hill end.	Thanks for your positive feedback, we've taken your suggestions on board
Aug 01, 2023, 10:25 PM	I think you should ask the residents on King George Ave if this is what they want firstly of all..	TRC are communicating with the residents of King George V Avenue discuss their concerns with the project. It is important to understand that the road is a public road that is for the benefit of the whole community, not just the residents that live on the street
Aug 01, 2023, 10:16 PM	This is a great idea! Tamworth residents health would benefit with more path options for bike riding and walking.	Thanks for your positive feedback, we agree with the health and recreational benefits of the path
Aug 01, 2023, 10:06 PM	A great project. Both options look good. Option 2 looks better as there is less impact on King George V Ave.	Thanks for your positive feedback, we've taken your suggestions on board

Aug 01, 2023, 10:00 PM	<p>The plan looks excellent. I fully support this move- what a great way to revitalise this beautiful memorial Avenue.</p> <p>I think Design option 1 would be better because children and walkers with headphones sometimes forget to keep left and the forks around poles could leave room for confused collisions.</p> <p>Also, worth thinking about upgrading the refuge island near hungry jacks as it will not fit a bike as it stands. This would complete the connection to the river loop.</p> <p>Thanks so much for putting thought into these cycleways. It is such valuable infrastructure and it continues to attract new residents as it shows Tamworth is a very liveable city. The calala lane and Scott's road paths have enabled us to replace our second car with a bicycle, so you really are reducing the road burden through these projects. Thank you again!</p>	Thanks for your positive feedback, we've taken your suggestions on board
Aug 01, 2023, 09:48 PM	<p>I think this is a fantastic idea.</p> <p>I have a young family and it would be a great opportunity for us to get out as a family and have this sort of access to the CBD as an alternative to having to drive into town and go for a walk (which we currently do).</p> <p>I believe option 1 would be the better option for the path along King George Ave.</p> <p>I fully support this project!</p>	Thanks for your positive feedback, we've taken your suggestions on board
Aug 01, 2023, 09:47 PM	Great idea, long needed to provide a safe and sustainable option from Calala to town	Thanks for your positive feedback
Aug 01, 2023, 09:46 PM	<p>I think that connecting Calala and King George Ave for non motorised use is a great idea. I frequently run king George Ave, as it is a scenic, flat, low traffic route.</p> <p>Perhaps a cost saving could be generated by paving the connecting section and utilising the existing roadway?</p>	Thanks for your positive feedback, we agree with the health, recreational and safety benefits of the path. Regarding using the existing King George V Avenue as a shared zone for vehicles and pedestrians, this would require separation between the two users groups to make it safe for pedestrians, particularly the young or elderly. Once a separation device is used (eg kerbs with gaps between them), this would make it impossible for cars to pass each other on the road way. We are investigating the use of different path material in different areas
Aug 01, 2023, 09:28 PM	Design one would be the better option. There is a problem during the day when people use the road to test drive their cars and can drive above speed limit. Another issue is when 2 cars are trying to pass eachother, especially with a horse trailer, one car always has to go up onto the grass, it can get messy with mud splatter if the road is wet and may affect pedestrians.	Thanks for your positive feedback, the path will definitely improve the safety for the pedestrians use
Aug 01, 2023, 09:13 PM	Great idea! More long distance, pathed walking tracks would be welcomed by the community.	Thanks for your positive feedback
Aug 01, 2023, 09:05 PM	As a keen recreational cyclist, and having a young family, this would be a fantastic piece of infrastructure for Tamworth!	Thanks for your positive feedback
Aug 01, 2023, 09:03 PM	Sounds like a great idea	Thanks for your positive feedback
Aug 01, 2023, 09:02 PM	<p>King George V Avenue is a treasure because it didn't link up to other areas. It's quiet, quaint appeal would be lost with the capacity for through foot traffic. There is added risk to the trees with increased foot traffic.</p> <p>A foot path between the two is a good idea, but it should be further east and enter the city from Armidale road.</p>	The heritage listed avenue was planted by the community as a memorial for the community to enjoy. The proposed project allows better access and safer use of the avenue by all users groups. The risk to the tree health is being addressed by a Level 5 arborist, including any restrictions on the design to reduce the risk to the tree health
Aug 01, 2023, 08:56 PM	<p>Love the idea! Also great for kids to cycle to/from Carinya Christian School.</p> <p>Could a bike path fit on the existing road?</p> <p>The key bit for us is to gain access across to King Georges Av rather than what happens along K G A.</p> <p>Would there also be bike path along Campbell Rd?</p> <p>This will revolutionise cycling/running/ walking for kids and adults alike to gain shorter access to the CBD.</p>	Thanks for your positive feedback, we agree with the health, recreational and safety benefits of the path. We are considering whether commuting cyclists can use the existing road with just line marking for delineation.
Aug 01, 2023, 08:46 PM	Sounds great. Would love access for my kids to walk to school (Carinya). Would also be great to see others out walking/riding more.	Thanks for your positive feedback
Aug 01, 2023, 08:45 PM	Great idea.and option 1	Thanks for your positive feedback, we've taken your suggestions on board

Aug 01, 2023, 08:44 PM	Any connection between calala and the CBD is a good connection. How ever the connection on the calala end really needs to come from further in calala near the 2 estates at the end especially with the new roundabouts being implemented. Driving this road daily the problem areas are from Campbell road to goonoo goonoo rd roundabout. To alleviate the amount of traffic in this area means there needs to be a newer exit away from the current area. How ever progress is progress. I know my hubby will use the path daily once constructed	Thanks for your positive feedback, we've taken your suggestions on board. This proposed path is expected to tie in the the path network at the Campbell Road and Calala Lane intersection. TRC have also developed the design for a shared path between Campbell Road to Myrene Avenue to better connect the suburb of Calala. The detailed design is finished for this path however we dont currently have a timeframe for construction as we are waiting for construction funding.
Aug 01, 2023, 08:42 PM	This project sounds amazing, myself and other calala residents are eager for the work to begin. Providing a safe pathway to walk, jog or bike ride into town while soaking in the beautiful scenery will be an asset to the whole community and encourages healthy habits. Which being voted the fattest city, we need here!	Thanks for your positive feedback, we agree with the health and recreational benefits of the path. Regarding the timeframe for construction, we are working hard on progressing this project however it is unlikely to commence before 2025 as we need to work through the planning, design, consultation and approvals processes
Aug 01, 2023, 08:35 PM	That would be amazing! We love exploring walking and cycling tracks around Tamworth. I think option 2 would be more economical and still have an amazing functional ability for what it will be used for.	Thanks for your positive feedback, we agree with the health and recreational benefits of the path
Aug 01, 2023, 08:30 PM	Good evening, As a home owner on Campbell road I have some concerns with the foot/bike traffic this would create. My main concern is the direct path for dirt bikes, stolen or not to have a quick path to calala and the crime rate this could attract. The path is short enough for a stroll home drunk and disorderly which would create a negative impact on my family and resale value of my home. How will this be managed? Once this path happens how can we be assured a road will not follow? We purchased this land with the understanding it is a quiet coldasack and this will create the opposite. Thanks for your time Bec	TRC are in discussions with the police to manage this risk of criminals using the path to evade the police. Whether a path is provided or not, a drunk person can still use the area between the kerb and the property boundary to walk home from a pub. The perceived loss in property value is not something Council can manage however we are providing community infrastructure within the road reserve, which is its intended use. Council has no intention to construct a road across the flood plain due to its excessive cost, which TRC would be responsible to fund as it is a local road.
Aug 01, 2023, 08:30 PM	I love the idea of an extra walking path and access between Calala and the CBD. To be honest I think it should be a path and road. The trees are beautiful, but shouldn't stop progress.	Thanks for your positive feedback. Regarding the road, the funding is for the pedestrian path only, we can not construct a road with this funding. TRC does not have the funds to construct this road
Aug 01, 2023, 08:28 PM	Wonderful! Would be such an incredible addition to our infrastructure and much loved and utilised by many families and individuals	Thanks for your positive feedback
Aug 01, 2023, 08:25 PM	I support this project to facilitate and encourage active transport & active leisure. Option 2 seems fine, and assuming it may assist with the overall budget?	Thanks for your positive feedback, we've taken your suggestions on board
Aug 01, 2023, 08:24 PM	This would be even better if it was a road and not just a footpath. Would cut heaps of commute time out each day	The funding we have obtained for this project can only be spent on a path. It can not be used for road construction. The cost of a road across the floodplain would be extensive and TRC does not have the funds to construct this as a new local road
Aug 01, 2023, 08:20 PM	Calala is full of home owners with young families. We are a very active community, with a large majority that would greatly appreciate and utilise this safe pathway into town.	Thanks for your positive feedback, we agree with the health and recreational benefits of the path
Aug 01, 2023, 08:14 PM	This looks cheaper than option 2 and has the same outcome of creating access. I would go with this one . I am happy with the council plans of creating access, improving physical opportunities for the public and improving health .	Thanks for your positive feedback, we've taken your suggestions on board
Aug 01, 2023, 08:11 PM	I think design option 1 would be great, opening up kink George ave for everyone would be great.	Thanks for your positive feedback, we've taken your suggestions on board
Aug 01, 2023, 08:03 PM	Sounds excellent! We're a family of 5 who regularly ride with our kids into town. The Scott's Rd crossing is always dangerous and takes a long time to tackle, especially with inexperienced road-riders. It would be great to also consider the other end of Scott's Rd near the Red Rooster roundabout. There needs to be a generous median strip for us to safely cross with our (longer than average) cargo bike and a kids bike alongside. We really love how bike-friendly Tamworth is becoming!	Thanks for your positive feedback, we agree with the health, recreational and safety benefits of the path. Regarding the road crossing at Scott Road, the good news is that users of this new path wont have to cross Scott Road as they can use the path that goes under the Scott Road bridge. Regarding a crossing of Peel Street (opposite Red Rooster), I have passed this feedback onto our strategy team for their consideration.

Aug 01, 2023, 08:02 PM	I think this path has been a long time coming, it's a great idea for families willing to walk to town on a nice day. The only thing which would better this would be a flood proof road in the same location. Even if it was restricted to 40kmh. Maybe the walking path can be used as a stepping stone to increase interest in another road into Calala?	Thanks for your positive feedback. Regarding the road, the funding can only be used for path construction, not for roads. Also, the cost of a flood free road would be excessive which TRC wont be able to afford and raising of the road within the floodplain would likely cause flood impact to upstream properties unless constructed as a bridge
Aug 01, 2023, 08:02 PM	My concerns about this project are: The crime rates increasing in an otherwise quiet area. Also the privacy issue with busy pedestrian traffic & loss of parking space. Why would pedestrians have to cross 2 busy roads at Harrier Pde? Is there any thoughts to address this?	TRC have contacted the police and will work through any police access concerns along the route. Regarding privacy concerns, the path is to be located in an existing road reserve which is provided for public infrastructure such as paths. Regarding the road crossing at harrier parade, the topography is too steep on the western side of Campbell Road between Harrier Parade and the end of the cul de sac to construct a footpath on that side. The crossfall on a footpath is typically 2.5% to 3% with a maximum of 6%. The existing ground is approximately 10% and can get as high as 15%
Aug 01, 2023, 08:00 PM	Fantastic idea	Thanks for your positive feedback
Aug 01, 2023, 07:50 PM	Option 1	Thanks for your positive feedback, we've taken your suggestions on board
Aug 01, 2023, 07:48 PM	I would very much like to see a path between the CBD and Calala along Kind George's Avenue. Yes!	Thanks for your positive feedback
Aug 01, 2023, 07:48 PM	This is a fantastic idea! Love it!!	Thanks for your positive feedback
Aug 01, 2023, 07:48 PM	Get it done... what ever the appropriate pathway.... complete the works asap.	Thanks for your positive feedback. Regarding the timeframe for construction, we are working hard on progressing this project however it is unlikely to commence before 2025 as we need to work through the planning, design, consultation and approvals processes
Aug 01, 2023, 07:45 PM	I think Design 1 is better. It also means the path can be wide enough to accommodate mobility vehicles.	Thanks for your positive feedback, we've taken your suggestions on board. The path width of 3500mm will be more the wide enough for mobility scooters to use the path and safely pass people
Aug 01, 2023, 07:43 PM	This is a complete waste of time and money. Not building a road is shortsighted, Calala will only continue to grow and a single, single lane road in and out will be far insufficient.  The cost of this ridiculous path will far out weigh the few pedestrians & cyclists who would use it... Do you expect someone to commute on it?  Besides all this, the fact that a minority in this city can sway the council to reconsider developing King George Ave road and impeding infrastructure progress is disgusting.	The funding we have obtained for this project can only be spent on a path. It can not be used for road construction. We have received substantial feedback from the wider community who support the path

Aug 01, 2023, 07:37 PM	<p>Being a resident on Campbell Rd, I am totally opposed to this pathway for various reasons;</p> <ol style="list-style-type: none"> <li>1. Reduced car parking availability for residents and visitors in the street</li> <li>2. Increase in foot traffic, increasing security risks</li> <li>3. Installation of footpath lighting, interfering with shift workers living in the street</li> <li>4. Reduction of front yard size, impacting the layout of front yards with no fencing</li> <li>5. Noise pollution</li> <li>6. Reduction in privacy of homes and yards</li> <li>7. Increase in crime rates, as proven in other towns where these paths are used as escape paths for criminal getaways</li> <li>8. Home value financially dropping due, area will no longer be a quiet suburban area</li> </ol>	<ol style="list-style-type: none"> <li>1. We are attempting to minimise the loss of parking, particularly in the indented parking bays on Campbell Road. It is likely the indented parking bays can be retained in some form if the project progresses to detailed design</li> <li>2. The road reserve is for public infrastructure such as footpaths for the community benefit. While providing a concrete footpath will increase foot traffic, we do not see this as a reason for the project not to proceed as no new paths would be constructed if that was the case.</li> <li>3. Street lighting is not proposed within Campbell Road except at the refuge crossing near Gordon Street. The design of any street lighting would be undertaken to minimise light spill at property boundaries</li> <li>4. There is no property acquisition along Campbell Road. The property owner does not own the road reserve. It is there for the provision of public infrastructure rather than providing larger front yards to people who don't erect a fence.</li> <li>5. Refer to previous comments regarding the use of the road reserve for public infrastructure. The noise emitted from pedestrians is well within the allowable range before mitigation measures would be required</li> <li>6. Refer to previous comment regarding the use of the road reserve for public infrastructure. If a resident would like more privacy, then they are able to erect more concealing fences.</li> <li>7. The provision of a path or not does not affect the ability of a criminal to use the road reserve to get away. The provision of the footbridge over Calala Creek will allow more points for an exit, however we are in discussion with the police about how to manage that, including the provision of CCTV near the bridge</li> <li>8. Refer to previous comments regarding the use of the road reserve for public infrastructure</li> </ol>
Aug 01, 2023, 07:37 PM	I am so happy for this to happen as a regular walker it would be much safer to walk that way. Also cycling would be much safer as I do not like riding on Goonoo Goonoo road to get to King George Ave. Thank you for providing us a safer, lower traffic option to get to the riverbank without as many traffic hazards.	Thanks for your positive feedback, we agree with the health, safety and recreational benefits of the path
Aug 01, 2023, 07:35 PM	I'm cannot wait to have access to town via this pathway. Please consider wheelchair users such as our seven year old... as she ages, she will be able to independently get into town this way! So thank you!!	Thanks for your positive feedback, we've taken your suggestions on board. The path width of 3500mm will be more the wide enough for wheelchairs to use the path and safely pass people
Aug 01, 2023, 07:32 PM	I would prefer that money spent on improving the walking tracks behind the look out and marsupial park. They're used so much but so dangerous. Also build a walking track next to the road up to the marsupial track.	Thanks for your comment. This feedback has been passed onto our strategy team for consideration
Aug 01, 2023, 07:30 PM	I think this would be a great project for Tamworth, Awesome idea.	Thanks for your positive feedback
Aug 01, 2023, 07:30 PM	In favour of shared pathway from calala to CBD.	Thanks for your positive feedback
Aug 01, 2023, 07:20 PM	Will be a great option to enable me to commute via bike to work. Will be great to take kids via bike or walking to town and links to existing footpath going under Scott's rd. Would be wonderful to see it fast tracked and available asap.	Thanks for your positive feedback, we agree with the health and recreational benefits of the path. Regarding the timeframe for construction, we are working hard on progressing this project however it is unlikely to commence before 2025 as we need to work through the planning, design, consultation and approvals processes
Aug 01, 2023, 07:16 PM	<p>I think it is a fantastic idea</p> <p>And long over due. Growing up in Calala I would have loved this opportunity to walk or bike into town. King G is a lovely walk but at present walkers have to walk in the middle of the road down and then back again which is dangerous and not suitable to take little kids along with you.</p> <p>Do it!</p>	Thanks for your positive feedback, we agree with the health, safety and recreational benefits of the path.

Jul 31, 2023, 07:40 PM	I do have only one Concern regarding this pathway. Possible damage to the Oak Trees .	TRC have engaged a level 5 arborist to advice on the impacts to the tree health and how those risks can be eliminated or mitigated
Jul 31, 2023, 07:00 PM	Fantastic idea. I travel on my bike with my 6 children and there has to be a safe alternative to travel from Scott Rd/Goonoo Goonoo Rd to Calala. It is extremely hard to cross at Vera and Goonoo Goonoo road. Overall this is an unsafe intersection for cars as well. The proposed bike path will be great for families and those of all ages that enjoy walking, jogging or riding a bike. King George Avenue is also very rough to ride a bike along at the moment. I am in full support of this Calala to CBD bikepath. If the budget does not permit at the moment but in the future to have lights along the path similar to Scott road would be great with accessibility and security. Thank you TRC.	Thanks for your positive feedback, we agree with the health, recreational and safety benefits of the path. We are also looking into the feasibility of providing street lighting along the path as it has undoubted safety benefits for path users
Jul 31, 2023, 03:58 PM	Wonderful idea for host of reasons.  Calala residents have had more and more difficulty accessing Goonoo Goonoo Road as the population has expanded over the time with the many housing developments. The difficulty being the traffic hold ups and amount of time it now takes to access our main route into town. Tamworth has been labelled one of the most OBESE towns in NSW if not Australia. This Recreational path will allow residents to have a safe picturesque way to exercise either by cycling or walking. It might even reduce the traffic as some people might choose to cycle or even walk into town if they have the time. For Calala people I think it will be a great pretty pathway good for both mental and physical health. GREAT IDEA!!!!!!!!!!!!	Thanks for your positive feedback, we agree with the health and recreational benefits of the path. Regarding the timeframe for construction, we are working hard on progressing this project however it is unlikely to commence before 2025 as we need to work through the planning, design, consultation and approvals processes
Jul 30, 2023, 07:00 PM	As I resident of Calala with a young family we regularly ride into town on the existing track. The new track is a great idea and we would definitely use it. The new track would make it a lot safer as raised in the proposal, crossing the busy and dangerous Scott's road.	Thanks for your positive feedback, we agree with the health, recreational and safety benefits of the path
Jul 30, 2023, 03:42 PM	I support the idea of a walkway/cycleway Between Calala and the CBD, active transport routes around Tamworth are very desirable. With regard to the section along King George V Memorial Avenue I would support Option 2 as it gets rid of the powerlines and destructive pruning of the trees by Essential Energy. The actual pathway cannot be made of concrete because impermeable concrete will kill the shallow oak tree roots and damage the health of the trees and that is not on in a heritage listed avenue. To get around this problem, I suggest that for the length of the avenue, the pathway be raised off the ground and constructed as a kind of low boardwalk. The path should be surfaced with metal meshing (commonly used by the National Parks and Wildlife Service to protect sensitive vegetation eg Snowies Alpine Walk). The metal mesh will not be damaged by floods.	Thanks for your positive feedback, we've taken your suggestions on board. Regarding the material used for the path, we are considering a range of options, which includes both concrete and an elevated walkway as well as others. One issue with an elevated walkway is the need to excavate holes for the footings, which will cut through the tree roots. This is one of the considerations of this path material type
Jul 30, 2023, 01:35 PM	I fully support this project, as it will provide a safe convenient cycle route from Calala into the town centre, it opens up the cycle paths along the Peel to Calala residents and completes a circular cycle route for recreational cyclists.	Thanks for your positive feedback, we agree with the health and recreational benefits of the path. Regarding the timeframe for construction, we are working hard on progressing this project however it is unlikely to commence before 2025 as we need to work through the planning, design, consultation and approvals processes
Jul 30, 2023, 01:26 PM	Congratulations. This is a great idea. All we need now is a road linking Calala with the CBD. I prefer design option 2. Thanks for keeping us informed.	Thanks for your positive feedback, we've taken your suggestions on board
Jul 30, 2023, 10:40 AM	Owner of the property the proposed footpath will dissect. As mentioned at the meetings, Cameron and I have a list of concerns and areas that need addressing. Please contact us directly as we would like to have an on-site meeting. Audrey 0458159371 and Cameron 0429565848.	TRC have met with the land owner on site to discuss their concerns and will look to address these as the project moves into the detailed design stage

Jul 30, 2023, 10:35 AM	<p>Im am writting to let you know that I live in Moonbi and have been advocating for years about joining Kootingal and Moonbi with a useable footpath, seeing that Tamworth seems to get all the Footpath allocation, its about time money was spent on continuing the Footpath from Kootingal , near Moonbi House turn off, and down into the Village of Moonbi. I see this would be a great advantage to people to use instead of walking through tall grass and dodging traffic.</p>	<p>TRC have already obtained funding for the design of several other shared paths, including one that connects Kootingal to Moonbi via the New England Highway. The design for this path has been completed and we are actively seeking NSW State government funding via their Get NSW active program to construct these paths. Unfortunately the timeframe for construction is unknown as we are relying on external grants to fund the construction</p>
Jul 30, 2023, 09:31 AM	<p>It is a waste of money putting in a cycling path when a road is needed now.</p> <p>This project should be part of planning for an additional road access from Calala to Tamworth using the King George Ave roadway.</p> <p>This may be a hard decision for Council to make given the vocal NIMBY minority against any use of King George Ave other than access to their homes, however it is the right decision to make for the safety and access to the centre of town for the over 4,000 residents (and growing) of Calala.</p>	<p>The funding we have obtained for this project can only be spent on a path. It can not be used for road construction. The cost of a road across the floodplain would be extensive and TRC does not have the funds to construct this as a new local road</p>
Jul 30, 2023, 08:17 AM	<p>Hi,</p> <p>King George Avenue historically has been a one way in one way out location. This limits the amount of unsocial behaviour, vehicle speeding and criminal activity. The police can catch these people if they are quick enough to react.</p> <p>Indeed over the years many people have lost their lives in tragic car accidents. The introduction of an exercise track from Calala to the CBD will place the public at even more risk.</p> <p>With the introduction of more people on the Avenue the ambiance of this beautiful location would be severely reduced.</p> <p>The residents of Calala purchased their properties by choice. As did the residents of King George Avenue. Why should we suffer a reduction in our life style with this proposal.</p> <p>With its iconic oak trees being registered they should not be interfered with at all.</p> <p>The Avenue is a gazettes flood plain. Any changes to this landscape will be meticulously examined for cause and effect in future floods.</p> <p>Please do not proceed with this proposal as it is way to expensive for the benefits obtained. Once again the tax payers of Australia take a hit. Regards Anthony</p>	<p>Whilst there is a risk of unsocial behaviour occurring, there are measures that can incorporated to mitigate this. Council has already contacted the police to determine what measures will be required to best reduce the risk of unsocial behaviour. There has been significant public support from the Calala residents and wider community for this project to proceed and the benefits of the project are clear to the wider community. The path will reduce the risk to the public that use it for excercise, not increase it as it allows walkers and joggers to use the avenue in a safe manner, separated from the road traffic, especially for the vulnerable members of the community such as younger chikldren. The trees that line King George V avenue are in a public road reserve that was established as a memorial by the wider tamworth community for the benfit of the whole community. The improved accessibility to the avenue via the proposed path allows the wider community to more easily access and appreciate the avenue whilst undertaking excercise. A path constructed at ground level doesn't negatively impact the flood affectation of the land within the floodplain. The path at ground level will have no worse flood impact than the regular cultivation of the farmland</p>
Jul 30, 2023, 08:09 AM	<p>Questioning why the path would cross Campbell Road before Harrier Rd creating another Road crossing for pedestrians &amp; cyclists? Will we still be able to vertical park at the front of our house at 41 Campbell Road Calala after the pathway is installed?</p>	<p>The limit of works for the path is on the western side of Campbell Road adjacent the tavern where it ties in with the existing path network. The western side of Campbell Road between the end of the cul de sac and Gordon Street is too steep to construct the path on that side of the road. The eastern side of Campbell Road is flat enough that the path can be easily located on this side of the road. The location of the road crossing is based on the the topography of the land. Regarding the road crossing, we will make this as safe as possible including the provision of a pedestrian refuge so only one lane needs to be crossed at a time and through street lighting. Regarding the indented car parking at 41 Campbell Road, we are still working through the design details so we havent determined the impact at this stage however when we are up to the detailed design, we will communicate with you directly and meet to discuss the options and impacts</p>

Jul 29, 2023, 09:27 PM	This is a fantastic opportunity to give Calala residents a safe place to ride. I lived in Campbell Rd, Calala for many years and we would often ride into the town centre to work and to visit family. The traffic was nowhere near as busy as it is now but was still a them and us battle! To have this beautiful ride would be so much safer for entire families to enjoy and for everyone to have a much safer route. It would not take anything away from KG Ave residents except to share the beauty of the Avenue with all.	Thanks for your positive feedback, we agree with the health and recreational benefits of the path. Regarding the timeframe for construction, we are working hard on progressing this project however it is unlikely to commence before 2025 as we need to work through the planning, design, consultation and approvals processes
Jul 29, 2023, 09:26 PM	Hi there, I would like to inquire as to the proposed path design. It appears on the Calala side that the path cuts across in front of our house before moving across the road. Is there any reason why it cannot cross the road where the current path joins the curb and cross the road here? If the path runs down to Gordon, then both of our street frontages on a corner block will be affected. This in particular will decrease the value of our property and also increase pedestrian traffic on both sides. Is there any room for negotiation here? If Campbell road is to have a path, I want to assert our desire for it not to have such an effect on our home and quality of life. Or can it cross at the intersection of Gordon street and Campbell road but on the high side, closest to the IGA as opposed to running through Gordon street. We are really concerned and even considering moving as a result of this plan. It would be good to know that a variety of options are proposed for crossing Campbell as opposed to only effecting our frontage on the western side before moving across the road here. We are just feeling really disadvantaged on the corner block and would ask that deliberate and specific consideration is given in this instance.	The limit of works for the path is on the western side of Campbell Road adjacent the tavern where it ties in with the existing path network. The western side of Campbell Road between the end of the cul de sac and Gordon Street is too steep to construct the path on that side of the road. The eastern side of Campbell Road is flat enough that the path can be easily located on this side of the road. The location of the road crossing is based on the the topography of the land. I have reached out to meet you on site to discuss to see if we can accomodate your concerns
Jul 29, 2023, 08:57 PM	I am delighted that the council is considering this project for the following reasons: + it will encourage people to exercise in a beautiful environment. + we get to enjoy the beautiful trees that The King George V residents get to enjoy everyday. + Giving workers an opportunity to commute without using their car which saves the environment and takes some pressure off Calala Lane traffic. + encourages healthier lifestyle which Tamworth needs due to their poor health statistics I feel option 2, with leaving the power poles in place the better option. It gives variety in the path as well and would reduce unnecessary costs of removing the poles.	Thanks for your positive feedback, we agree with the health, recreational and safety benefits of the path and have taken your suggestion on board
Jul 29, 2023, 08:33 PM	This is an outstanding proposal. Thank you to all at Council who have been working on it. It will speed up access to town from Calala for pedestrians and bicyclists and it will be much safer for children who are less capable of crossing roads safely. I am in favour of Option One. Getting rid of power lines improves the aesthetics of any street. Better still the boring process and the pulling through of the underground cables is so discrete, that neighbourly disturbance is unlikely. The risk of an accident where a bicyclist will collide with a pole seems too likely to make Option Two worth considering. I am hoping that the path will be illuminated with the excellent solar-powered lights that line Calala Lane and Scott Road? May I also request that aluminium park seating benches with backs be provided at regular intervals to allow the elderly and infirm to have rest breaks. Thank you for providing meaningful community projects and community engagement.	Thanks for your positive feedback, we've taken your suggestions on board. We are also looking into the feasibility of providing street lighting along the path as it has undoubted safety benefits for path users. Regarding street furniture, this will also be considered during the detailed design
Jul 29, 2023, 04:37 PM	Although a great idea in theory, has council considered the criminal impact on the Calala residents? The pathway would allow for undesirable thoroughfare and access and egress for criminal activity. Especially with access to motorbikes and easy getaway points whilst police access to the cycleway would be limited. Look at other issues in towns like Moree and other western towns where crime using motorcycles is high.	TRC is in discussion with the police regarding the criminal risks. Whilst it is acknowledged this risk cant be totally eliminated, there are measures that be be used to reduce their risk of occurring,. Also, there are significant health and safety benefits this project will enable

Ongoing	A Level 5 Arborist is not qualified to comment on the impact on the English Oak tree health. Dr Kevin Moore is a more appropriate person to provide comment on the impact on the tree health. Dr Moore should also be invited to present at the KGV Ave working group meeting with Council	<p>Dan Stewart has called Dr Kevin Moore and Kevin advised that he is not the best person to be commenting on this project. He noted his experience was in broad-acre crop pathogens such as chick peas, not English Oaks. Kevin noted that a Level 5 qualified arborist would be an appropriate person to consider the impact of the path on the tree health.</p> <p>Subsequent to Dan calling Kevin, Lisa Rennie also called him to ask if he would attend the KGV Ave working group as a subject matter expert. His response to Lisa was "I don't want to get involved - my expertise is in broadacre cropping not trees and it is out of his expertise"</p>
Ongoing	A Level 5 Arborist is not qualified to comment on the impact on the English Oak tree health. Dr Oliver Knox (from New England University) is a more appropriate person to provide comment on the impact on the tree health	Dan Stewart has called Dr Oliver Knox (soil scientist) and Oliver advised that he is not the best person to be commenting on this project. He noted his experience was in woody crop such as cotton, not English Oaks. Oliver noted that with the Oak trees being an exotic tree species, he wasn't sure if there would be an expert in their health assessment in Australia and in the absence of such an expert, that a Level 5 qualified arborist would be an appropriate person to consider the impact of the path on the tree health
Ongoing	King George V Avenue is listed on the National Trust, so TRC will need their approval as well as Heritage NSW	Dan Stewart has called the National Trust (Charlotte Anlezark) on 25/07/23 and they advised they are not a statutory body and thus we don't need their approval for the project. They were interested in what eventuates and have requested we advise them of the outcomes of the project so they can update their listing cards
Ongoing	Any excavation of the ground adjacent to the Oak Trees will affect the trees soil web and cause the fungus Armillaria (Sugar Mould) to attack the tree roots and cause root rot. There should be no excavation to construct the path	<p>(Research) Infection occurs via the roots usually as a result of infected roots coming into contact with uninfected roots and the fungus growing across. The fungus does not appear to readily produce rhizomorphs (specialised fungal threads that can grow through the soil) and it is less likely that the fungus can spread through the soil by its own devices. The fungus is able to infect new areas by several means. Very rarely the spores of the fungus can fly through the air and land on dead wood surfaces and initiate infection. More commonly the fungus will be introduced into an area by the transportation of infected material such as the transplantation of infected plants, contaminated roots, or contaminated mulches. Hygiene is obviously important in minimising the spread of this fungus. Soil conditions that favour the development of the disease are poorly defined. It is thought that the fungus prefers lighter soils or clays with reasonable drainage, but this is not always the case. It is claimed that the diseased undertaking exercise. A path constructed at ground level doesn't negatively impact the flood affectation of the land within the floodplain. The path at ground level will have no worse flood impact than the regular cultivation of the farmlands obtained. Once again the tax payers of Australia take a hit. Regards Anthony.</p> <p>7. The provision of a path or not does not affect the ability of a criminal to use the road reserve to get away. The provision of the footbridge over Calala Creek will allow more points for an exit, however we are in discussion with the police about how to manage that, including the provision of CCTV near the bridge</p> <p>8. Refer to previous comments regarding the use of the road reserve for public infrastructure. Their potential to extract large volumes of water at a far cheaper rate than the other extraction point they have upstream near Farrer. The same landholders of King George Ave that fought Tamworth Regional Council over the destruction of the Oak trees back then, also battled the Council over excessive extraction of water from the aquifer via the drift wells.</p>

Ongoing	The path should be constructed from a soft material rather than concrete to minimise compaction of the soil	Compacted soil around the trees already exists as identified in the Conservation Management Plan (2016), due to the vehicles (both light vehicles and tree pruning vehicles) that currently drive on the verge area. The construction of a concrete path does not require compaction by construction plant and once hardened will spread foot traffic pressures out of a larger distance than a less rigid material (including existing conditions), thus reducing the pressure from a pedestrian walking on a slab compared to walking on the bare ground or even on a permeable path material. The increased weight of concrete compared to the soil it replaces is a minimal increase in pressure. A permeable path incorporates a granular base layer underneath the plastic grids, which requires compaction from construction plant and the flexible material does not spread pedestrian or vehicle load as effectively as concrete. Thus, a concrete path is expected to have less initial and ongoing compaction of the soil than pedestrians using an aur frontage on the wester
2/08/2023	On site discussions relating to impact on their property: 1) can a fence and gate be installed to stop vehicular access down Campbell Road from KGV Avenue. There are only 3 properties that need access 2) If the 30.5m wide road reserve is to be reclaimed, does the whole width need to be fenced? Is there an opportunity to fence only part of the road reserve and allow the Bartons to farm some of it, which will reduce the need to mow as much aswell.	After discussions with Council's road authority manager: 1) yes we can fence and provide a gate with a combination lock for the property owners to use. However if members of the public request access down the road, we will have to remove the lock (This is a roads act requirement - we cant legally block public roads). If we remove the locks, we can provide an unlocked gate which will still prevent some users from travelling down. The provision of the fence and gates still need to be discussed with the police to ensure they are ok regarding the restricted access in case of a pursuit or an emergency 2) Yes we are happy to only fence a reduced width of the road reserve. The actual width is TBC and will need some buffer between the path and the fences.
29/07/2023	Is the city wide flood study readily available?	Yes. The Tamworth city wide flood study is publicly available on Council's website at: <a href="https://www.tamworth.nsw.gov.au/develop/development-engineering/flood-studies">https://www.tamworth.nsw.gov.au/develop/development-engineering/flood-studies</a>
29/07/2023	The path doesn't need to be as wide as we've proposed	The width of the path is based on the desired use. Namely, either two pedestrians walking side by side in each direction or a bike rider in one direction and two walkers side by side in the other direction with 0.5m to 1.0m gap to allow safe passing
29/07/2023	Any change to the landform within the floodplain changes the direction of the floodwater. Even a path constructed at ground level will affect the water and send it in different direction to where it is going now	A path constructed at ground level doesn't negatively impact the flood affectation of the land within the floodplain. The path at ground level will have no worse flood impact than the regular cultivation of the farmland
29/07/2023	How will you address the debris and rubbish that get accumulated on the sides or underneath the proposed pedestrian bridge? That buildup of debris will choke the creek and cause flood impact	This feedback has been passed onto our operations team and it is an existing operational concern. Speed bumps wont be provided as part of this Project
29/07/2023	Too many people speed down KGV Avenue. Can speed bumps be provided?	Improvement to the road are not within the scope of this project, as the funding is for path construction only
29/07/2023	There was a general concern around an increase in anti-social behaviour and crime in King George V Avenue due to the increase number of people using the path	While there may be an increase in anti-social behaviour, there will also be a significant improvement in the health benefits of the public. We are in discussions with the police about how to reduce the risk of anti social behaviour, such as the provision of CCTV at the start and end of the path to capture all users

29/07/2023	If lighting is provided, does it spill into homes and affect the amenity of the residents	Street lighting is not proposed within Campbell Road except for at the pedestrian refuge where path users would cross the road (near the intersection with Gordon Street). Street lighting is designed to minimise light spill at the property boundary
29/07/2023	The old River Red Gums in the Campbell Road (unformed) Road Reserve were noted as being very significant themselves. TRC noted they are listed on our significant tree register and we do not intend on removing any of them however with the road reserve only being 20m wide at this location, the path will need to be close to the trees in some instances	These trees are significant and we do not intend to remove them. The path will be close to these trees and we are working with the arborist and Council's horticulturalist to minimise the risk of damage to these trees, including by modifying the design of the path which may involve splitting the path into two one direction segments for a short length to get past the trees
29/07/2023	There was a concern that human food waste and other rubbish being thrown into the paddocks could/would be eaten by cattle which would cause a biosecurity issue and may force their farm to close down for a period of time	Biosecurity is the responsibility of the land owner. The use of a road reserve for a path is a common treatment and if a property has special biosecurity requirements, it would be expected they would be needed in the current condition of the avenue, whereby there are still numerous recreational users.
29/07/2023	How will you stop dogs being off their leash and running into properties?	Council has no control over this occurring or not, just as it could be occurring presently. The need to keep properties dog proofed is the land owners responsibility
29/07/2023	Why wasn't there a formal report to Council before approaching the community	A council report isn't required for this project. Councillors have been made aware of this project through their approval of TRC's active transport strategy in 2021 and more recently via a councillor workshop on this project immediately before the community consultation commenced
29/07/2023	Additional community meetings are requested as the project continues	Your feedback is noted and we will continue to discuss with the community and stakeholders as the project develops
29/07/2023	TRC needs to consult with the police as crime offenders will be able to run down or use motorbikes to ride down the path and police won't be able to drive across the bridge. CCTV is not necessarily a good solution	This feedback has been passed onto our operations team and it is an existing operational concern
29/07/2023	The existing shared path on Calala Lane is too rough and bumpy and needs fixing	This feedback has been passed onto our operations team to be relayed to our mowing crews. Regarding mowing adjacent to the new path, TRC would periodically mow adjacent to the path within the unformed section of Campbell Road
29/07/2023	Mowers throw cuttings onto Shared Paths around town. Can they be mown so the grass is thrown the other way, away from the path? There were also questions about whether the new path would be mown	This request to throw the cutting away from the path has been passed onto our operations team. They have noted in some instances this may not be possible. In terms of mowing adjacent to the new path, our operations team will have a regular program to mow adjacent to the path
29/07/2023	There was concern about cars and motorbikes using the bridge. Can something be provided to prevent that from happening	Council has an annual operating budget for path maintenance. This is reviewed yearly and adjusted to suit the required demand
29/07/2023	How will Council maintain a path that floods? Where does the budget come from?	The choice of material for the path is critical to reducing the maintenance cost of the path. The chosen material must be resistant to damage from flooding so that Council doesn't create a maintenance liability. Other than material type, there are other design details that can be incorporated to reduce maintenance risks, such as providing good grass coverage up to the edge of the path, keying in the path to the ground and providing an edge beam to reduce the risk of undermining. If good design details are provided, the maintenance is not expected to be worse than the existing path on Scott Road, which is also regularly flooded
29/07/2023	There was some concern about people's safety while using the pathway across the floodplain or being approached by anti-social people both during the day and night	Yes the path will be line marked
29/07/2023	Will the path include line marking to keep pedestrians and cyclists on their side of the path?	Yes, the path design will include line marking, which is now standard to include on the new shared paths we construct (i.e paths wider than 2.0m)

29/07/2023	Has Council considered the traffic volumes on Campbell Road and whether it is a safe location to cross?	Yes, the traffic volumes have been considered. A pedestrian refuge will be provided at the road crossing so only one lane needs to be crossed at a time. The topography on the western side of Campbell Road is too steep to avoid a road crossing.
7/08/2023	Any pathway has to enhance the aesthetic appeal of the avenue. A straight, 3.5m concrete pathway will not do this and due to its modern and stark appearance will detract from the beauty of the historic avenue	You feedback regarding the path alignment and the poor aesthetic appearance has been taken on board. Where possible, we can incorporate some gentle horizontal curves, typically to avoid hazards. We will discuss the appearance of the path with the heritage consultants to get as good an outcome as possible. This may involve using a material other than concrete or it could involve an earthy coloured oxide for the path. This detail hasnt been resolved yet
7/08/2023	Why does the path need to be 3.5m? A similar shared path along the top of the levee bank that runs from Munro's Mill to Hungry Jacks is 2m wide and services a large number of users safely on a daily basis. Nowhere else in Tamworth is there a shared path wider than 2m	<p>That is incorrect that there are no other paths wider than 2.0m in Tamworth. The starting width for all new shared paths in the city is 2.5m and this is reduced to min 2.0m only where there are spatial constraints. Our records show Tamworth has approximately 13.5km of path at width of 2.5m. A few examples of paths within Tamworth that are wider than 2.0m include:</p> <ol style="list-style-type: none"> <li>1. The path on Bligh Street and Forest Road from Marius St to Mountain Bike Park, which is 2.5m</li> <li>2. The path on Kent Street from Duri Rd to Goonoo Goonoo Rd, which is 2.5m</li> <li>3. The path on the riverside playing fields in the vicinity of the rail viaduct which is 3.5m</li> <li>4. The path on Goonoo Goonoo Road between Calala Lane and Greg Norman Drive which is 2.5m</li> <li>5. The path on Greg Norman Drive which is 2.5m</li> <li>6. The path on Calala Lane between Lampada and Darrell Road which is 2.5m</li> </ol> <p>The width of 3.5m has been selected based on the desired functionality of the path. 3.5m allows two pedestrians side by side in each direction to pass each other or a bike rider in one direction and two pedestrians side by side in the other direction with a gap of 0.5m - 1.0m to allow safe passing. Following this consultation process, we have decided to reduce the width of the path to 3.0m along King George V Avenue and direct commuting cyclists to use the road. This will reduce the impact on the trees and reduce the cost of the project</p>
7/08/2023	A 3.5m concrete path will mean the soil underneath will heat up in the increasingly hotter summers and dry out, further compromising the tree health which already have the bitumen road on one side	<p>The response from our arborist is as follows: The path is on the southern side of the trees where the shade will provide covering shadow for most of the day, soil temperature in summer of black soil can raise to 40 degrees plus, I can not comprehend there being a difference and more so same as the previous question above, moisture will exist between the lower concrete layer and the base material. It is worth knowing where bush fire burn across the soil layer, the base load material roots still survive.</p> <p>Regardless of the arborists advice supporting a 3.5m path, we have decided to reduce the path width to 3.0m along King George V Avenue which will reduce the impact on the trees compared to a 3.5m wide path. The path will remain as 3.5m wide along the unformed section of Campbell Road</p>

7/08/2023	Tamworth Regional Councils sustainability credentials - TRC has made great inroads into environmental sustainability incentives and projects. However concrete has a much larger carbon footprint compared to asphalt and other materials. There are much better tried and true alternatives eg truegrid paver and geohex. These are plastic paving systems, Australian made from 100% recycled materials and with an appropriate gravel infill have many advantages for aesthetics, tree health, cost ease of installation and longevity and a much reduced maintenance compared to concrete. The environmental and monetary cost of concrete is much higher. Being situated on a flood plain will result in ongoing and expensive maintenance as the slabs lift and move after each flood event	A comparison of the different materials that could be used for the path has been undertaken based on whether the materials will achieve the objectives of the path. The objectives include functionality and safety, environmental impact including compaction of the ground, damage to tree roots and reduction in oxygen and moisture, resistance to flood and root damage, maintenance requirements, whole of life cost and whether it complements the heritage character of the avenue. The assessment was undertaken by TRC staff in conjunction with specialist arborist and heritage consultants where necessary. Regarding the use of true grid, geohex and similar permeable materials, whilst they do allow more moisture to reach the roots under the path, they have increased compaction, significantly more maintenance and reduce the functionality of the path compared to concrete. Furthermore, the depth of excavation for a permeable path is the same or even slightly deeper than for concrete due to the need for a granular base layer underneath the plastic cells
25/08/2023	The project should consider how pull over vehicles and parking around the trees can be discouraged whilst maintaining the heritage nature of the avenue	Thanks for your feedback, the provision of the path itself will discourage vehicles from driving between the fence and the trees. We will also consider how to further reduce this risk
25/08/2023	It is noted the social significance of the avenue is cited as part of the Heritage Listing and the pathway can promote this	That's correct, the intention is for the project to improve access and visibility of the avenue for the whole community as well as promoting the history through additional information boards and the like so the history of the area can be better understood and appreciated
25/08/2023	The proportional width of the avenue is important as well as materials. These should be indicated upfront not only at S60/construction stage	Thankyou, these comments will be considered. The material for the path will be assessed using a multi criteria assessment and will need to not be expected to adversely affect the tree health regardless. Some expert advice from a Level 5 arborist will inform this process. We are trying not to rush into a decision on the material until we fully understand the possible impacts. The key for us at this stage of the project is understanding the key objectives and requirements that the path must meet before we can determine which material is best suited.