Te Ara o Taruheru

Taruheru River Pathway

Te Kaunihera o Te Tairāwhiti
GISBORNE
DISTRICT COUNCIL

More than just a path

The Taruheru River has long been a defining feature of Gisborne, yet for many people it remains an underutilised community asset. The Taruheru River Pathway seeks to unlock the full potential of this corridor by creating a safe, attractive and accessible route for walking, cycling and everyday recreation. With almost half of Gisborne's residents living within a five minute bike ride of the corridor, the pathway will connect communities, improve access to key destinations, and provide more people with the freedom to choose healthy, affordable and sustainable ways to travel.

The benefits extend far beyond the pathway itself. Analysis undertaken through the project's business case shows that the investment is expected to return around $13.50 in social, environmental and economic benefits for every dollar spent. From improved health and wellbeing to safer school journeys, stronger community connections and increased resilience, the pathway will be designed to deliver lasting value for current and future generations. It is an investment not only in infrastructure, but in the quality of life of the Gisborne community.

Current Situation

The Taruheru River has long been a defining feature of Gisborne, yet for many people it remains an underutilised community asset. The Taruheru River Pathway seeks to unlock the full potential of this corridor by creating a safe, attractive and accessible route for walking, cycling and everyday recreation. With almost half of Gisborne's residents living within a short bike ride of the corridor,

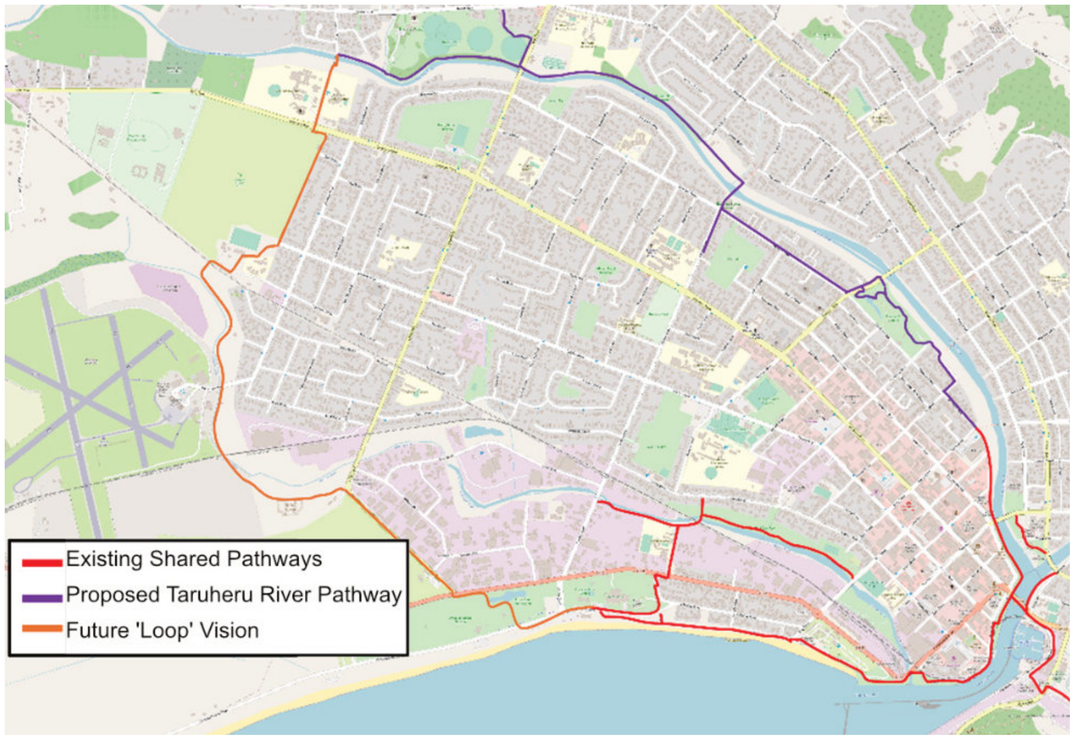


Fig 1. Map of existing, proposed and future pathways, source: gdc.govt.nz

Project Challenges

- Disconnected cycling network
- Unsafe road crossings
- Limited access to the awa
- Heavy dependence on cars

Project Objectives

- Safer Route for Users
- Better Connections
- Greater Awa Access
- Affordable Transport Options
- Health and Wellbeing

Project Principles

Transparency and Collaboration
Maintain a no-surprises design process with GDC and relevant stakeholders

Standardised and Practical Design
Use established design guidance and repeatable treatments where appropriate

Value for Money
Develop cost-efficient solutions that meet functional requirements and consider whole-of-life value

Constructability
Account for construction access, staging, materials and corridor constraints as the design develops

Resilience and Longevity
Select solutions suited to river and floodplain environment with maintenance requirements

Broader Outcomes
Integrate environmental, cultural, accessibility and community considerations into design decisions

Te Ara o Taruheru

Taruheru River Pathway - Phase 1

Project Extent

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Plan 1

N

Legend:

Notes	
01	Shared path entry from Campion Road clearly defined through coordinated signage, linemarking, and bollard treatments
02	Taruheru Freezing Works Monument retained as a landmark feature, with opportunities for interpretive signage and storytelling that celebrates the site's industrial and cultural history
03	Opportunity for a rest area incorporating seating, planting, and interpretive signage, creating a place for pause, reflection, and connection with the site's heritage
04	Existing Matokitoki Stream bridge retained and utilised
05	Intentional path alignment minimises impacts on established trees, retaining canopy cover and preserving the park's character
06	New shade trees and understory planting on the northern side of the path strengthens the parkland character of this section, creating a greener, more comfortable and enjoyable user experience
07	Opportunity for a rest area incorporating seating, planting, and interpretive signage, creating a place for pause, reflection, and connection with the sporting context of the park

Legend

Key	
	3m wide shared path
	Existing trees to be retained
	Existing trees to be removed
	Proposed native tree
	Proposed low native planting
	Cultural marker/signage opportunity
	Project signage opportunity
X	Rest area opportunity

10 50 100m

Nelson Road

Refer Area A Cross-Section for more detail

Area A

Area C

Refer Area C Cross-Section for more detail

Nelson Park

Campion Road

Loisel Street

Matokitoki Stream

Project Extent

01 02 03 04 05 06 07

Taruheru River

Area B

Refer Area B Cross-Section for more detail

Taruheru River

Area D

Refer Area D Cross-Section for more detail

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Plan 2

N

Legend:

Notes	
08	Path intersection with clear directional choices, connecting users north along Lytton Road or southwest beneath the Lytton Road Bridge
09	Path connection returns to Nelson Road via Nelson Road Car Park, aligning with the existing pedestrian crossing outside Te Kura Kaupapa Māori o Ngā Uri a Māui to provide a direct and intuitive route for users
10	The Lytton Road Bridge underpass maintains a 3m wide shared path and sealed surface to minimise slip-related issues, with approach grades optimised through earthworks to enhance accessibility and user comfort
11	Path option one: cross existing small gully with new box culverts/earthworks
12	Path option two: divert around existing small gully to minimise earthworks.
13	New fence between shared path and BMX club - final Interface with BMX Club to be confimed during Detailed Design stage
14	Large poplar and other exotic trees to be removed as currently a safety and CPTED hazard
15	Path intersection with clear directional choices, connecting users north to Mason Street. Small existing pedestrian bridge to be retained and utilised
16	Mason Street Connection with safe transition to existing footpath and street

Legend

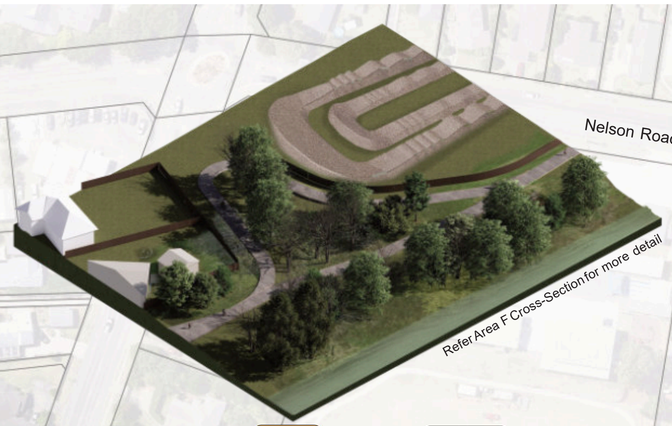
Key

- 3m wide shared path
- Existing trees to be retained
- Existing trees to be removed
- Proposed native tree
- Proposed low native planting
- Cultural marker/signage opportunity
- Project signage opportunity
- X — Rest area opportunity

10 50 100m

Improved pedestrian connection at Nelson Road





Refer Area F Cross-Section for more detail



Refer Area E Cross-Section for more detail



10 3m wide shared path under Lytton Road Bridge for a clear, legible connection

Nelson Road

Nelson Road

Nelson Park

Lytton Road

Area F

Riverdale School

EIT

Mason Street

16

Gisborne BMX Club

08

09

10

11

12

13

14

15

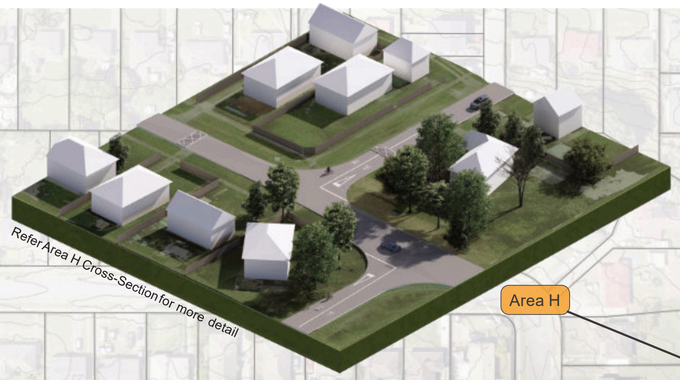
Area E

Taruheru River

Fergusson Drive

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Plan 3



Area H

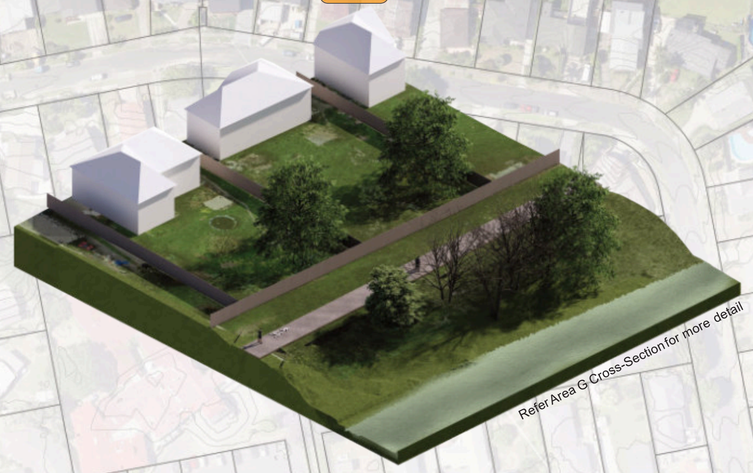
Dalrymple Street

Atkinson Street

Atkinson Street Reserve

Taruheru River

Area G



Fergusson Drive

Aberdeen Road

Stanley Road

Taruheru River

Grundy Street

Oak



Project Extent

N

Legend:

Notes	
17	Opportunity for a rest area incorporating seating, planting, and interpretive signage, creating a place for pause, reflection, and connection with Atkinson Street Reserve
18	Potential connection to Atkinson Street allowing flexibility for future park redevelopment and enhancement initiatives
19	General vegetation clearance and rubbish removal through this section will improve sightlines, safety, and the overall user experience
20	Transition point between the off-road shared path and on-road shared environment, clearly delineated through signage and pavement markings
21	Targeted safety upgrades on Dalrymple and Grundy Streets, including sharrows, signage, traffic calming, line marking, and lighting improvements, help improve comfort, visibility, and safety for cyclists and pedestrians
22	Existing footpath widened to cater for shared path use
23	Existing Oak Street bridge retained and utilised
24	New painted path alignment connecting the existing Oak Street bridge to Stanley Road footbridge/alleyway

Legend

Key	
	3m wide shared path
	Existing trees to be retained
	Existing trees to be removed
	Proposed native tree
	Proposed low native planting
	Cultural marker/signage opportunity
	Project signage opportunity
X	Rest area opportunity

10 50 100m

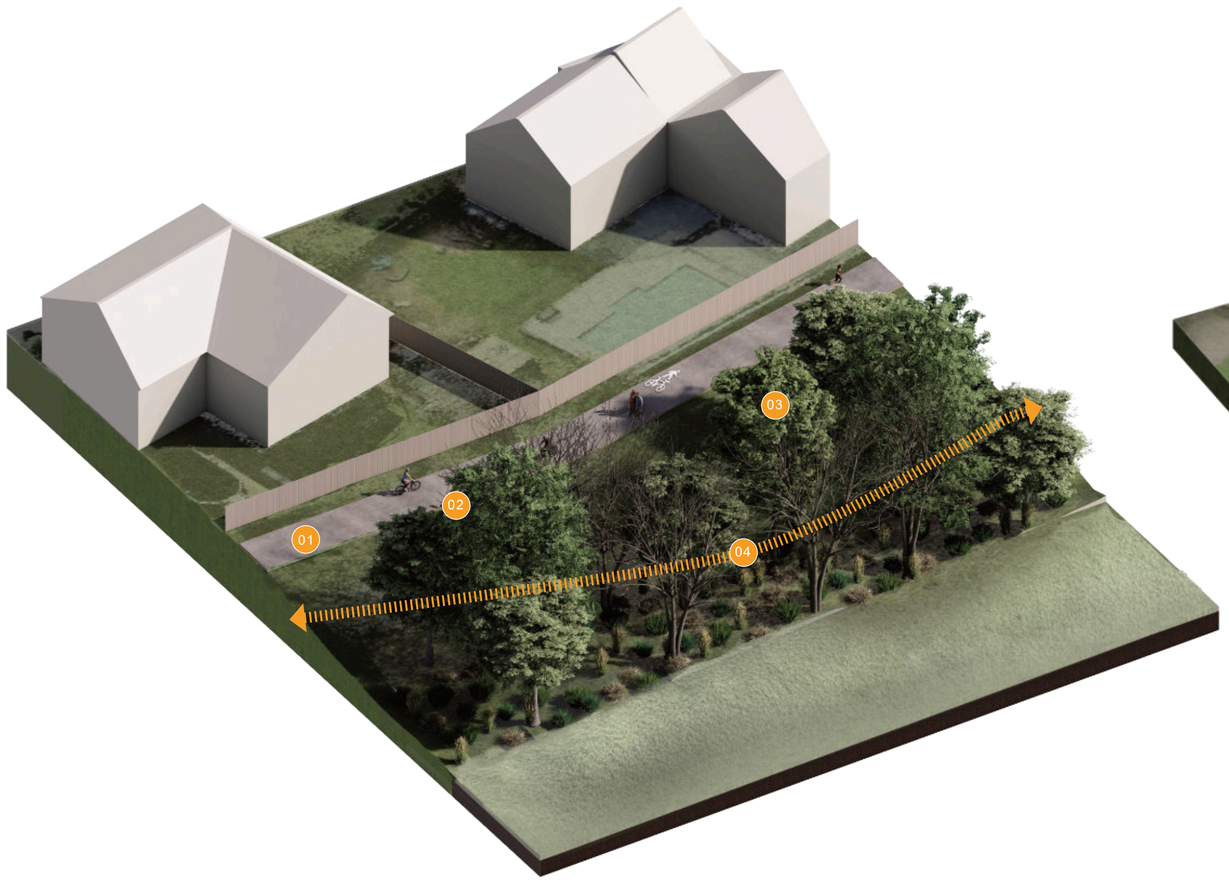
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Area Cross-Sections



Area A

1. 3m wide shared path aligned for minimal earthworks, optimal gradient and efficient construction.
2. Tree and shrub removal for path construction - no notable trees through this area.
3. Retention of prominent trees, especially native where possible.
4. Existing desire line assessed but not adopted for path alignment due to flood risk and significant tree removal requirements.



Area B

1. 3m wide shared path aligned for minimal earthworks, avoiding significant tree removal and efficient construction.
2. Taruheru Freezing Works Monument at the end of Loisel Street retained as a landmark feature, with opportunities for interpretive signage and storytelling that celebrates the site's industrial and cultural history.
3. Opportunity for a lookout and rest area overlooking Nelson Park, featuring seating, planting, and interpretive signage that celebrates the site's heritage while creating a welcoming place to pause and enjoy the view.



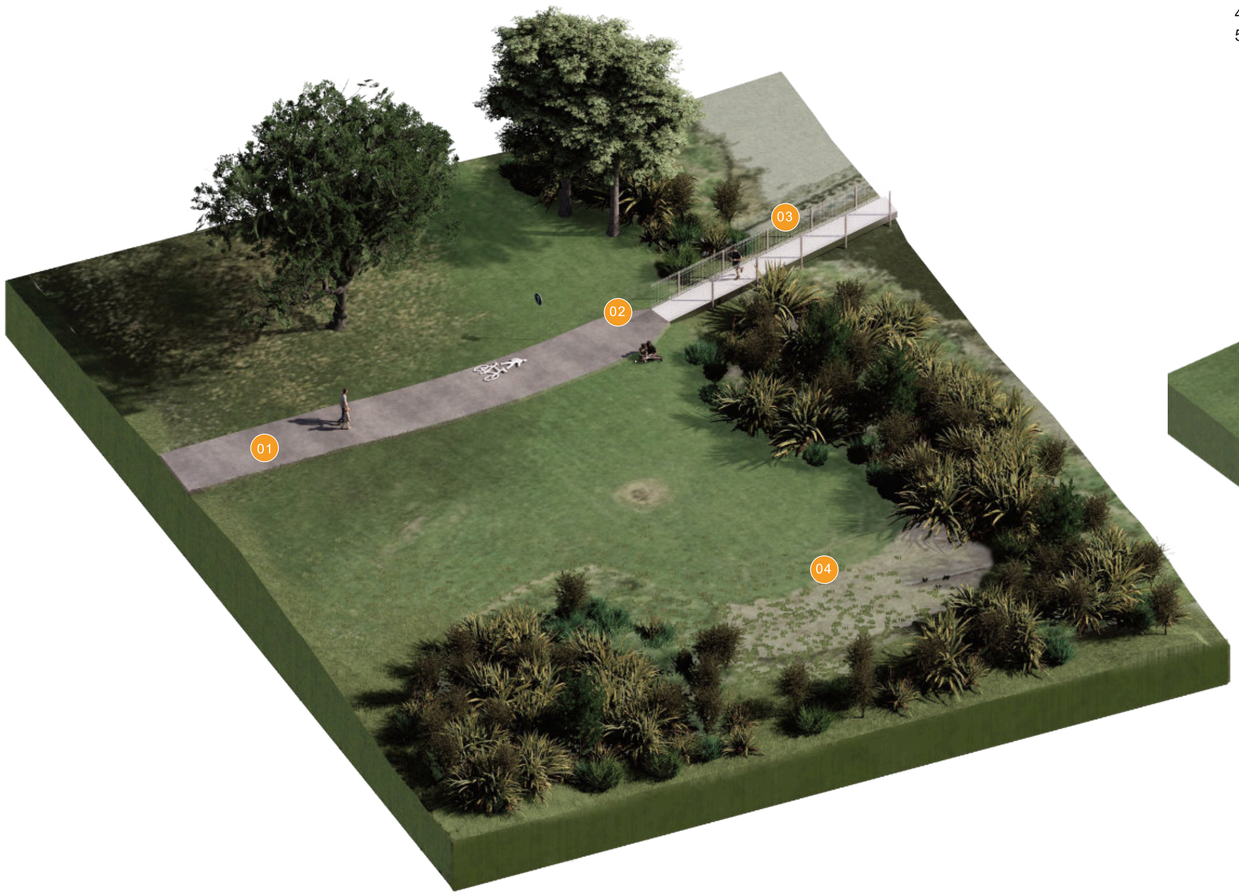
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Area Cross-Sections



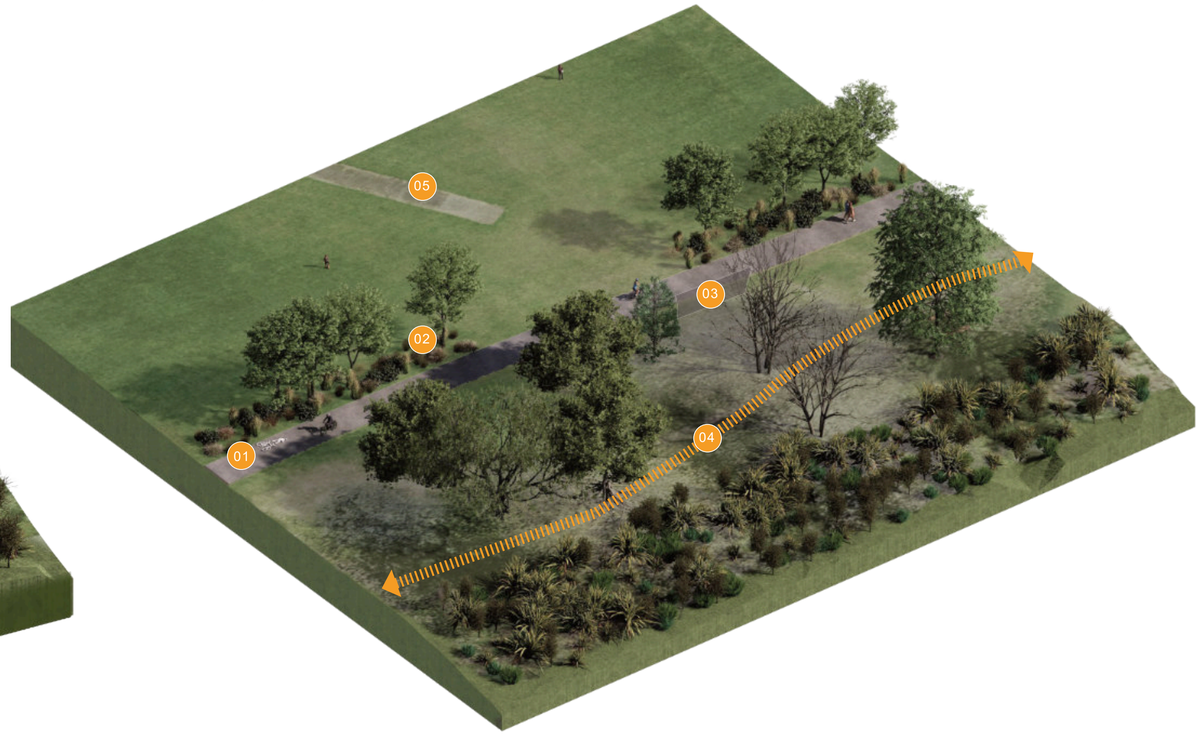
Area C

1. 3m wide shared path.
2. Transition from shared path to existing bridge delineated with clear signage and pavement marking.
3. Existing Matokitoki Stream bridge retained and utilised.
4. Opportunity for storytelling/educational signage to acknowledge the freezing works history of the site.



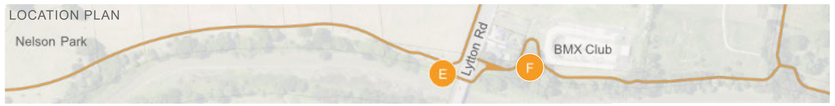
Area D

1. 3m wide shared path aligned to the north of established trees, minimising impacts on mature vegetation while retaining canopy cover, shade, and the park's established character.
2. New shade trees and understory planting on the northern side of the path strengthens the parkland character of this section, creating a greener, more comfortable and enjoyable user experience.
3. Opportunity for a rest area incorporating seating, planting, and interpretive signage, creating a place for pause, reflection, and connection with the sporting context of the park.
4. Existing desire line assessed but not adopted for path alignment due to significant tree removal requirements.
5. Existing cricket pitch location to be assessed, with potential relocation northward to accommodate shared path improvements while retaining recreation functionality.



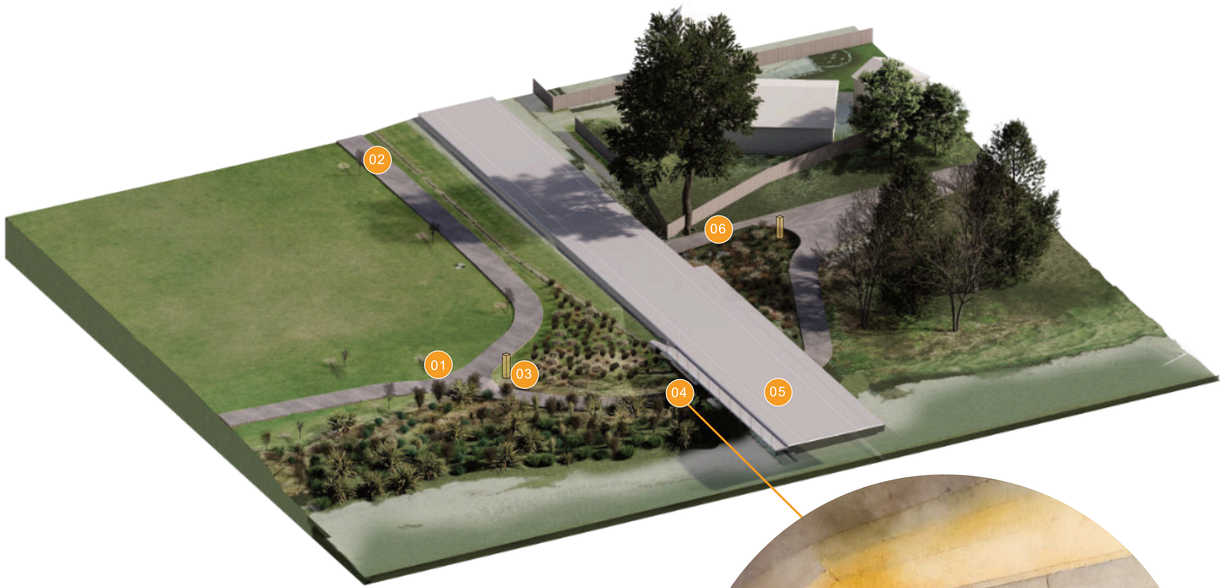
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Area Cross-Sections



Area E

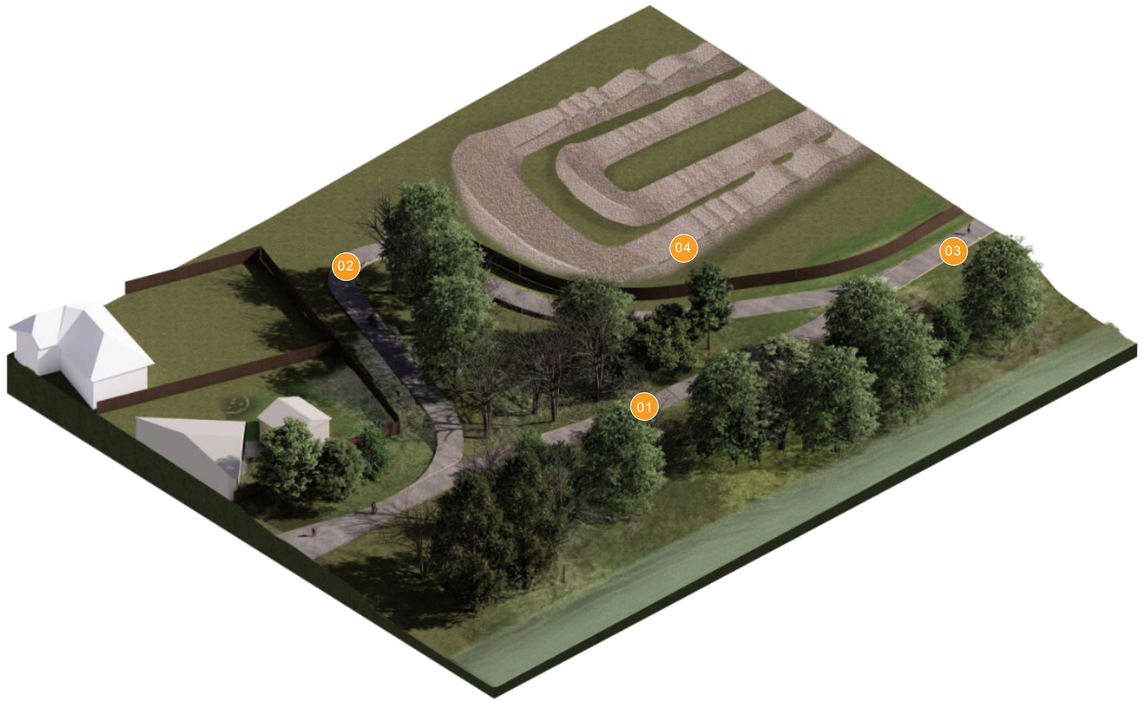
1. Path intersection with clear directional choices, connecting users north along Lytton Road or southwest beneath the Lytton Road Bridge.
2. Path heading north along Lytton Road and edge of Nelson Park up to Nelson Road.
3. Opportunity for path intersection treatment including planting, signage and cultural marker/signage.
4. Lytton Road Bridge underpass maintains a 3m wide shared path and sealed surface to minimise slip-related issues, with approach grades optimised through earthworks to enhance accessibility and user comfort.
5. Lytton Road Bridge.
6. Path connection up to existing Lytton Road footpath.





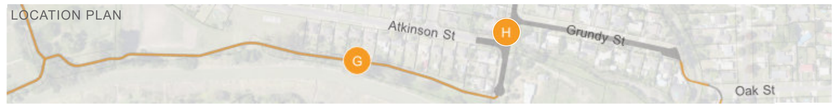
Area F

1. Path option one: earthworks and box culverts required to cross the existing gully/swale, creating a more direct route while reducing impacts on surrounding land uses, including the BMX club.
2. Path option two: path alignment skirts the existing gully/swale, reducing earthworks requirements but resulting in a closer interface with the BMX club. Fencing is proposed to provide safe separation between path users and BMX activities.
3. Path alignment utilises the existing earth bund, providing elevated views over the BMX track and the Taruheru River while minimising additional earthworks.
4. The final interface treatment with the BMX club will be confirmed during the Detailed Design stage, in consultation with stakeholders and informed by safety and operational requirements.



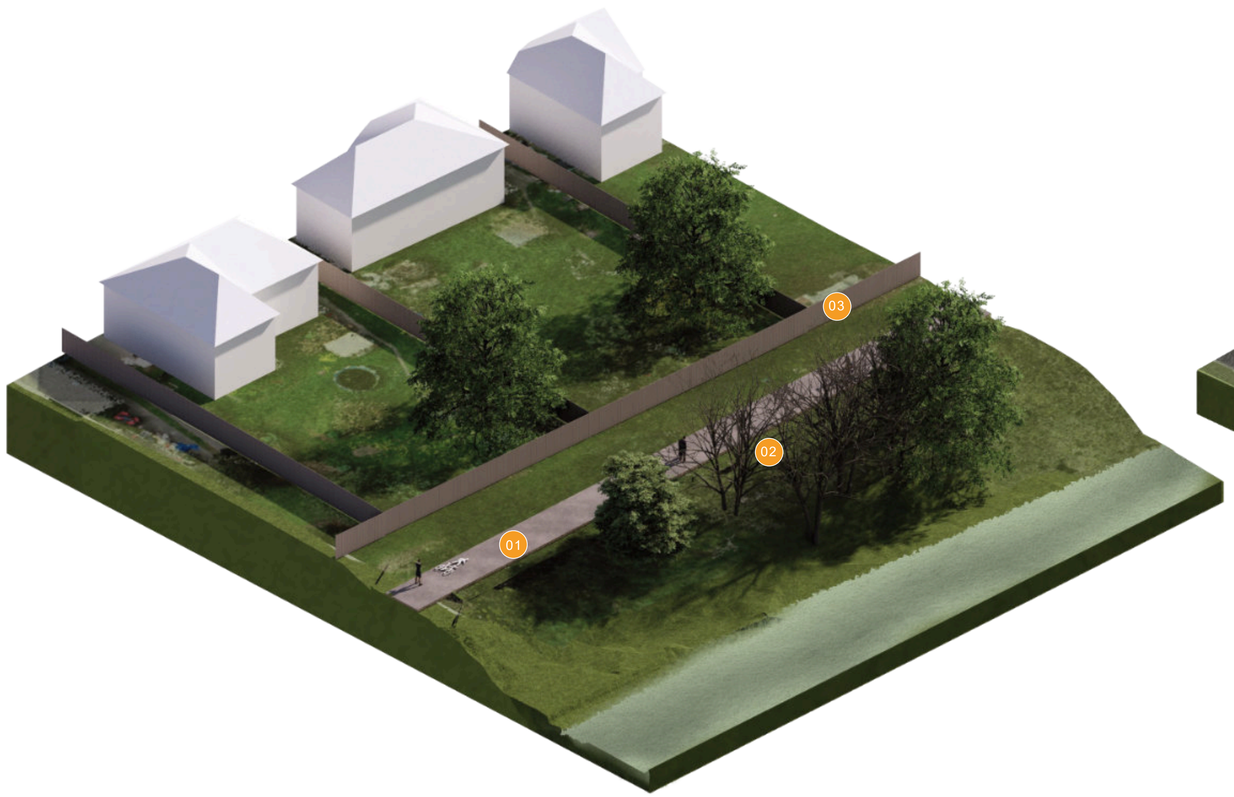
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Area Cross-Sections



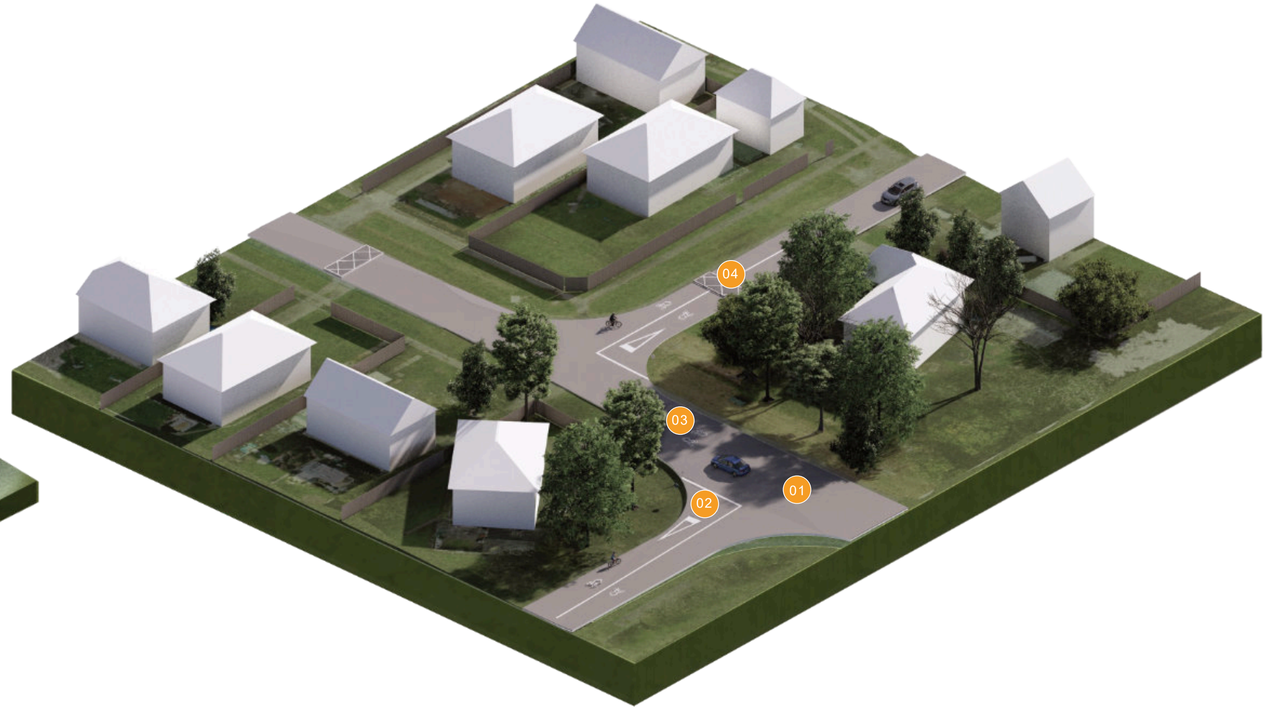
Area G

1. 3m wide shared path aligned for minimal earthworks and efficient construction.
2. General vegetation clearance and rubbish removal through this section will improve sightlines, safety, and the overall user experience.
3. Path alignment and earthworks design considers existing fences and gate access requirements to minimise impacts on adjoining properties and land uses.



Area H

1. Shared path terminates at Dalrymple Road, where traffic calming measures create a safer shared-use environment, including;
2. Give-way signage and road line marking added to Atkinson Street/Grundy Street intersections with Dalrymple Road.
3. Sharrow pavement markings applied to the existing road surface to clearly identify the shared-use route and improve awareness of cyclists among motorists.
4. Speed humps added to Dalrymple Road and Grundy Street to manage vehicle speed.
5. Existing lighting network to be upgraded through on-road section. Proposed upgrades to be confirmed during Detailed Design Stage.



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