QUEENSTOWN LAKES DISTRICT COUNCIL

QLDC Transport Network Monitoring Snapshot Report

QUARTER 1 2026 / 27

1 JULY TO 30 SEPTEMBER 2026

Transport Network Monitoring Snapshot Report

- Snapshot report compiled quarterly to provide insight as to how the transport network is performing and whether it is meeting the needs of the district.
- Reporting against Performance Measures from the Better Ways to Go Mode Shift Plan and the 2025-28 Climate and Biodiversity Plan.
- Monitoring against these Performance Measures enables transparency and evidence for future development decision making.
- Monitoring the transport network helps to track progress toward objectives and outcomes of the strategic transport network in the district.
- This report compiles data from a range of sources, some of which is available daily, through to other data which is only released in annual or 5-yearly increments.
  - To make this clear in each report, data which has been updated since the last quarterly report appears first, with the data which is updated less frequently saved at the end of the report.

Quarter 1 Report Overall Statement

- Total cycle counts on Active Travel route counters for Q1 is 76,259 trips.
- Total pedestrian counts on Active Travel route counters for Q1 is 117,582 trips.
- Queenstown bus patronage for Q1 was 547,079 trips – representing an increase of 3.6% from 2025/26.
- Bus reliability in Queenstown was an average of 91.5% across Quarter 1.
- Traffic counts are typically higher for Q1 2026/27 than Q1 in previous years, with particularly noticeable increases at the Kawarau Falls Bridge and SH6 south of Peninsula Rd counter sites.
- The Weekday Challenge has been launched in the district with 30 local businesses currently taking part.

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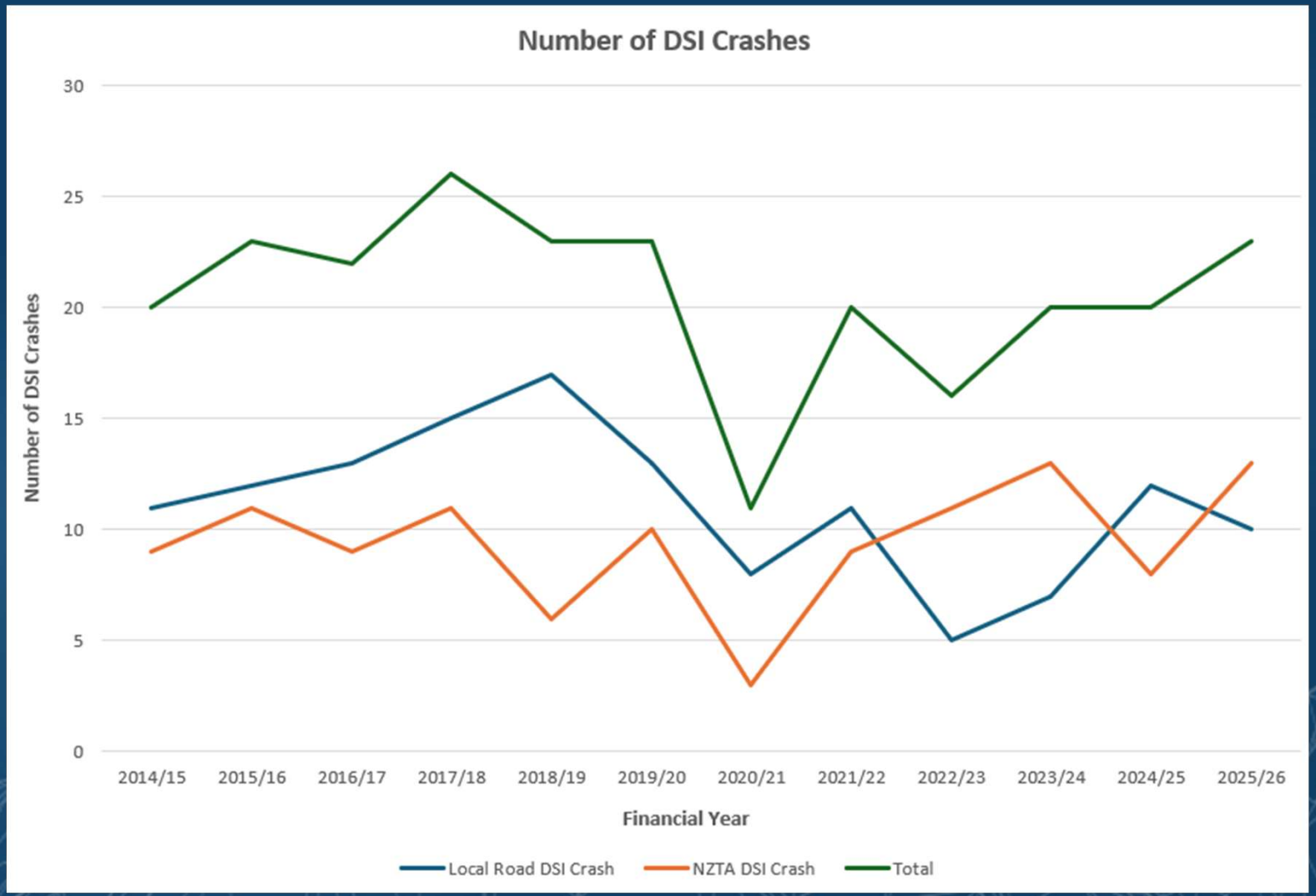
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- QLDC 2025 Quality of Life Survey – Transport 43
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DSI's on the Network

- Annual change in number of fatalities and serious injuries (DSI) crashes on the local road and state highway networks



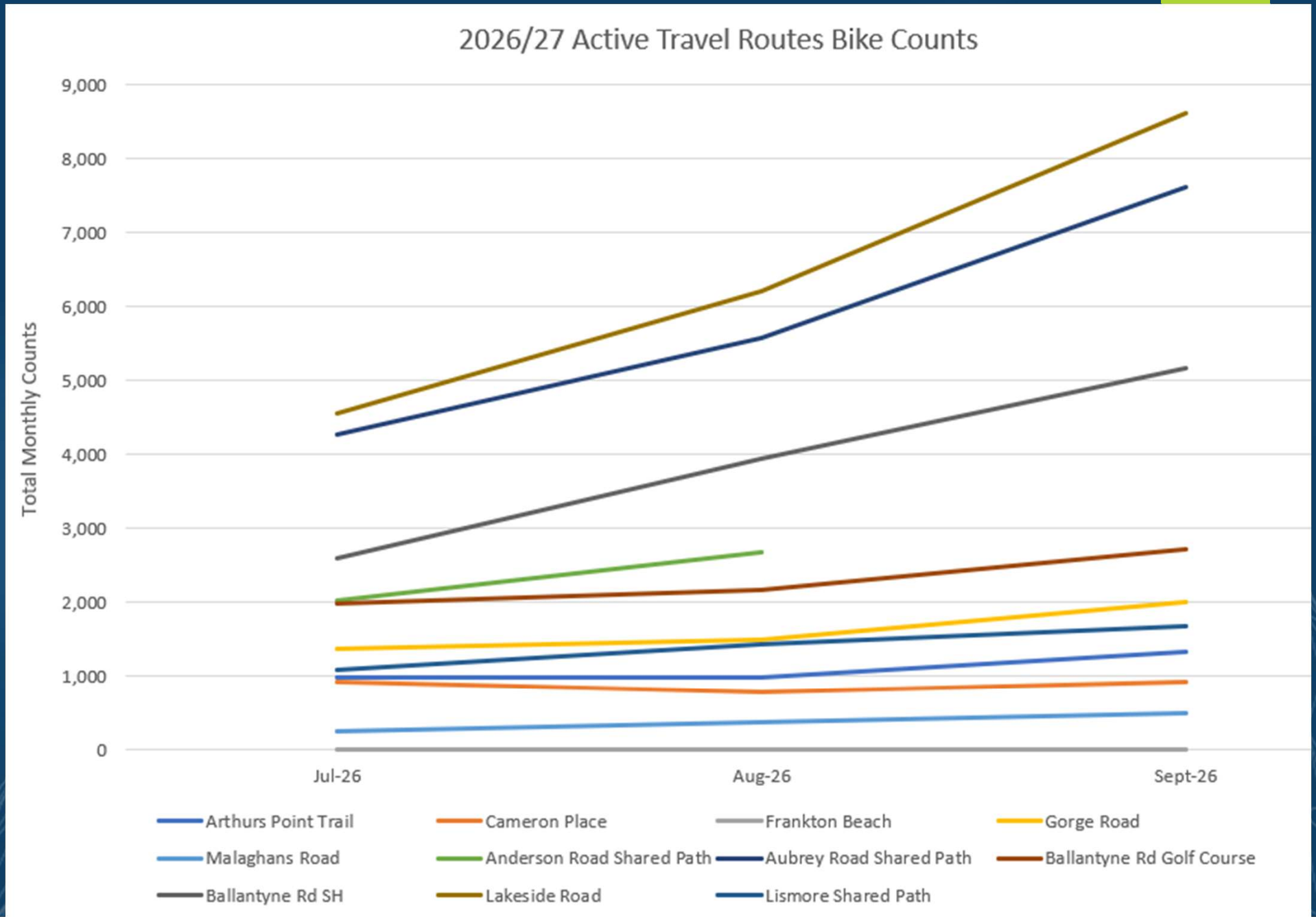
- Data from NZTA's CAS system
- Reporting on local roads does not include crashes that occur on private roads, off road tracks or areas, or in private developments
- The crash total is not equal to the number of people suffering death or serious injuries i.e. a crash might have multiple injured people

Number of People on Bikes

- Queenstown Cycle Counters Q1 total movements:
  - Arthurs Point Trail (Matakauri Park) – 3,320 (9% ↑ on Q1 2025/26)
  - Cameron Place – 2,625 (3% ↑ on Q1 2025/26)
  - Frankton Beach – no data available for Q1 2026/27 due to construction
  - Gorge Road – 4,856 (14% ↑ on Q1 2025/26)
  - Malaghans Road – 1,127 (1% ↑ on Q1 2025/26)
- Wānaka Cycle Counters Q1 total movements:
  - Anderson Road Shared Path – 4,705 * data missing for September
  - Aubrey Road Shared Path – 17,454 (13% ↑ on Q1 2025/26)
  - Ballantyne Rd Golf Course – 6,877 (14% ↑ on Q1 2025/26)
  - Ballantyne Rd SH – 11,722 (15% ↑ on Q1 2025/26)
  - Lakeside Road – 19,357 (18% ↑ on Q1 2025/26)
  - Lismore Shared Path – 4,216 (35% ↑ on Q1 2025/26)
- **Total Cycle Counts for Q1 2026/27 = 76,259**

Data sourced from designated Active Travel (Commuter) cycle counters.

2026/27 Active Travel Routes Bike Counts

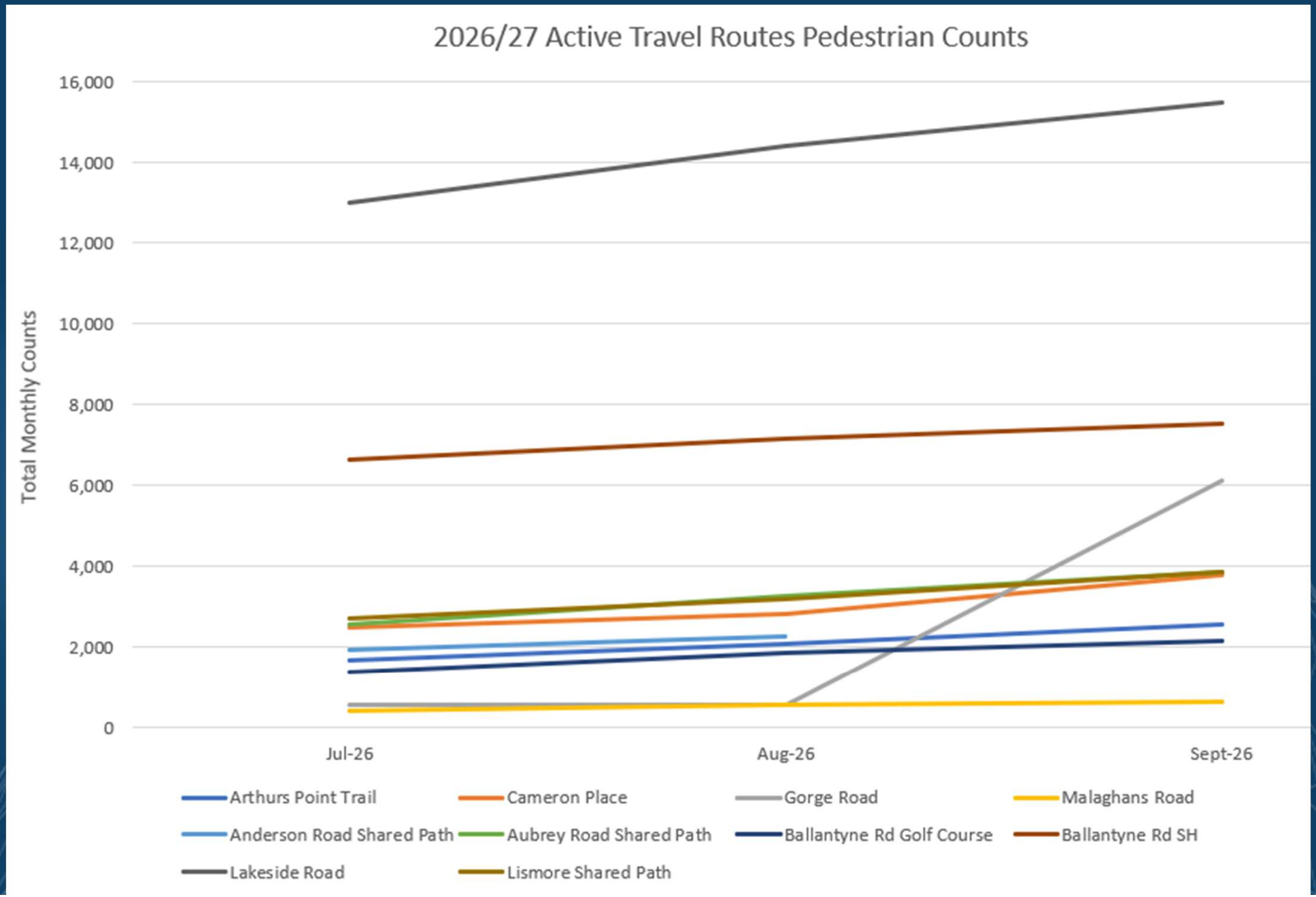


Number of People Walking

- Queenstown Pedestrian Counters Q1 total movements:
  - Arthurs Point Trail (Matakauri Park) – 6,353 (5% ↓ on Q1 2025/26)
  - Cameron Place – 9,092 (51% ↑ on Q1 2025/26)
  - Gorge Road – 7,237 (5% ↑ on Q1 2025/26)
  - Malaghans Road – 1,632 (17% ↑ on Q1 2025/26)
- Wānaka Pedestrian Counters Q1 total movements:
  - Anderson Road Shared Path – 4,204 * data missing for September
  - Aubrey Road Shared Path – 9,712 (8% ↑ on Q1 2025/26)
  - Ballantyne Rd Golf Course – 5,384 (17% ↓ on Q1 2025/26)
  - Ballantyne Rd SH – 21,281 (7% ↓ on Q1 2025/26)
  - Lakeside Road – 42,905 (10% ↑ on Q1 2025/26)
  - Lismore Shared Path – 9,782 (6% ↑ on Q1 2025/26)
- **Total Pedestrian Counts for Q1 2026/27 = 117,582**

Data sourced from designated Active Travel (Commuter) pedestrian and scooter counters.

2026/27 Active Travel Routes Pedestrian Counts



The Weekday Challenge

- The Weekday Challenge has been launched as a trial in the Queenstown Lakes District running over September to November 2026.
- The Weekday Challenge encourages people to leave the car at home and choose a more sustainable way to travel to work.
- To date, 30 local businesses are signed up to the challenge.
- In September, the most popular transport option was catching the bus with 23% of participants logging bus trips – interestingly however, mid way through October with the warmer weather and longer days, biking has become the most popular transport option.
- In September, QLDC topped the leaderboard nationally, with Wakatipu High School coming in second place.
- The graphic on the following slide shows the key Challenge stats for the district from 1 September to 31 October.



The Weekday Challenge

KEY STATS

VIEW BY LAST MONTH | THIS MONTH | YEAR TO DATE



MOST COMMON

8,272
KG CO_2 SAVED

394
EQUIVALENT TREES PLANTED

16,753
HEALTHY KMS

3,662
CARS OFF ROAD

MOST POPULAR MODES

VIEW BY LAST MONTH | THIS MONTH | YEAR TO DATE


26%


22%


21%


14%


11%


2%


2%

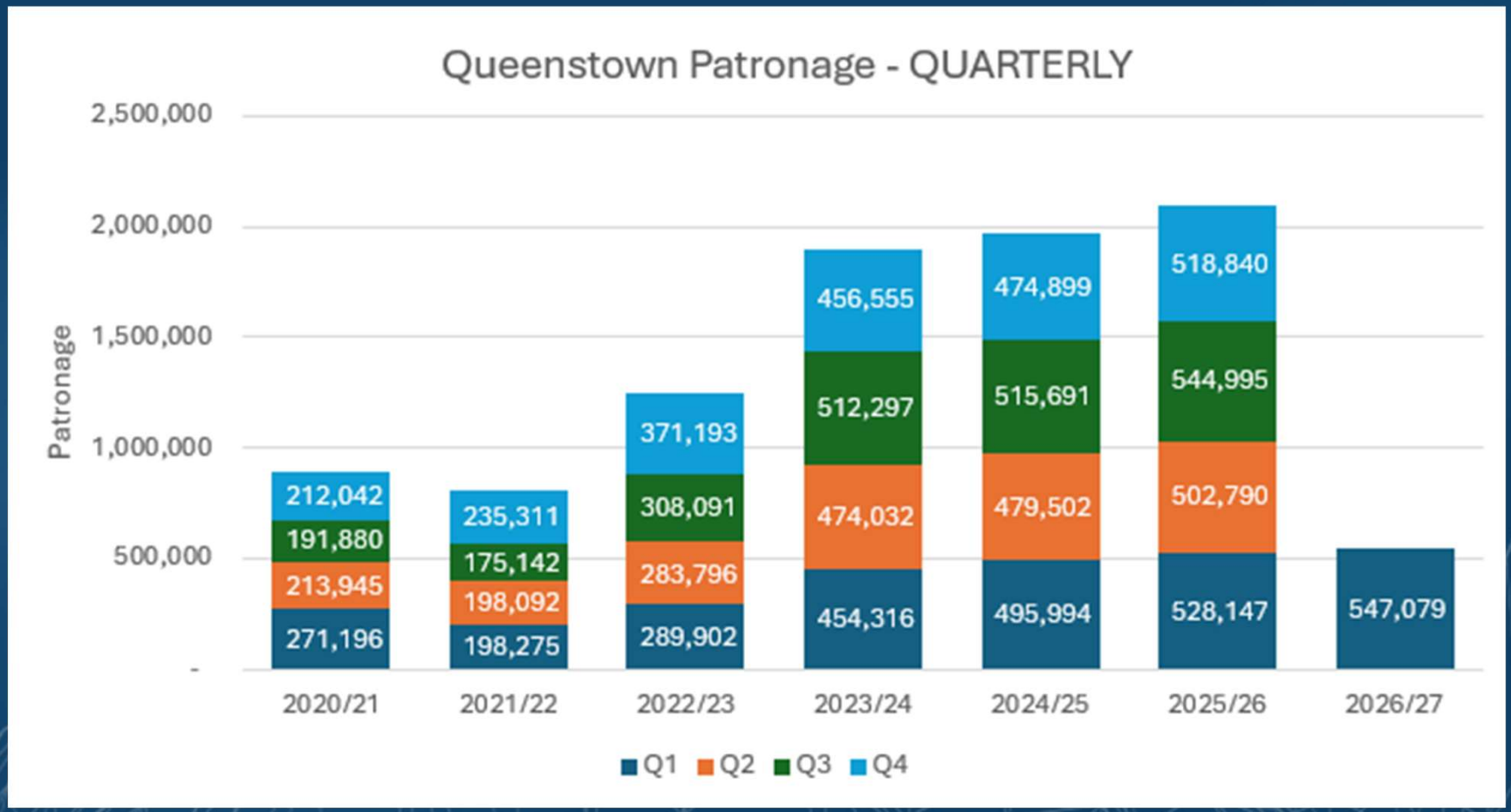

1%


0%


0%

YoY Annual PT Orbus Patronage

- The below figure breaks down patronage into quarterly comparisons.
- Quarter 1 continues to grow year on year with 3.6% growth on Q1 2025/26



- Further data for Orbus patronage, including the ferry service, was not available at the time of report publication.

Orbus Public Transport Reliability

For Quarter 1 2026/27:

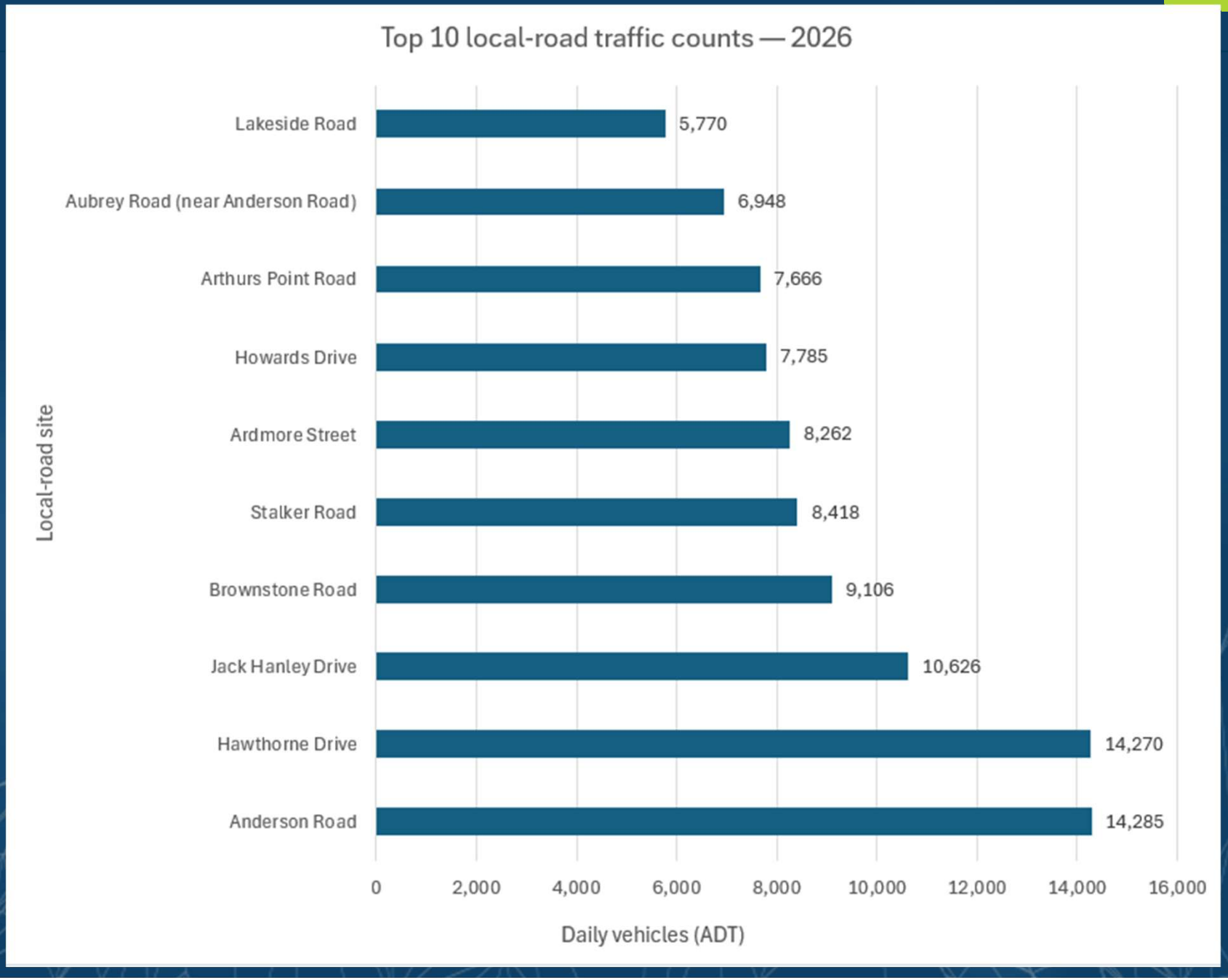
- Average reliability across the quarter is 87.7%
- A total of 686 trips were cancelled over the quarter with 16,425 trips arriving on time
- The number of operated trips for Quarter 1 decreased from 29,310 in 2025/26 to 28,735 in 2026/27
- Punctuality for the quarter is 57.2%

- Reliability is the number of trips departing on time as a percentage of the total number of scheduled trips
- Punctuality is the number of trips arriving on time as a percentage of the total number of operated trips
- Cancellations are the number of cancelled trips as a percentage of the total number of scheduled trips
- Scheduled trips are the number of trips that are meant to run each month (timetabled trips)
- Operated trips is the actual number of trips that were run for the month due to cancellations or other reasons.

Summary	Jul-26	Aug-26	Sept-26
Scheduled trips	9,879	9,941	9,601
Operated trips	9,689	9,760	9,286
Depart on Time	8,641	8,735	8,436
Arrive on Time	5,253	5,762	5,410
Reported cancellations	190	181	315
Reliability	**87.5%**	**87.9%**	**87.9%**
Punctuality	**54.2%**	**59.0%**	**58.3%**
Cancellations	**1.9%**	**1.8%**	**3.3%**

- Data reported by ORC for the Orbus PT network in Queenstown

Local Road Traffic Count Data



Observed Traffic Growth – 2019/21 to 2026

STATE HIGHWAYS – NZTA AADT

COUNT SITE	BASELINE (2019)	2026 AADT	CHANGE
SH6 – Kawarau Falls Bridge	11,847	22,457	+90% ↑
SH6 – South of Peninsula Rd	8,205	18,680	+128% ↑
SH6 – Remarkables South of Skifield	7,571	18,507	+144% ↑

LOCAL ROADS – QLDC ADT (BASELINE 2021 – 2026)

COUNT SITE	BASELINE (2021)	2026 ADT	CHANGE
Jack Hanley Drive	3,247	10,626	+227% ↑
Stalker Road	6,223	8,418	+35% ↑
Howards Drive	4,490	7,785	+73% ↑

Whakatipu local-road counts use a 2021 baseline year due to the absence of 2019 observations for these sites.

WĀNAKA + HĀWEA

STATE HIGHWAYS – NZTA AADT

COUNT SITE	BASELINE (2019)	2026 AADT	CHANGE
SH6 – Hāwea South of Dam	3,531	5,562	+58% ↑
SH6 – Albert Town Bridge (Wānaka Side)	5,705	8,076	+42% ↑
SH84 – Mt Iron	10,327	14,630	+42% ↑

LOCAL ROADS – QLDC ADT (BASELINE 2019 – 2026)

COUNT SITE	BASELINE (2019)	2026 ADT	CHANGE
Golf Course Road	2,986	5,596	+87% ↑
Lesmore Street	5,391	6,948	+29% ↑
Anderson Road	10,319	14,285	+38% ↑

When comparing daily traffic to baseline data from 2019 and 2021, it is clear that many key corridors have more than doubled in daily traffic.

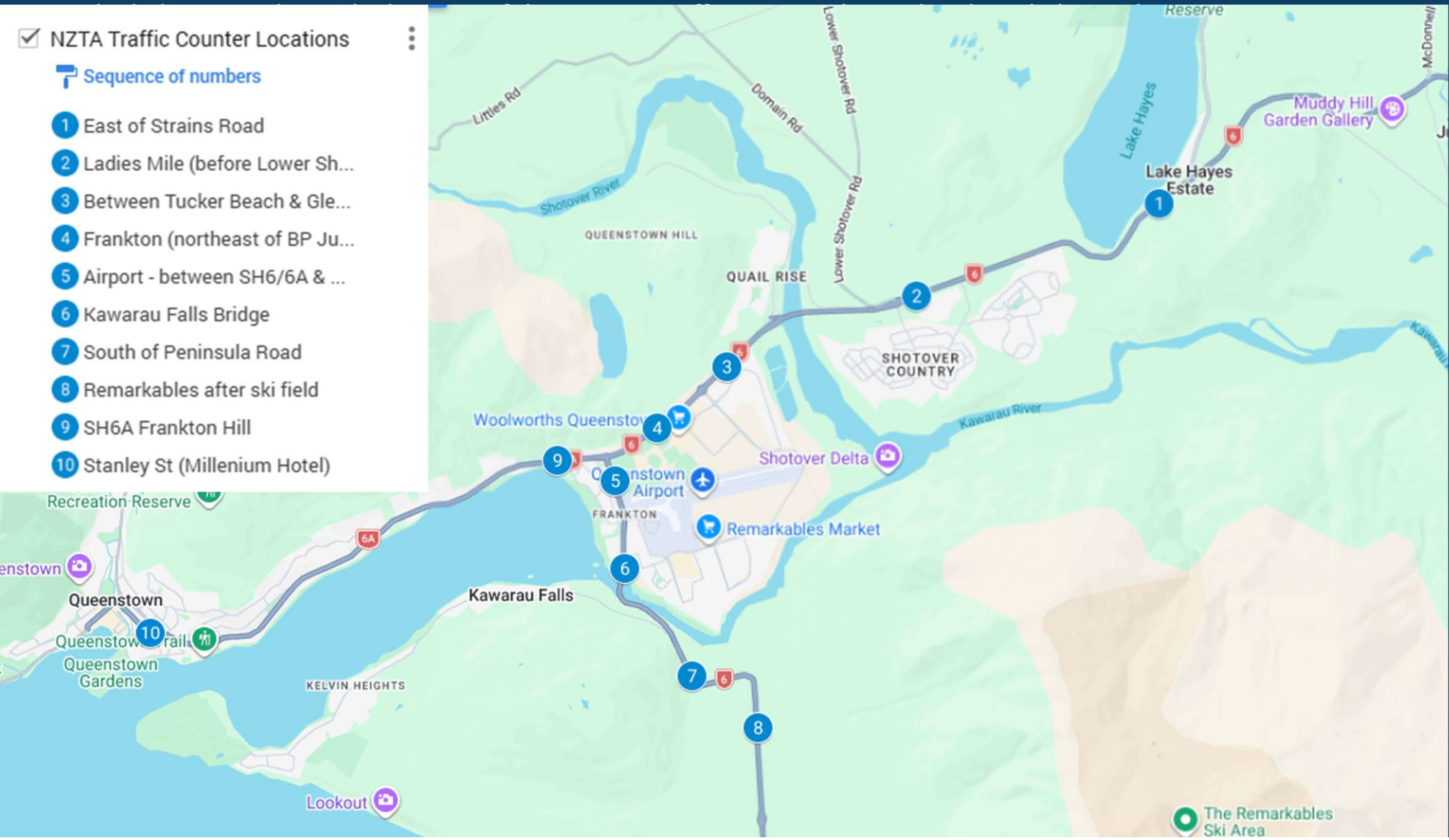
Notes:

- NZTA sites report Annual Average Daily Traffic (AADT)
- QLDC sites report Average Daily Traffic (ADT)
- Baseline years: 2019 for NZTA and Wānaka QLDC sites; 2021 for Whakatipu QLDC sites

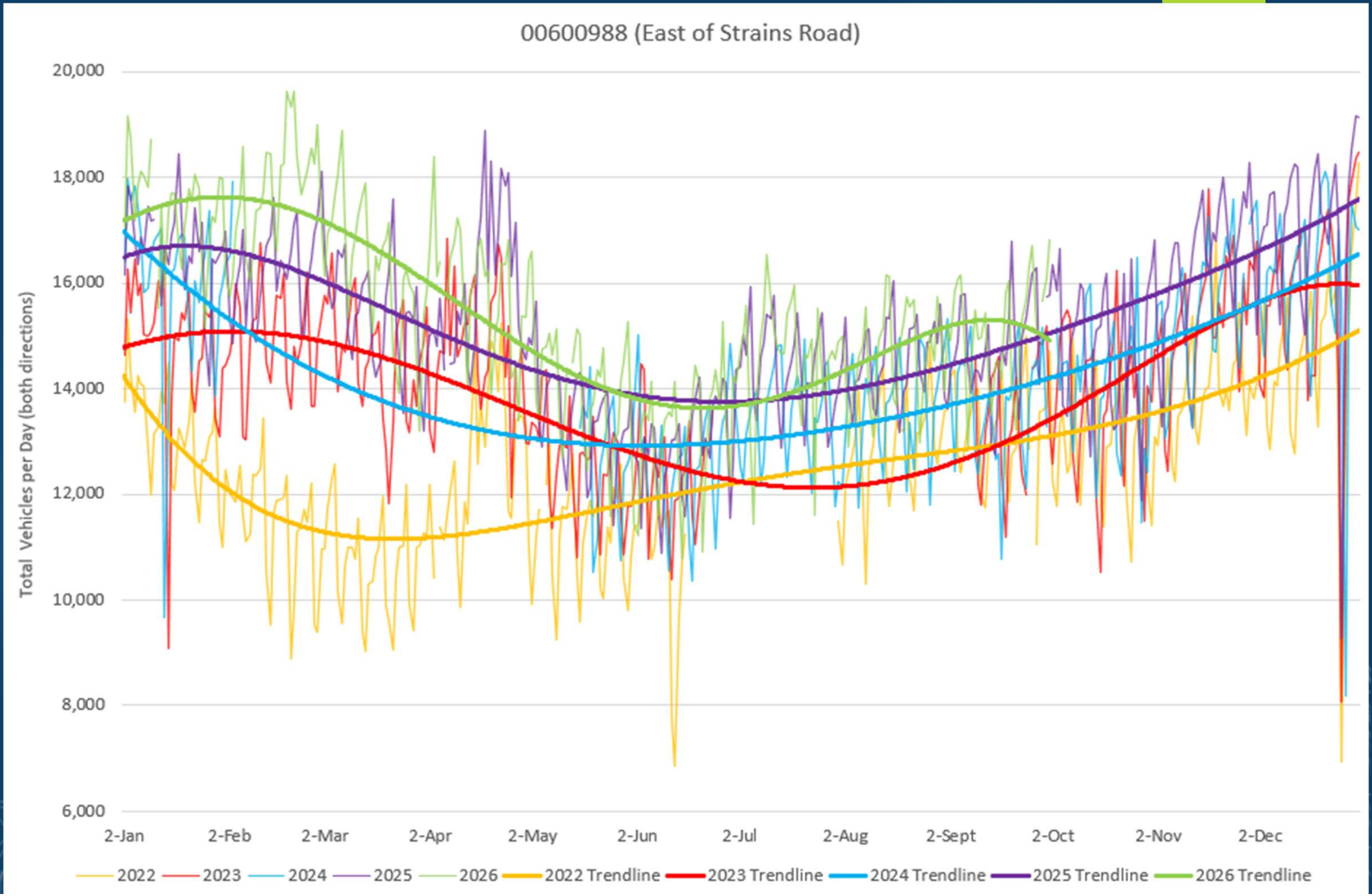
State Highway Traffic Count Data

- The following slides represent **Total Daily Vehicle Counts for all vehicle types in both directions**
- Traffic count data recorded by NZTA from 10 sites across the State Highway network in Wakatipu and 4 sites across the State Highway network in Upper Clutha.
  - The header for each graph reflects the location of the counter on SH6, SH6A or SH84.
  - This Quarter 1 report reflects counts through to 30 September 2026.
- Some key noticeable trends:
  - Traffic volumes at most sites across both Wakatipu and Upper Clutha remain higher than previous years.
  - Peak summer and winter season traffic volumes on Frankton Road continues to reach and exceed the theoretical capacity for the road, indicating on going congestion pressure.
  - Stanley Street counts are still lower than pre-arterial route conditions, however 2026 counts are higher than 2025 counts showing an increase in central Queenstown traffic demand.
  - The Southern Corridor counters are showing distinct increases in traffic volumes. Namely:
    - Kawarau Falls Bridge: For Q1 2026/27 the average daily traffic count was 23,579 vehicles, which is a 7% increase on the same period in 2025/26 which had an average of 22,034 vehicles per day.
      - In comparison to the same period in 2019 (pre-Covid19) this is an 96% increase (12,035).
    - SH6 South of Peninsula Road: The average daily traffic count increased by 8% from 18,292 in Q1 2025/26 to 19,846 in Q1 2026/27.
  - In Wānaka the counters generally indicate that traffic volumes are increasing year on year with seasonal patterns established.
    - The Hāwea counter reflects the highest increased traffic trend, reflecting the growth from expanding residential developments in Hāwea and increased travel between Hawea and Wānaka.

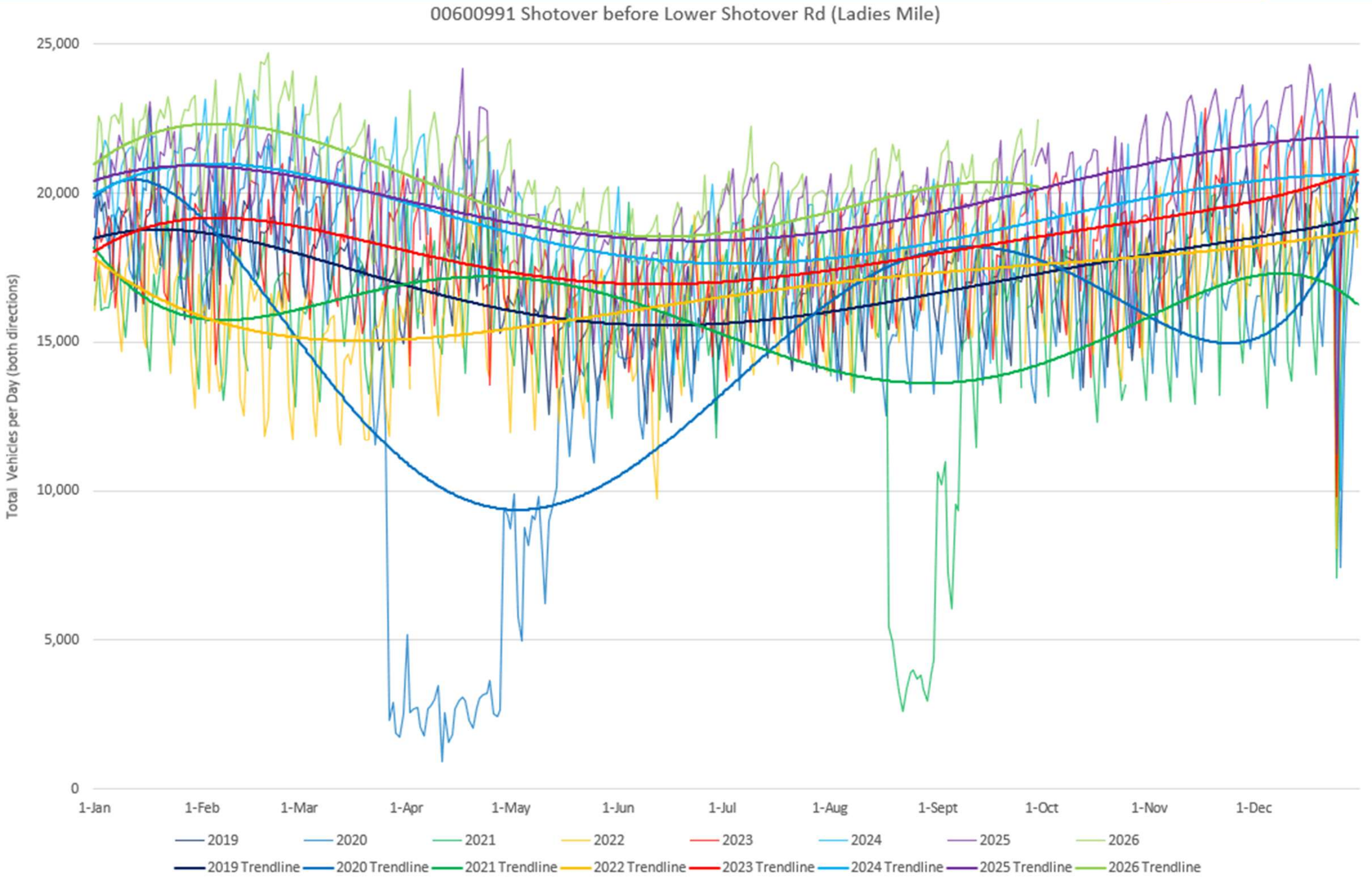
NZTA Traffic Counter Locations - Whakatipu



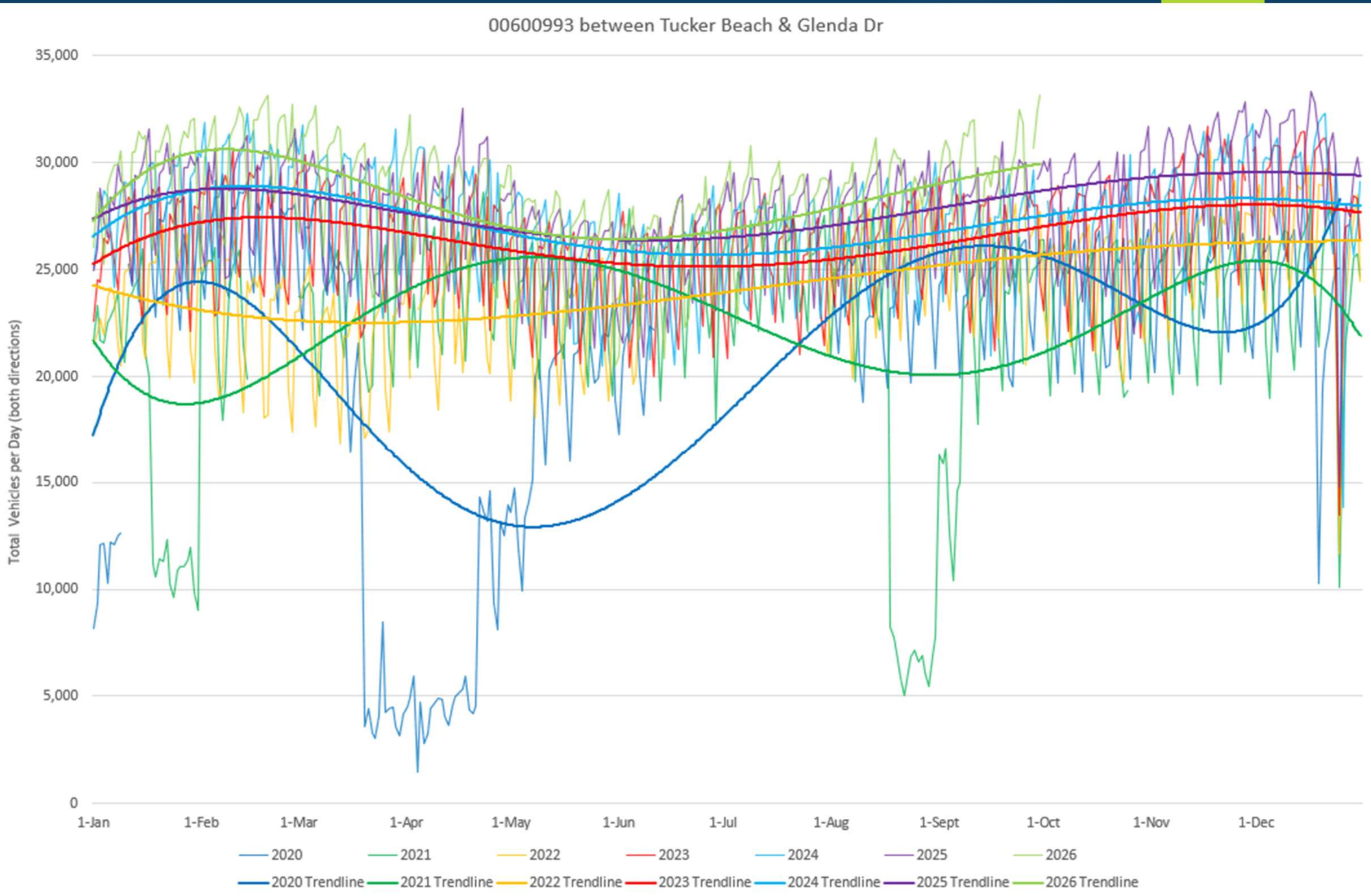
SH6 - East of Strains Rd



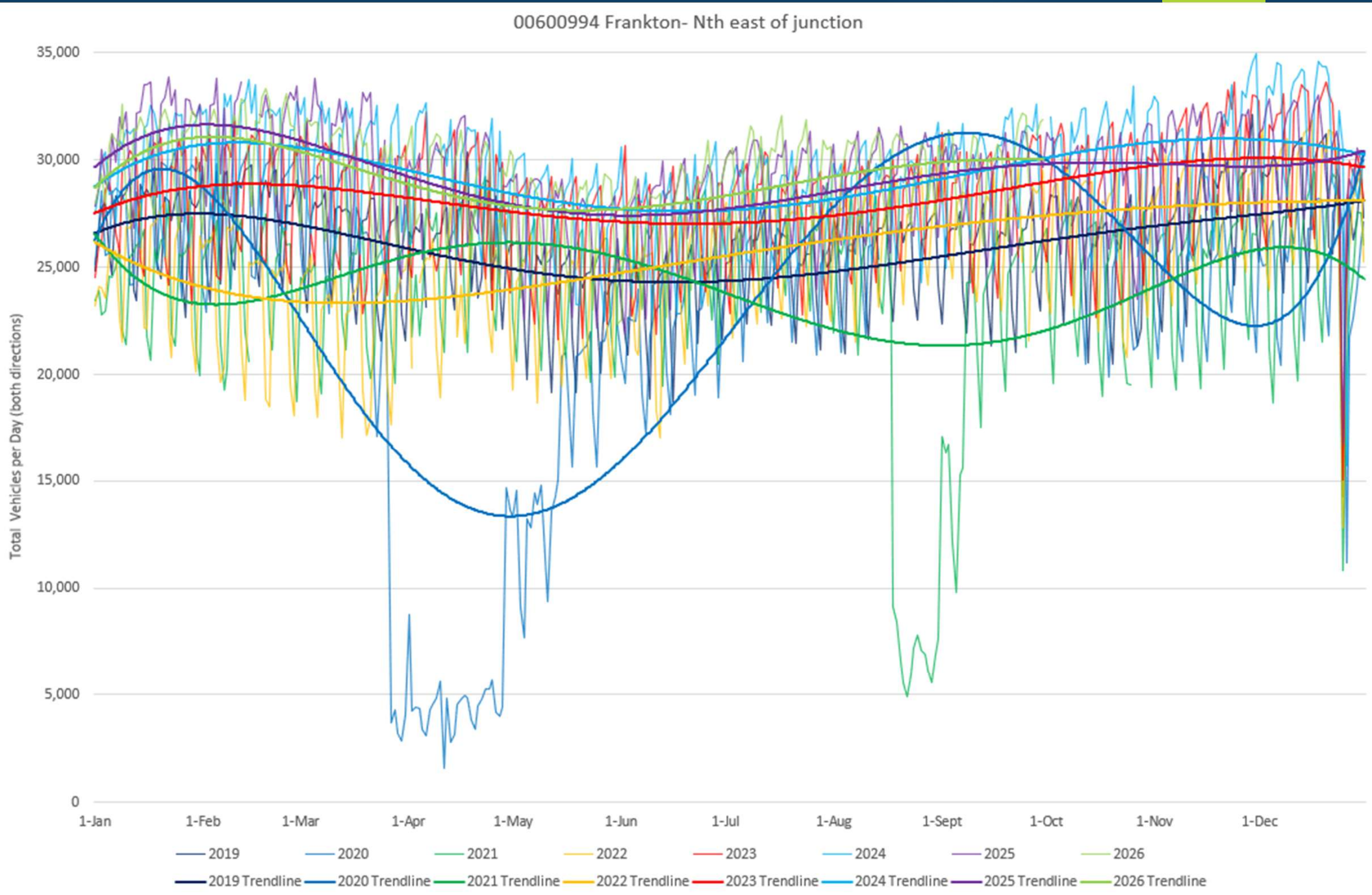
SH6 – Ladies Mile (East of Lower Shotover Rd)



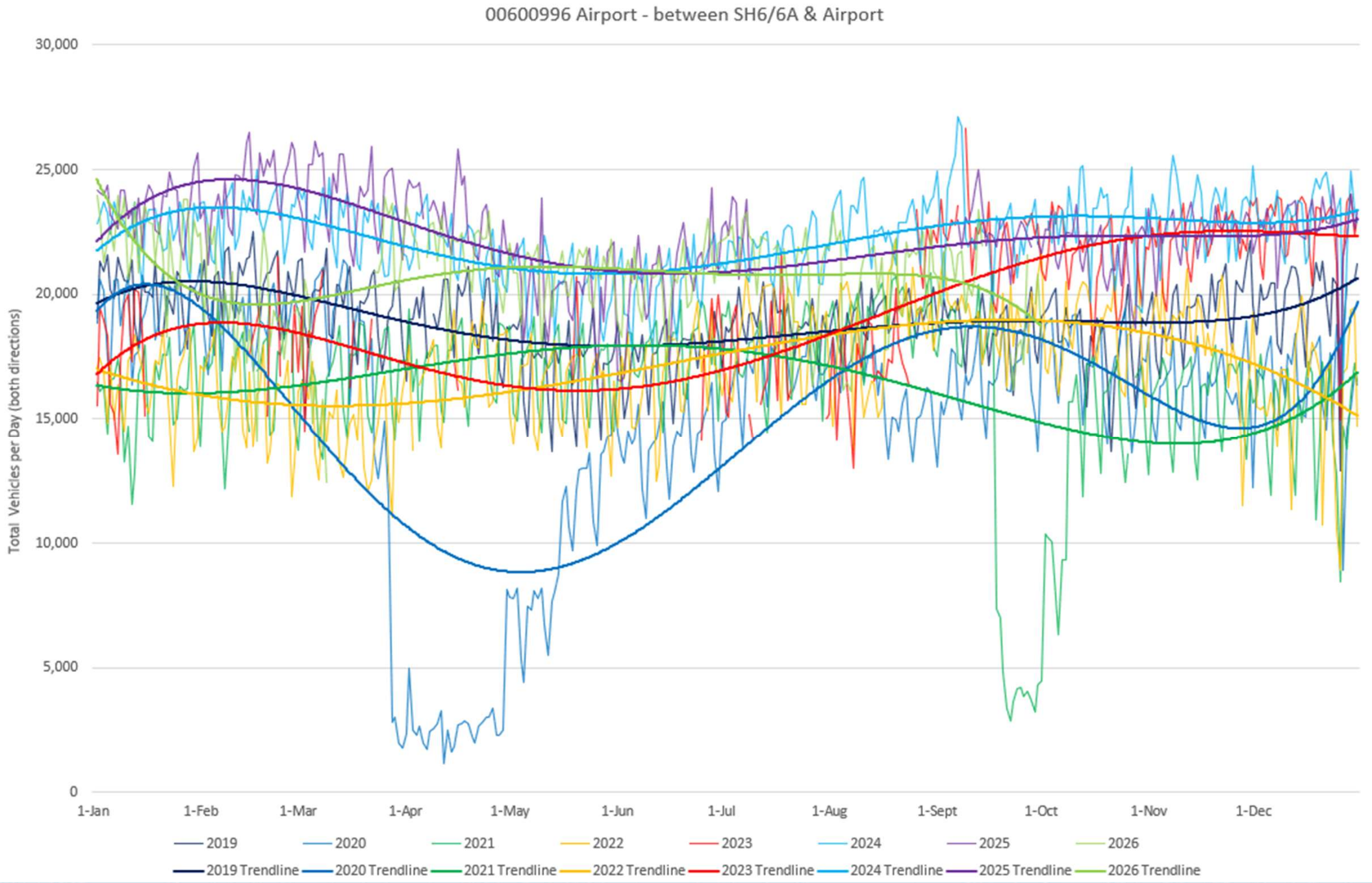
SH6 - Between Tucker Beach Rd and Glenda Drv



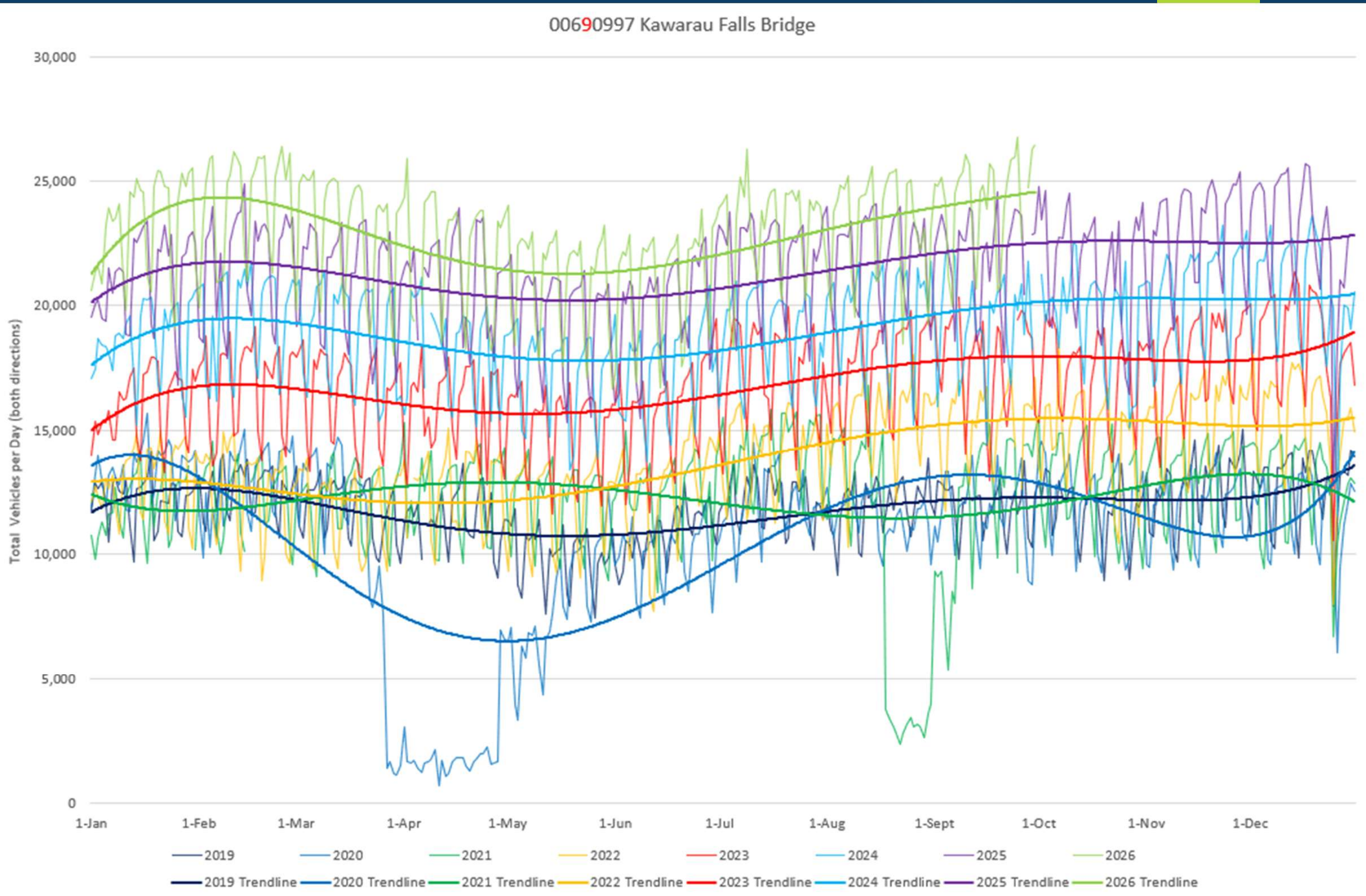
SH6 – Frankton, North East of SH6 / 6A Junction



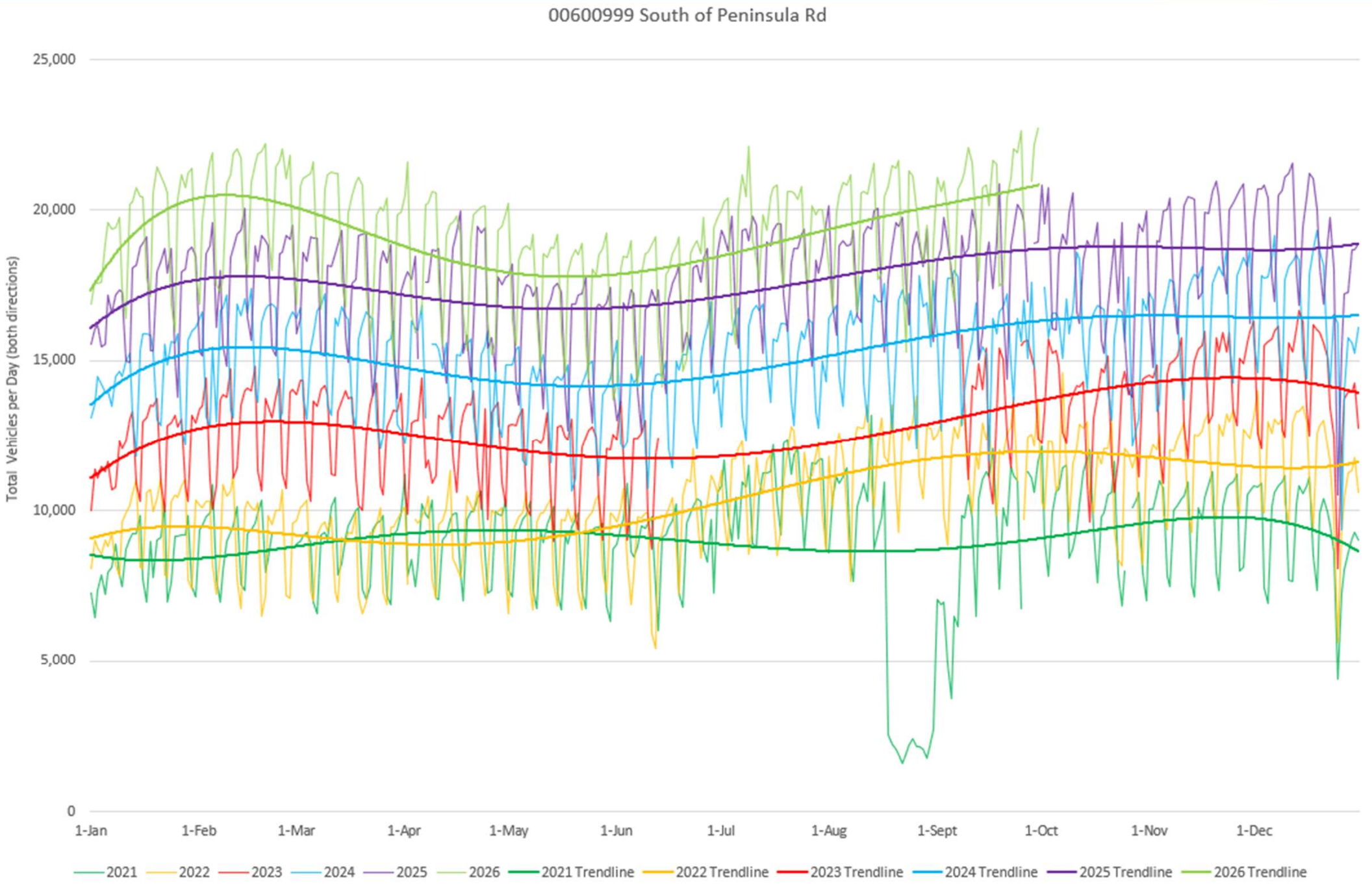
SH6 – Airport, Between SH6 / 6A & Airport



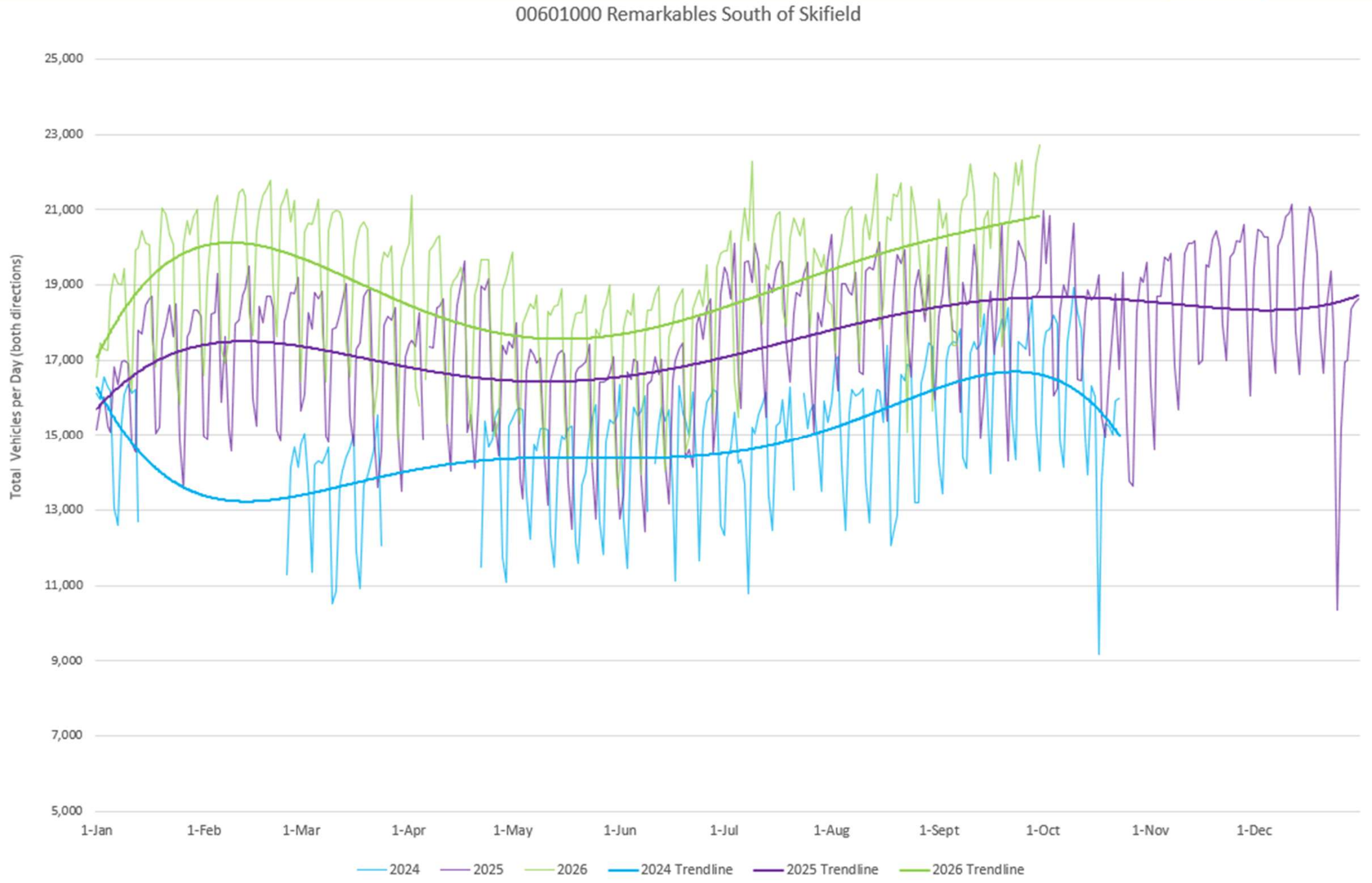
SH6 – Kawarau Falls Bridge



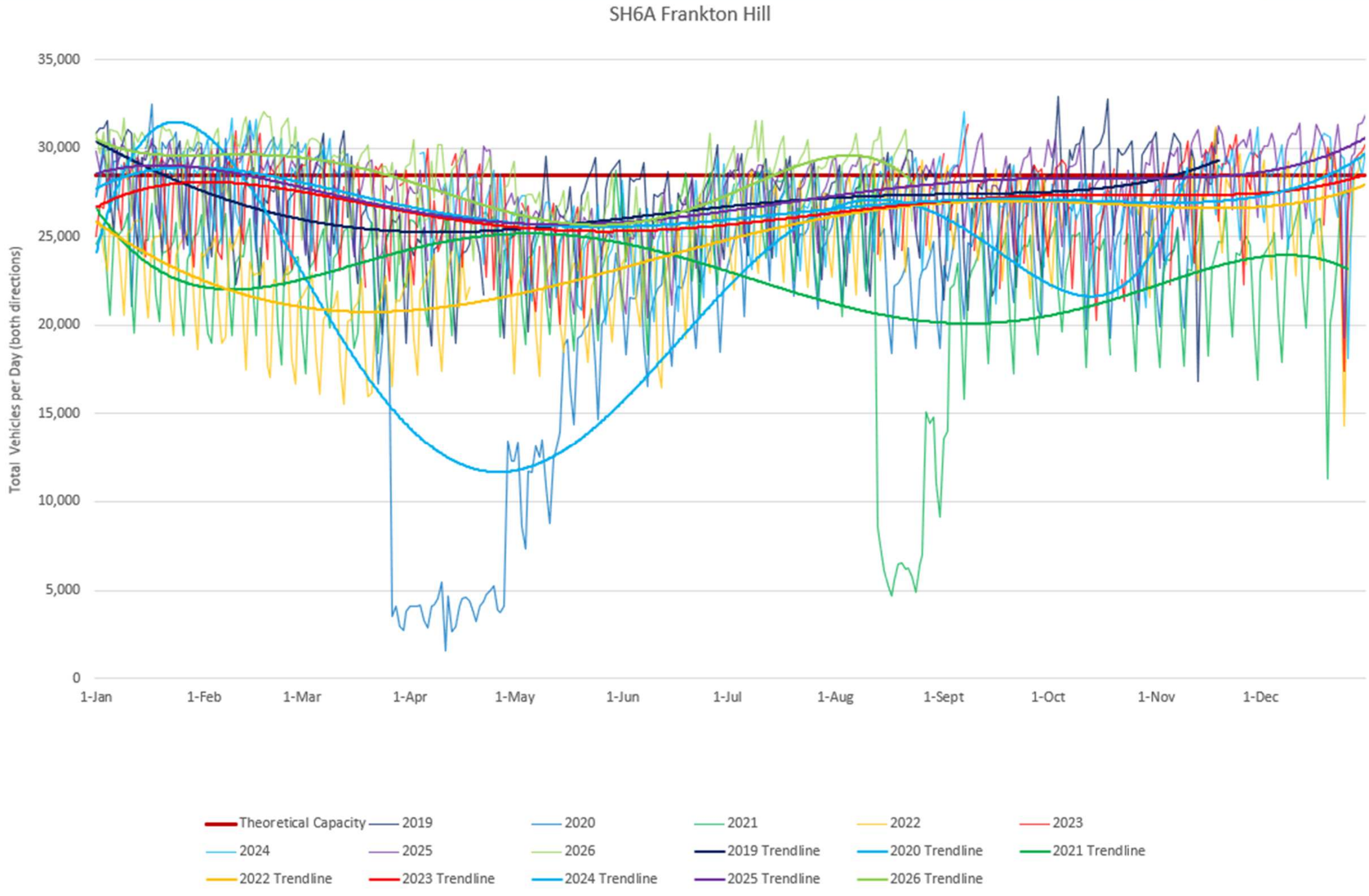
SH6 – South of Peninsula Rd



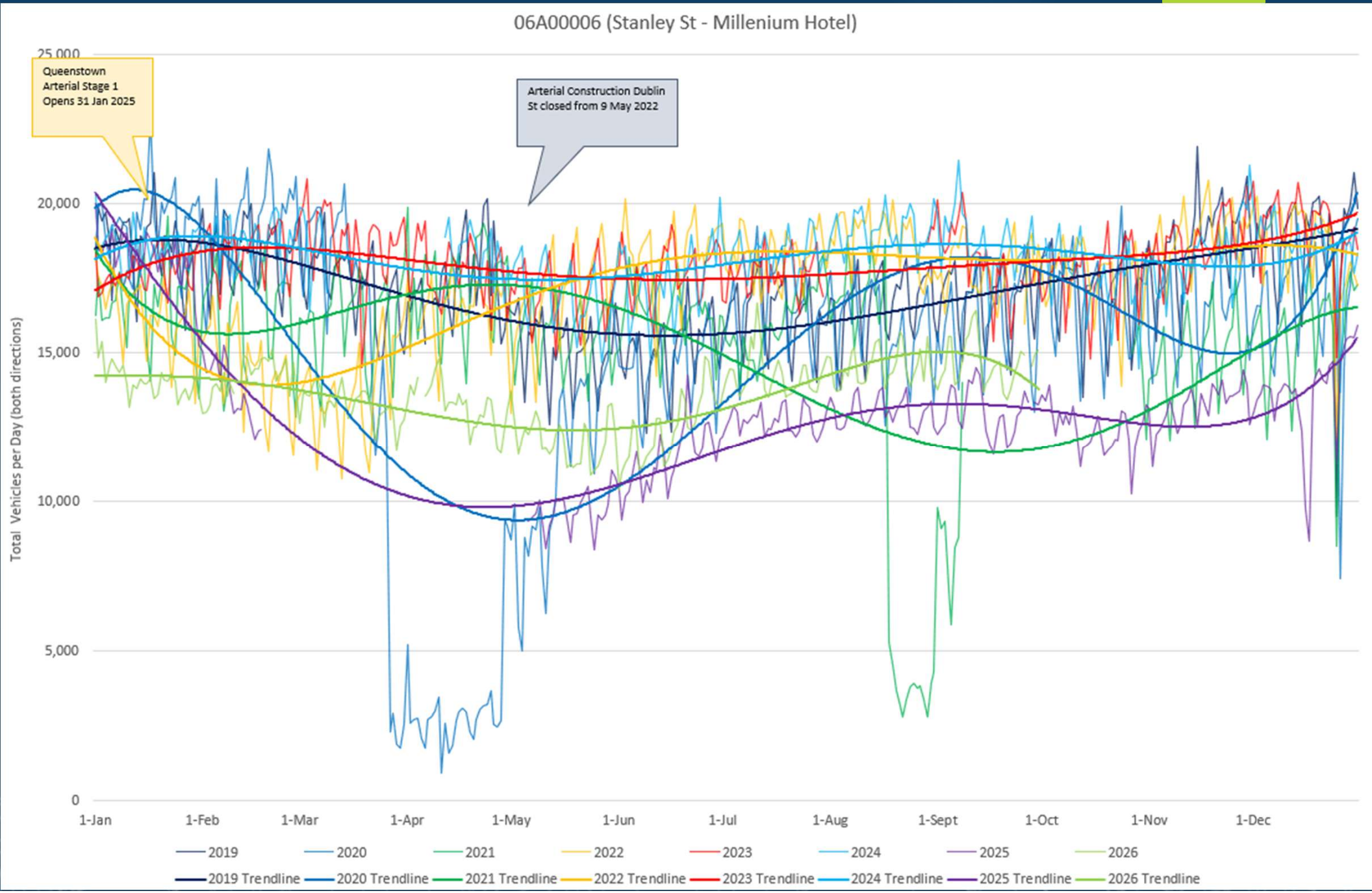
SH6 – Remarkables South of Skifield



SH6A – Frankton Road



SH6A - Stanley St by Millenium Hotel

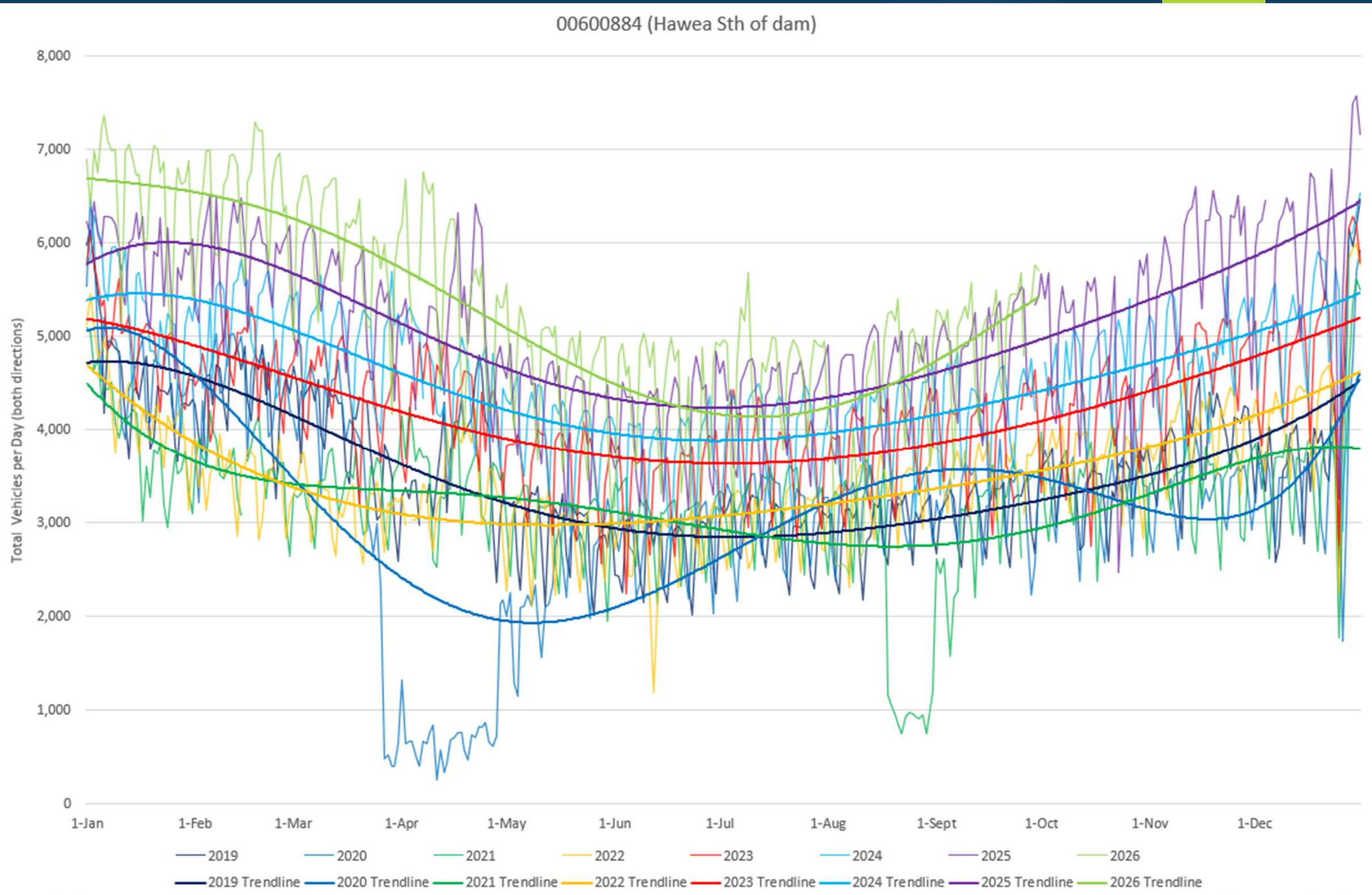


NZTA Traffic Counter Locations – Upper Clutha

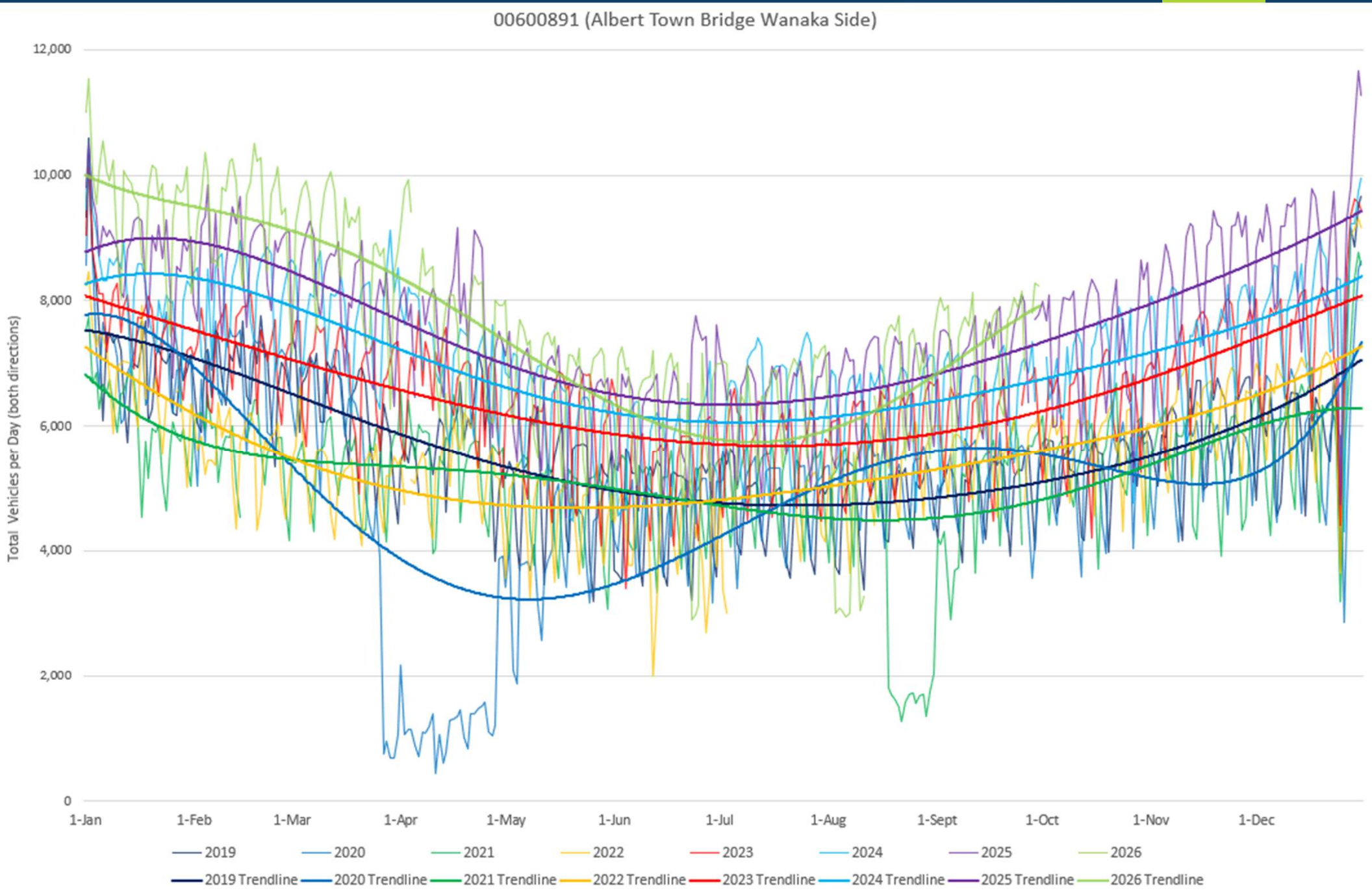
- The below map shows the location of the 4 NZTA traffic counters with available data located in the Upper Clutha



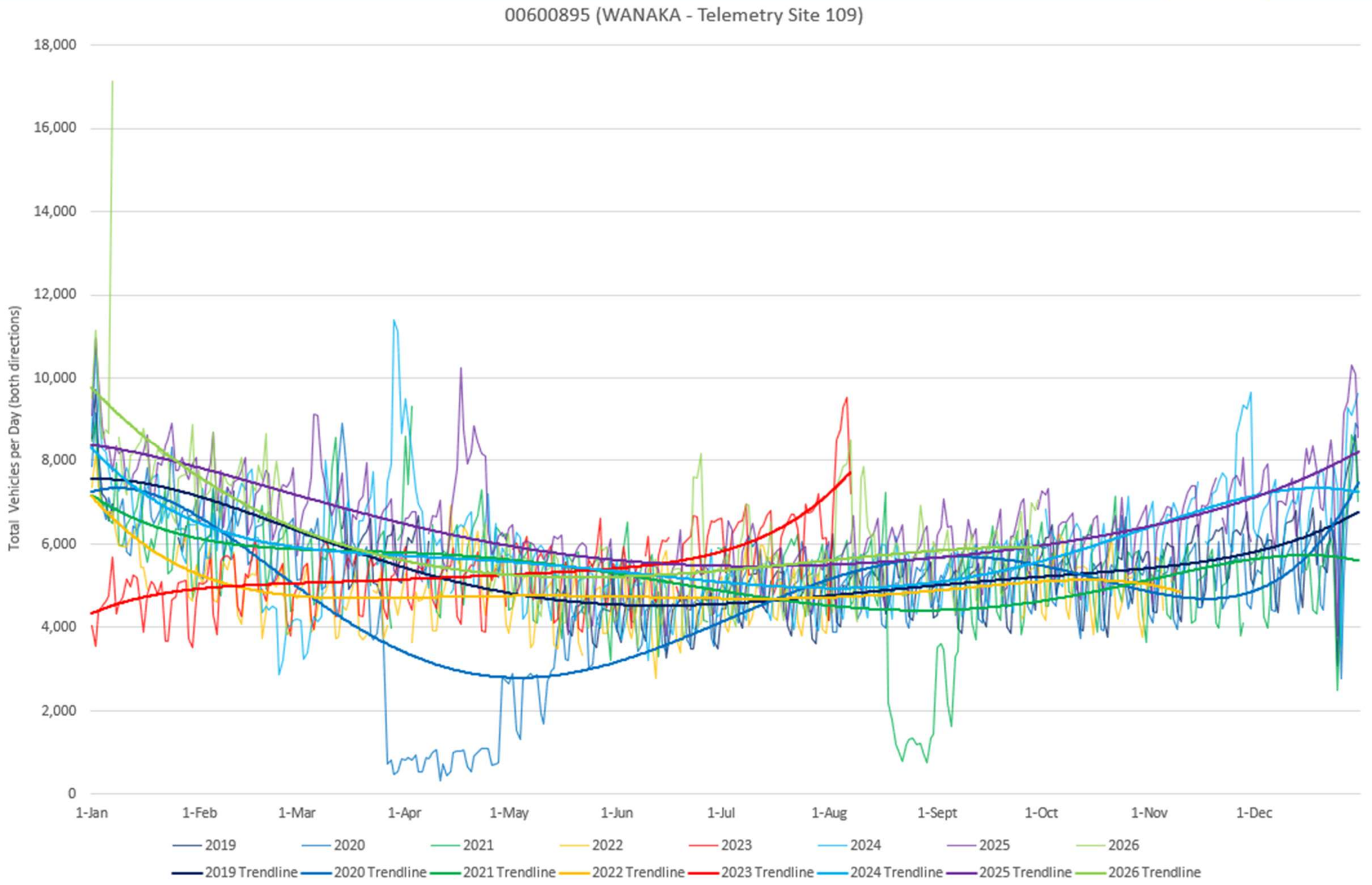
SH6 – Hāwea South of Dam



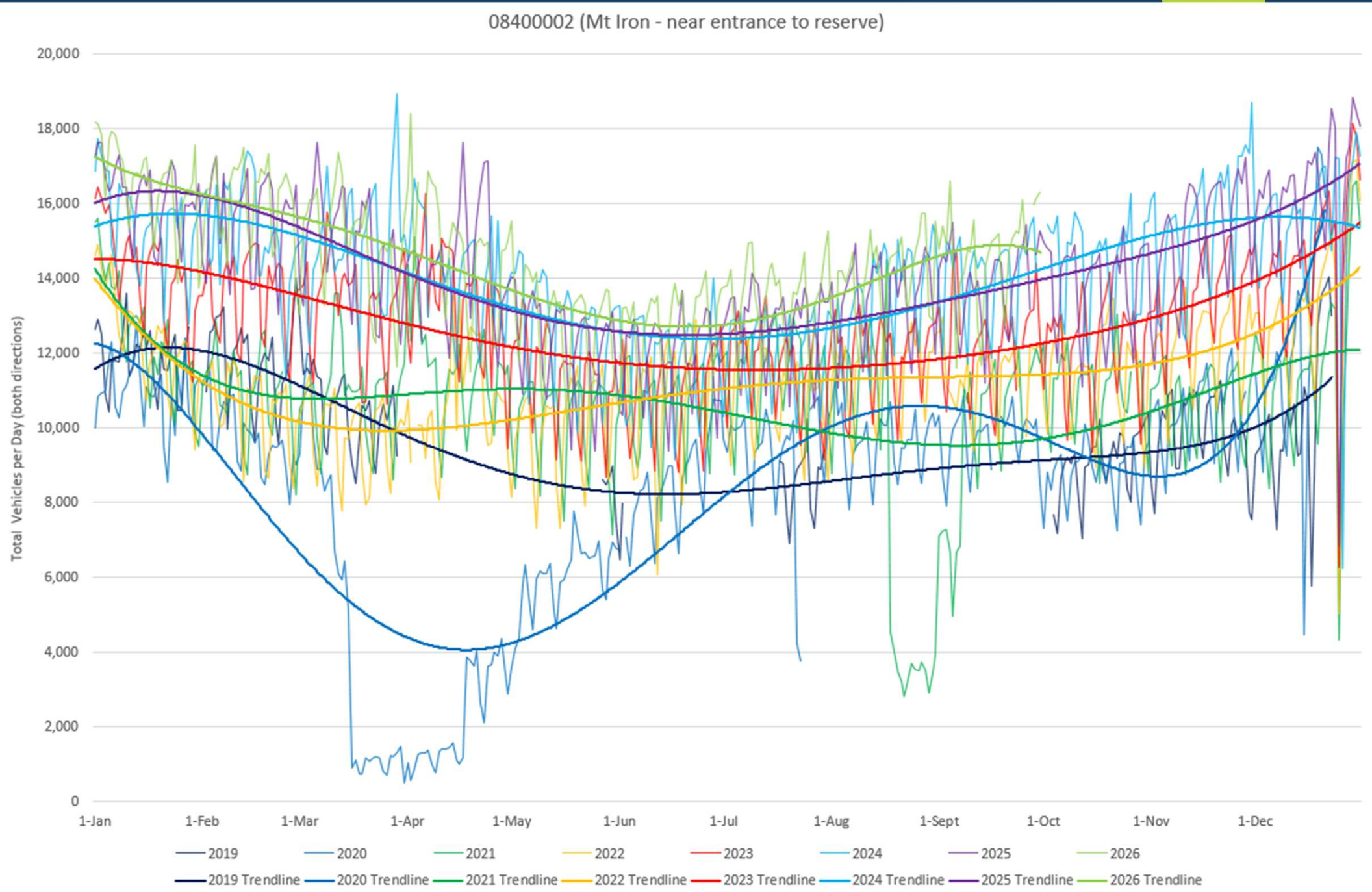
SH6 – Albert Town Bridge (Wānaka Side)



SH6 – Wānaka Telemetry Site



SH84 – Mt Iron


08400002 (Mt Iron - near entrance to reserve)
Total Vehicles per Day (both directions)
20,000
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
1-Jan
1-Feb
1-Mar
1-Apr
1-May
1-Jun
1-Jul
1-Aug
1-Sept
1-Oct
1-Nov
1-Dec
2019
2020
2021
2022
2023
2024
2025
2026
2019 Trendline
2020 Trendline
2021 Trendline
2022 Trendline
2023 Trendline
2024 Trendline
2025 Trendline
2026 Trendline

Visitor Mode of Transport

- Data on the next 8 slides is provided by Destination Queenstown through their Visitor Survey for both Queenstown and Wānaka.
  - The Queenstown/Wānaka Visitor Survey is a year-round research programme designed to understand the behaviours and experiences of domestic and international visitors to the Queenstown Lakes District.
  - Data sourced from Queenstown & Wānaka Visitor Experience Survey, conducted by Angus & Associates, interpreted by Destination Queenstown.
- The survey was conducted from 1 July 2025 to 30 June 2026.
- To note, from July 2024 onward, survey responses were collected separately for Queenstown and Wānaka, based on where visitors spent the most time.
- A total of 1,041 visitors participated in the surveys:
  - For Queenstown 705 visitors took part - domestic visitors n = 285, international visitors n = 420 (of these, 276 were Australian).
  - For Wānaka 336 visitors took part - domestic visitors n = 167, international visitors n = 169 (of these 80 were Australian).
- Throughout the report, statistically significant differences between domestic and international visitors (at the 95% confidence level) are highlighted in red and blue text.

Visitor Mode of Transport - Queenstown

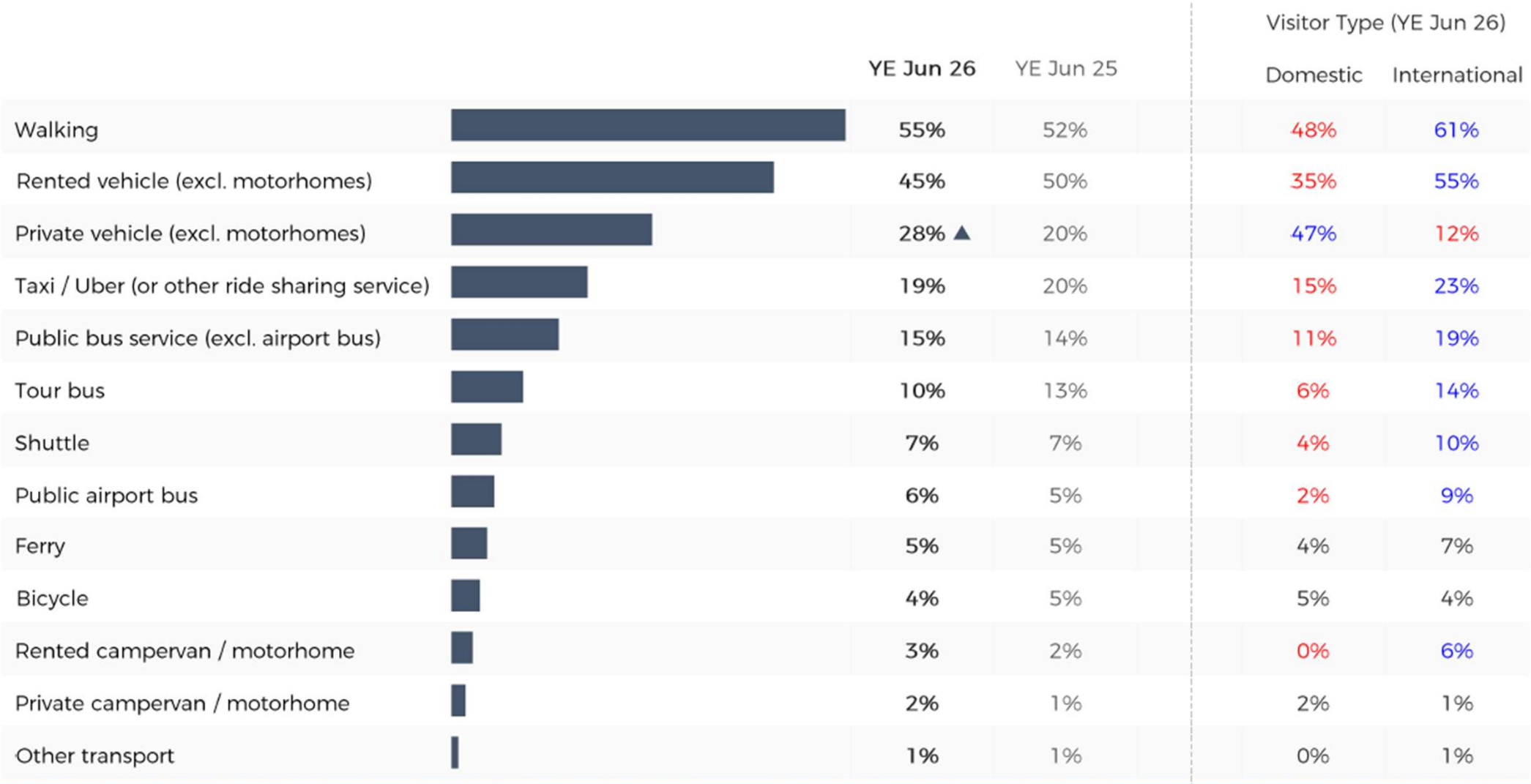
How did you arrive in Queenstown?

	YE Jun 26	YE Jun 25	Visitor Type (YE Jun 26) Domestic	International
Scheduled domestic flight	29% ▼	34%	47%	13%
Scheduled international flight	26%	27%	1%	47%
Rented vehicle	25%	23%	11%	36%
Private vehicle	23% ▲	17%	42%	7%
Scheduled public bus / shuttle service	4%	3%	1%	7%
Other transport	1%	1%	1%	1%

- Most visitors to the region arrive by air (55%), while 48% travel by rented or private vehicle. Domestic visitors are more likely to arrive via scheduled domestic flights or private vehicles, while international visitors predominantly arrive on scheduled international flights and are more likely to use rental vehicles.
- Almost half (45%) of Queenstown's visitors rent a vehicle to get around the region. International visitors are more likely to walk, rent vehicles, and use taxis or rideshare services, while domestic visitors are more likely to use private vehicles.
- When asked what one main thing could have improved the Queenstown experience, ‘improve parking’ was the top response with 17% of responses. This was followed by ‘reduce traffic and improve road access’ with 13% of responses.

Visitor Mode of Transport - Queenstown

What transport have you used (or did you use) for getting around Queenstown?



	YE Jun 26	YE Jun 25	Visitor Type (YE Jun 26) Domestic	International
Walking	55%	52%	48%	61%
Rented vehicle (excl. motorhomes)	45%	50%	35%	55%
Private vehicle (excl. motorhomes)	28% ▲	20%	47%	12%
Taxi / Uber (or other ride sharing service)	19%	20%	15%	23%
Public bus service (excl. airport bus)	15%	14%	11%	19%
Tour bus	10%	13%	6%	14%
Shuttle	7%	7%	4%	10%
Public airport bus	6%	5%	2%	9%
Ferry	5%	5%	4%	7%
Bicycle	4%	5%	5%	4%
Rented campervan / motorhome	3%	2%	0%	6%
Private campervan / motorhome	2%	1%	2%	1%
Other transport	1%	1%	0%	1%

Dispersal within District – Queenstown visitors

What Queenstown / Wānaka locations have you visited, or did you visit, on your trip?

			Visitor Type (YE Jun 26)	
	YE Jun 26	YE Jun 25	Domestic	International
Queenstown town centre	94%	94%	93%	95%
Arrowtown	67%	66%	66%	68%
Arthur's Point	23%	20%	20%	25%
Frankton	43% ▼	52%	45%	42%
Glenorchy	30%	31%	20%	39%
Kingston	11%	9%	8%	13%
Gibbston Valley	16% ▼	20%	16%	17%
Kelvin Heights / Kelvin Peninsula	9%	10%	11%	8%
Lake Hayes	18%	21%	18%	17%
Other Queenstown urban area	26% ▲	18%	28%	25%
Wānaka (NET)	50%	53%	33% ▼	65% ▲
Wānaka town centre	45%	48%	29%	59%
Lake Hāwea	18%	20%	8%	27%
Glendhu Bay and surrounds	6%	5%	3%	9%
Luggate	3%	4%	4%	2%
Makarora and surrounds	6% ▲	3%	2%	9%
Cardrona Valley	20%	22%	15%	24%
Other Wānaka urban area	6%	6%	5%	7%

Visitor Mode of Transport - Queenstown

How satisfied are you with these aspects of transport in Queenstown?

Scale of 0 (not at all satisfied) to 10 (extremely satisfied)

Average (out of 10)	YE Jun 26	YE Jun 25	Visitor Type (YE Jun 26) Domestic	International
Ease of Walking	9.2 ▲	8.9	9.0	9.3
Ease of Driving	8.5 ▲	7.9	7.9	9.0
Ease of Parking Your Vehicle	7.1 ▲	6.4	6.8	7.3
Ease of Using Public Transport	8.4 ▲	7.7	8.3	8.4
Ease of Finding Your Way Around	9.0 ▲	8.8	8.8	9.2

- Key opportunities to improve the Queenstown visitor experience primarily centered around addressing infrastructure and cost pressures, with traffic congestion, parking availability and high costs identified as primary pain points.
- Domestic visitors were more likely to identify parking and traffic as areas for improvement, while the high cost of visiting Queenstown was raised equally by domestic and international visitors.

Visitor Mode of Transport – Wānaka

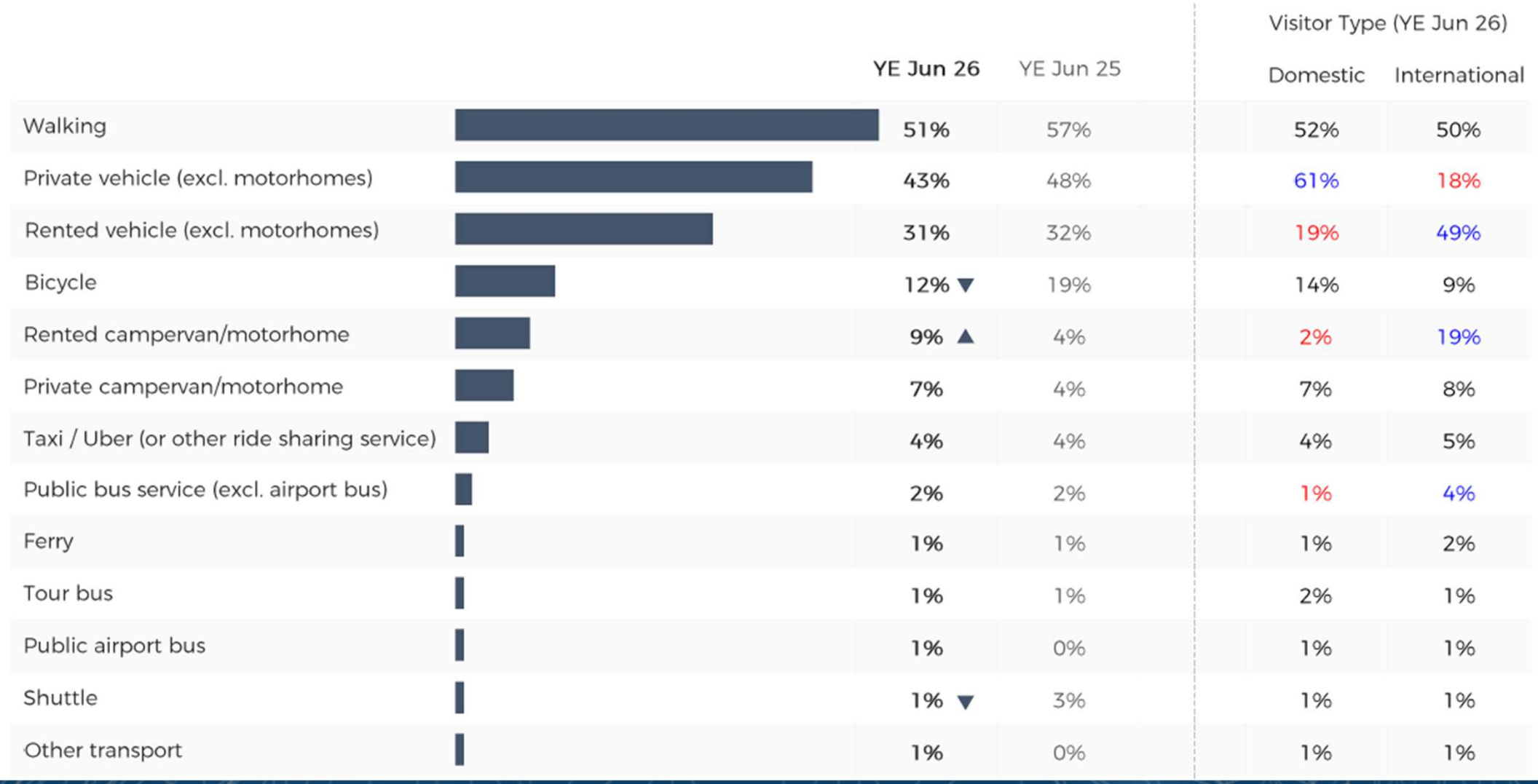
How did you arrive in Wānaka?

	YE Jun 26	YE Jun 25	Visitor Type (YE Jun 26) Domestic	International
Private vehicle	52%	54%	74%	21%
Rented vehicle	41% ▲	34%	19%	72%
Scheduled domestic flight	7%	8%	11%	2%
Scheduled public bus / shuttle service	4%	3%	4%	4%
Scheduled international flight	4%	5%	0%	9%
Other transport	2%	2%	1%	2%

- Most visitors arrive in Wānaka by vehicle (93%). Domestic visitors are significantly more likely to arrive by private vehicle (74%), while international visitors predominantly use rental vehicles (72%).
- Within the region, walking (51%) and private vehicles (43%) are the most common modes of transport. Domestic visitors are more likely to use private vehicles, while international visitors are more likely to use rental vehicles and campervans.
- When asked what one main thing could have improved the Wānaka visitor experience, like in Queenstown, ‘improve parking’ was the top response with 10% of responses.

Visitor Mode of Transport – Wānaka

What transport have you used (or did you use) for getting around Wānaka?



	YE Jun 26	YE Jun 25	Visitor Type (YE Jun 26) Domestic	International
Walking	51%	57%	52%	50%
Private vehicle (excl. motorhomes)	43%	48%	61%	18%
Rented vehicle (excl. motorhomes)	31%	32%	19%	49%
Bicycle	12% ▼	19%	14%	9%
Rented campervan/motorhome	9% ▲	4%	2%	19%
Private campervan/motorhome	7%	4%	7%	8%
Taxi / Uber (or other ride sharing service)	4%	4%	4%	5%
Public bus service (excl. airport bus)	2%	2%	1%	4%
Ferry	1%	1%	1%	2%
Tour bus	1%	1%	2%	1%
Public airport bus	1%	0%	1%	1%
Shuttle	1% ▼	3%	1%	1%
Other transport	1%	0%	1%	1%

Dispersal within District – Wānaka visitors

What Queenstown / Wānaka locations have you visited, or did you visit, on your trip?

	YE Jun 26	YE Jun 25	Visitor Type (YE Jun 26) Domestic	International
Queenstown town centre	41% ▼	49%	26%	61%
Arrowtown	31%	35%	23%	41%
Arthur's Point	7%	9%	4%	12%
Frankton	20%	19%	17%	24%
Glenorchy	13%	14%	6%	24%
Kingston	5%	4%	3%	9%
Gibbston Valley	8%	6%	7%	9%
Kelvin Heights / Kelvin Peninsula	2%	2%	2%	2%
Lake Hayes	8%	9%	7%	11%
Other Queenstown urban area	7%	7%	5%	10%
Queenstown (NET)	53%	59%	44% ▼	66% ▲
Wānaka town centre	96%	95%	95%	98%
Lake Hāwea	41%	41%	37%	46%
Glendhu Bay and surrounds	26%	28%	20%	35%
Luggate	13%	10%	17%	9%
Makarora and surrounds	11%	10%	7%	17%
Cardrona Valley	28%	34%	24%	34%
Other Wānaka urban area	29%	28%	36%	20%

Visitor Mode of Transport – Wānaka

How satisfied are you with these aspects of transport in Wānaka?

Scale of 0 (not at all satisfied) to 10 (extremely satisfied)

Average (out of 10)	YE Jun 26	YE Jun 25	Visitor Type (YE Jun 26) Domestic	International
Ease of Walking	9.3	9.3	9.2	9.4
Ease of Driving	9.4	9.3	9.0	10.0
Ease of Parking Your Vehicle	8.7	8.6	8.3	9.3
Ease of Using Public Transport	6.9	7.0	6.5	7.3
Ease of Finding Your Way Around	9.2 ▲	8.9	9.1	9.3

- Overall, visitor satisfaction with driving, walking and wayfinding remained very high, while public transport continued to be the weakest aspect of the transport experience.
- Key opportunities to enhance the Wānaka visitor experience centre on transport infrastructure, parking availability, general affordability and public amenities such as toilets and footpaths.

Data unchanged since previous report

- The information on the following slides is carried over from the previous Transport Network Monitoring quarterly report.
  - It remains included to show baseline measures, and to reflect no new data is available.
- This data may come from a one-off survey, or data that is supplied on an annual or five-yearly basis, and accordingly there are no new updates to share in this report.
- When there is new data against these measures, this will be highlighted by moving the relevant slides into the previous section.

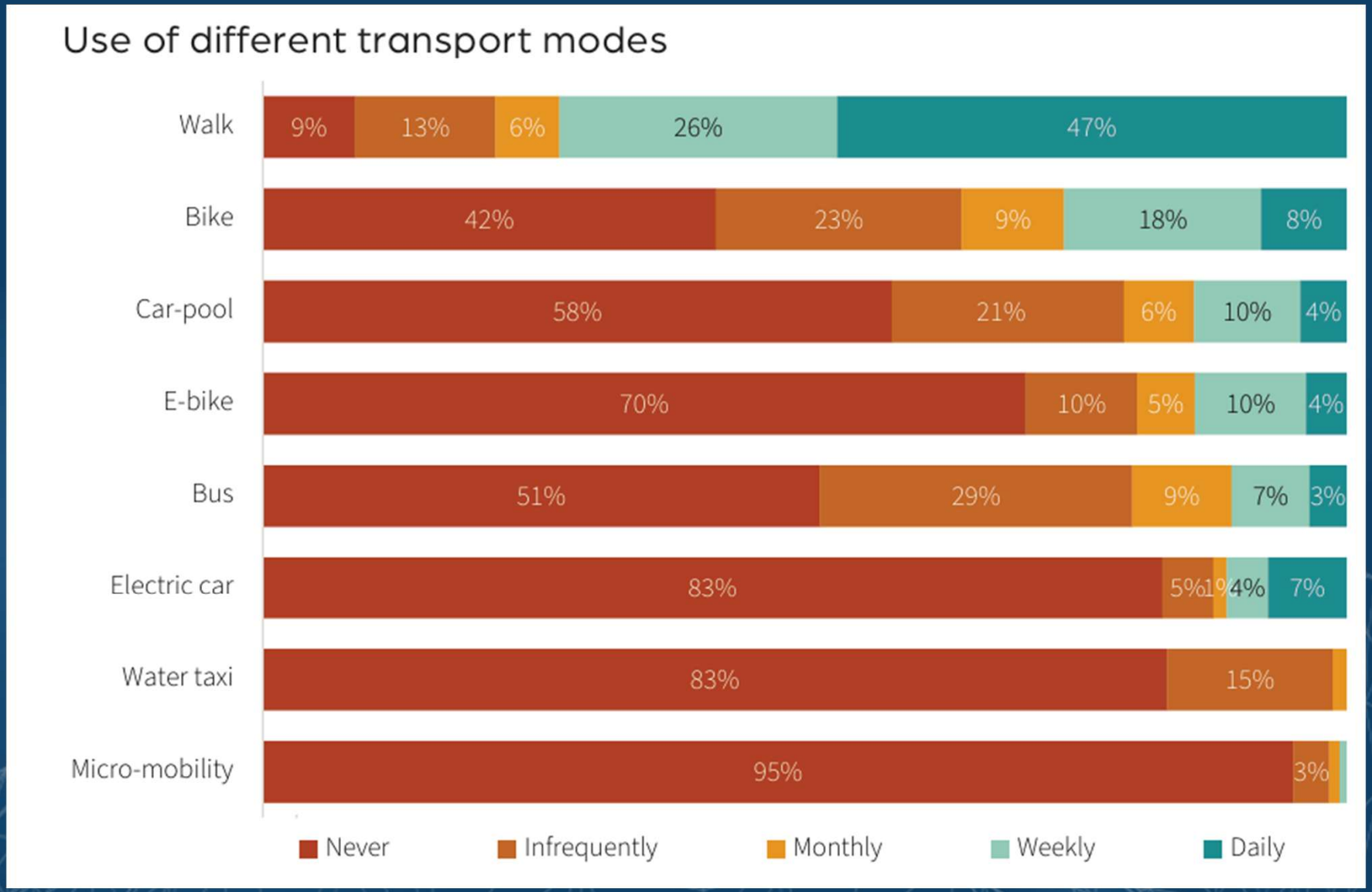
QLDC's 2025 Quality of Life Survey

- The Quality of Life Survey is an annual community survey conducted by QLDC
- 4 transport questions are currently included:
  - Perceptions of public transport
  - Safety perceptions of alternative transport methods
  - Use of alternative transport modes
  - Using petrol / diesel vehicles less
- Respondents were asked for their agreement with a series of statements related to the above 4 topics, and the results from the 2025 QoL survey are shared over the next 10 slides.
- Verbatim comments:
  - The main themes across these comments relate to the lack of public transport in the district, in particular from residents in the Upper Clutha and Glenorchy; increasing congestion; and safety concerns for cyclists and walkers regarding a lack of safe routes as well as inconsiderate motorists.
  - This year also saw two new themes emerge relating to the cost of transport. These included recent price increases on public transport deterring usage; and the limited supply and high costs of parking in the district, as well as the strict time limits applied to parking spots.



Alternative Transport Usage

- **Question:** How often do you typically use the following transport methods?



- n = 1000

Alternative Transport Modes by Year

- This year saw a decrease in the percentage of residents using various alternate transport modes across all modes. This was especially the case for those that said they biked at least monthly, with this significantly decreasing from 42% to 35%.
- The most common form of alternative transport is walking, with 79% of respondents undertaking it daily, weekly, or monthly.
- The next most commonly used transport modes are biking (35%), carpooling (20%), and e-biking or bussing (19% each).
- Respondents under 39 are more likely to carpool at least monthly, while respondents over 55 are more likely to e-bike at least monthly. Male respondents are more likely to use a bike at least monthly and respondents under 24 are more likely to bus at least monthly.

Use of different transport modes: By year (use at least monthly)

	2022	2023	2024	2025
Walk	69%	64%	81%	79%
Bike	37%	41%	42%	**35%**
Carpool	20%	20%	23%	`20%
E-bike	15%	14%	22%	19%
Bus	22%	22%	22%	19%
Electric car	9%	11%	14%	12%
Water taxi	4%	3%	3%	2%
Micro-mobility	-	-	4%	2%

- Bold figures indicate the 2025 result is significantly higher or lower than the 2024 result.

Alternative Transport Usage

- By area, Fernhill and Arthurs Point residents are more likely to use the bus at least monthly, Hawea and Quail Rise residents are more likely to ride, while those in Shotover Country are more likely to carpool.

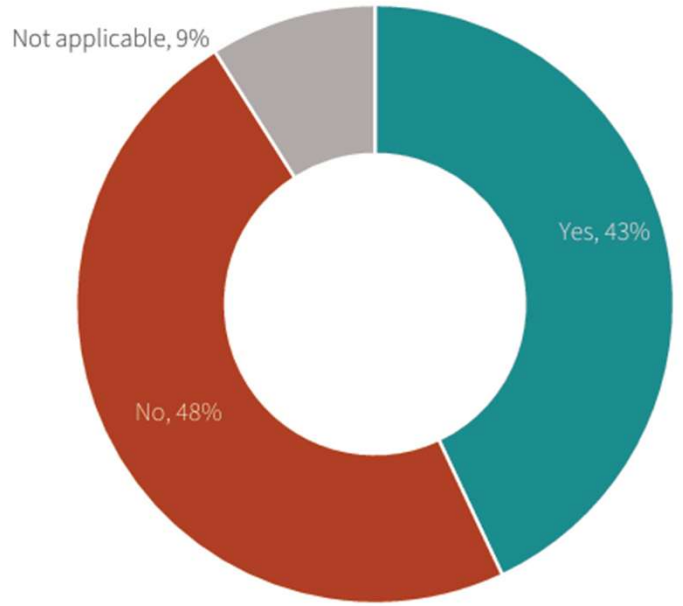
Use of alternate trasport modes (at least monthly)

Location	Walk	Bike	Car-pool	E-Bike	Bus	Electric car	Water taxi	Micro-mobility
Frankton	93%	40%	18%	16%	33%	8%		2%
Glenorchy	88%	12%	18%	12%	12%	12%		
Queenstown	84%	24%	19%	18%	34%	7%	3%	3%
Kelvin Heights	83%	43%	10%	27%	27%	37%	37%	3%
Arrowtown	83%	31%	7%	31%	24%	14%	3%	1%
Wānaka	83%	41%	19%	24%	0%	10%		3%
Hāwea	82%	57%	25%	12%	2%	17%		2%
Shotover Country	78%	38%	27%	27%	20%	15%		2%
Albert Town	78%	44%	24%	27%		27%		2%
Quail Rise	77%	54%	23%	38%	23%	15%		
Arthurs Point	75%	42%	19%	22%	56%	11%		
Sunshine Bay-Fernhill	74%	32%	28%	21%	55%	9%	4%	
Hanleys Farm	74%	26%	18%	11%	24%	17%	2%	2%
Jacks Point	73%	32%	19%	24%	16%	14%	3%	
Whakatipu Basin	67%	20%	7%	20%	7%			
Lake Hayes Estate	64%	33%	20%	24%	20%	4%		
Hāwea Flat	64%	57%	21%	14%		14%		
Lake Hayes	45%	25%	15%	20%	15%	10%		

Replacing Vehicle Trips

- **Question:** In the last 12 months, have you chosen to use your petrol or diesel vehicle less by using alternate modes of transport or active travel?
- New question introduced in 2024, asking respondents about their use of petrol or diesel vehicles.
- This year's results are nearly identical to those from 2024, with 43% of respondents indicating that they use their vehicle less, and 48% indicating they do not use their vehicle less. Nine per cent of respondents indicate that this does not apply to them.

Using petrol or diesel vehicles less by using alternate modes of transport



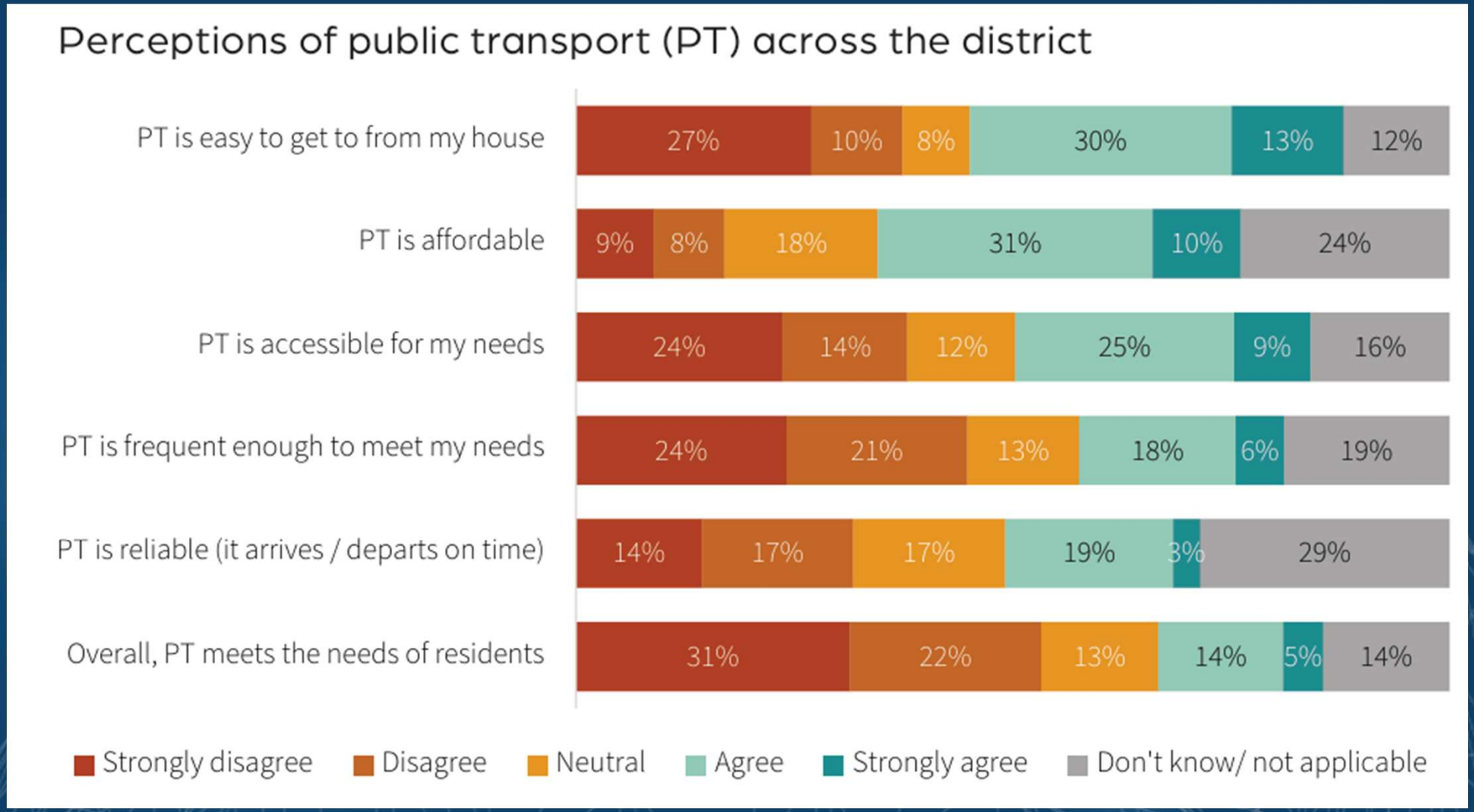
Using petrol or diesel vehicles less by using alternate modes of transport: By year (total agree and strongly agree)

	2024	2025
Yes	42%	43%
No	49%	48%
Not applicable	9%%	9%

- n = 1000
- Question introduced in 2024

Public Transport Perceptions

- **Question:** Thinking about the public transport in the district, how strongly do you agree or disagree with the following statements?



- n = 1000

Public Transport Perceptions

- The results for most public transport measures increased slightly this year, with perceptions of accessibility growing significantly. The only measure to decline in 2025 is affordability, where agreement declined 6% to 41%; this is the lowest the result has been and is now 19% down from the 2018 result. While ease of access to public transport has remained relatively stable over time, affordability, frequency, reliability, and overall satisfaction are all significantly lower than in the initial 2018 monitoring measure.

Perceptions of public transport (PT) across the district: By year (total agree and strongly agree)

	2018	2019	2020	2021	2022	2023	2024	2025
PT is easy to get to from my house	46%	38%	47%	39%	40%	43%	40%	43%
PT is affordable	60%	57%	54%	56%	55%	52%	47%	**41%**
PT is accessible for my needs	-	-	-	-	27%	29%	28%	**34%**
PT is frequent enough to meet my needs	40%	28%	37%	22%	14%	17%	19%	24%
PT is reliable (it arrives/ departs on time)	32%	25%	28%	27%	13%	14%	19%	22%
Overall, PT meets the needs of residents	33%	22%	31%	20%	12%	12%	14%	19%

- Bold figures indicate the 2025 result is significantly higher or lower than the 2024 result
- N = 1000

Public Transport Perceptions

- The most highly rated attribute is that public transport is easy to get to, with 43% of respondents agreeing or strongly agreeing, followed by public transport being affordable, with 41% agreeing or strongly agreeing. At a lower level, 34% agree or strongly agree that public transport is accessible, 24% that it is frequent enough, and 22% that it is reliable.
- Overall, 19% agree that public transport meets residents' needs. Amongst users results were higher, although users who agreed that it met the needs of residents was still only 36%.
- When public transport views are compared between users (defined as using the bus at least monthly) and non users, users have significantly more positive impressions, suggesting a relatively high level of satisfaction with the service, but have concerns about reliability and frequency.

Perceptions of public transport (PT) across the district: By users and non-users (total agree and strongly agree)

	Non-user	User
PT is easy to get to from my house	34%	**80%**
PT is affordable	36%	**62%**
PT is accessible for my needs	25%	**70%**
PT is frequent enough to meet my needs	17%	**50%**
PT is reliable (it arrives/ departs on time)	16%	**48%**
Overall, PT meets the needs of residents	15%	**36%**

- Bold figures indicate the user result is significantly higher or lower than the non-user result
- N = 1000

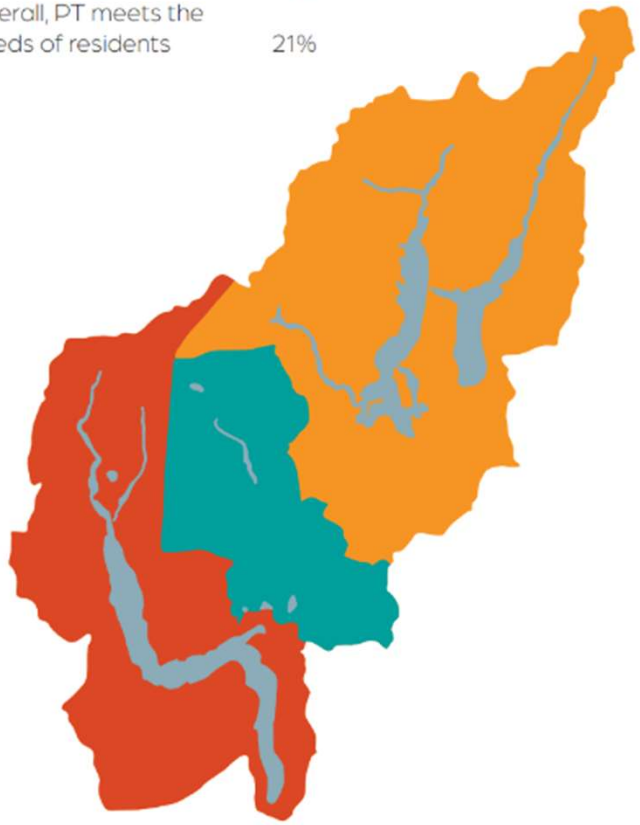
Perceptions of PT by Location

ARROWTOWN-KAWARAU WARD

PT is easy to get to from my house	**59%**
PT is affordable	**61%**
PT is accessible for my needs	**41%**
PT is frequent enough to meet my needs	25%
PT is reliable (it arrives / departs on time)	**28%**
Overall, PT meets the needs of residents	21%

WĀNAKA-UPPER CLUTHA / MATA-AU WARD

PT is easy to get to from my house	**4%**
PT is affordable	**8%**
PT is accessible for my needs	**5%**
PT is frequent enough to meet my needs	**5%**
PT is reliable (it arrives / departs on time)	**5%**
Overall, PT meets the needs of residents	**4%**



QUEENSTOWN-WHAKATIPU WARD

PT is easy to get to from my house	**64%**
PT is affordable	**56%**
PT is accessible for my needs	**52%**
PT is frequent enough to meet my needs	**37%**
PT is reliable (it arrives / departs on time)	**32%**
Overall, PT meets the needs of residents	**29%**

- Unsurprisingly and as has been the case in previous years, there was a great deal of variability in the results by area. Residents outside of the Whakatipu basin, especially those in Wanaka-Upper Clutha were more dissatisfied with public transport, while those in Queenstown-Whakatipu ward had higher levels of satisfaction and have more positive perceptions of public transport

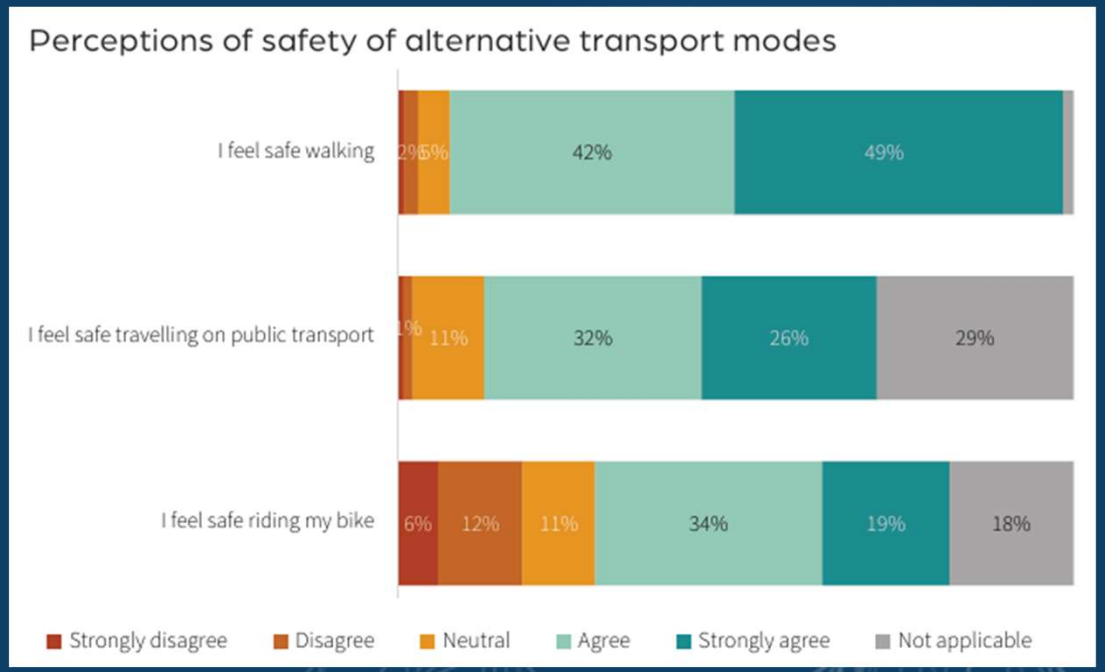
- Bold figure indicate that the result for that ward is significantly higher than the results for all other wards.

Safety Perceptions of Alternate Transport

- Results regarding resident's perceptions of safety using alternate transport were relatively unchanged year on year.
- 91% of respondents feel safe walking, a significant increase from 2024.
- 58% of respondents agree or strongly agree that they feel safe travelling on public transport; however, a number of respondents (29%) are unable to respond to this question. When this measure is looked at by public transport users, 91% agree or strongly agree that they feel safe travelling on public transport.
- 53% of respondents agree or strongly agree that they feel safe riding their bikes, similar to the 2024 result. However, this measure attracts the largest proportion of disagree or strongly disagree responses at 18% total disagreement. When the results are considered by those who use a bike for transport, the results indicate that 68% of respondents agree or strongly agree that they feel safe riding their bike.

- n = 1000
- Question introduced in 2024

Question: Thinking about the following alternate modes of transport, how strongly do you agree or disagree with following statements as a means of transport?

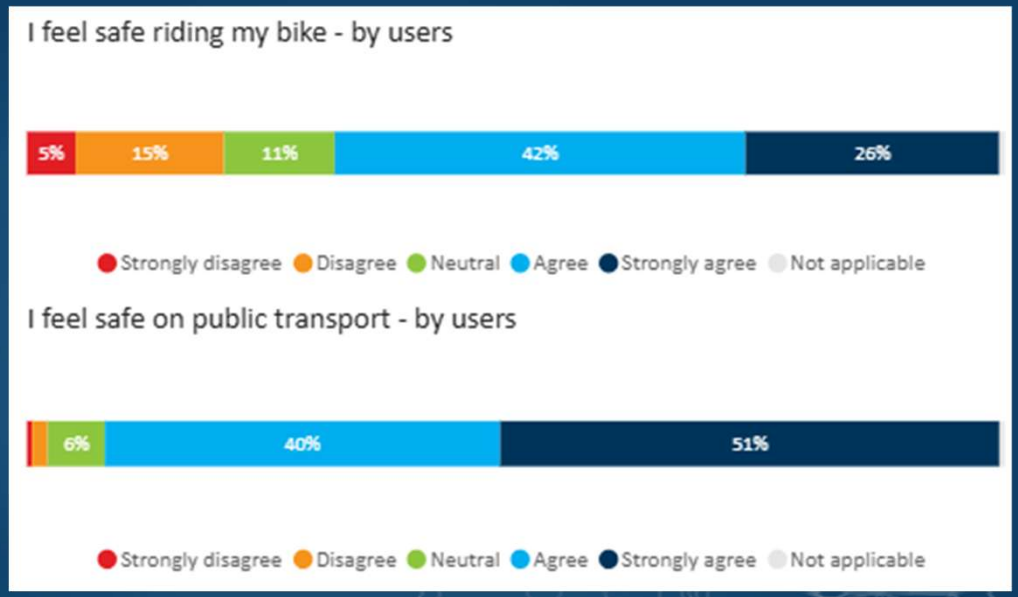


Perceptions of safety of alternative transport modes: By year (total agree and strongly agree)

	2024	2025
I feel safe walking	88%	**91%**
I feel safe travelling on public transport	56%	58%
I feel safe riding my bike	52%	53%

Safety Perceptions of Alternate Transport

- By area (excluding 'not applicable' responses), 54% of those in Hawea Flat, 46% in Hanleys Farm, and 41% in Jacks Point felt unsafe riding a bike. Those in the Hawea Flat were more likely to feel unsafe walking, followed by those in Arthurs Point and Quail Rise.

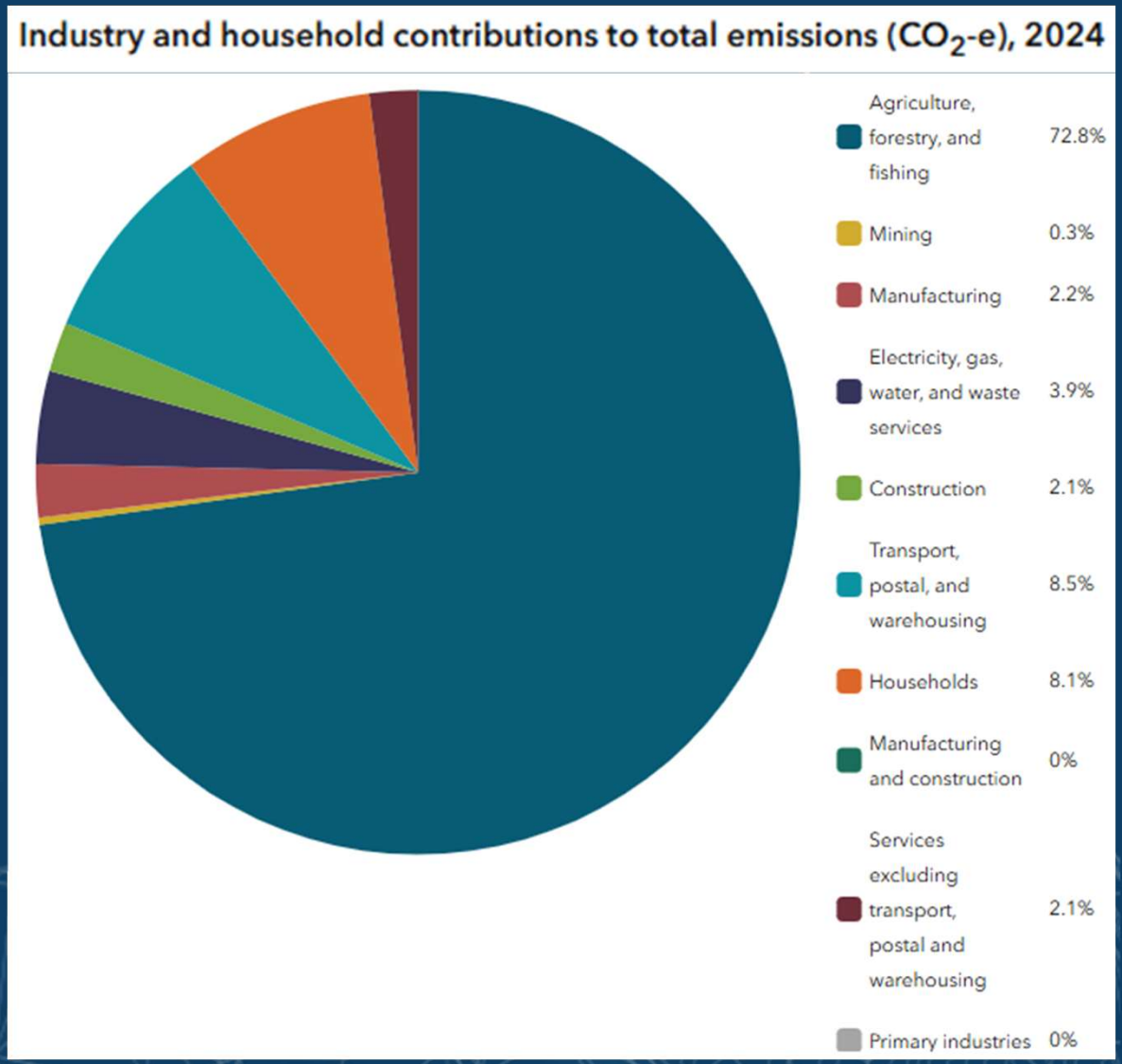


Residents who feel unsafe on alternate transport (excluding not applicable responses)

Location	Biking	Public transport	Walking
Albert Town	19%		
Arrowtown	13%	2%	4%
Arthurs Point	19%		8%
Frankton	16%	3%	3%
Hanleys Farm	46%	2%	4%
Hāwea	13%		2%
Hāwea Flat	54%	8%	15%
Jacks Point	41%		3%
Kelvin Heights	26%		7%
Lake Hayes	24%		6%
Lake Hayes Estate	16%	5%	5%
Quail Rise	23%		8%
Queenstown	33%	4%	
Shotover Country	20%	2%	
Sunshine Bay-Fernhill	31%	3%	
Wānaka	16%	3%	2%

2024 Regional Transport Emissions

- Data for Otago Region (data not broken down into individual districts) for 2024 emissions
- Total Regional Emissions
  - 5,170 kt CO_2-e
  - 0.2% increase on total regional emissions from 2023
- Transport, Postal and Warehousing
  - 439 kt CO_2-e
- Household Transport
  - 368 kt CO_2-e
- **Total Regional Transport Emissions**
  - **807 kt CO_2-e**
  - 0.9% increase on total regional transport emissions from 20238
- Transport contribution to total emissions
  - 15.6%



- kt CO_2-e = kilotonnes carbon dioxide equivalent emissions
- Data from Stats NZ

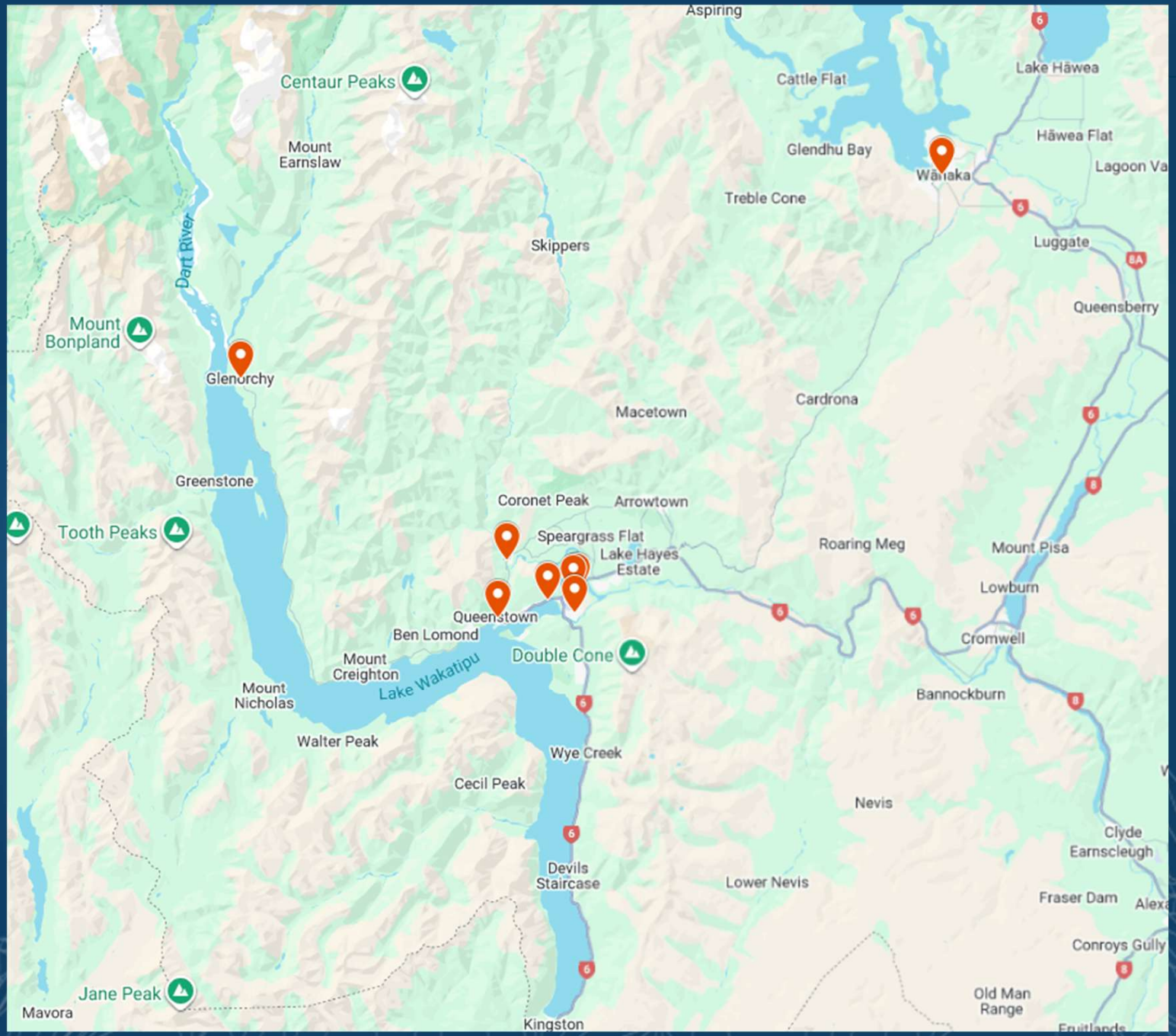
Public EV Chargers

- There are currently 19 public EV chargers in the district
- These are distributed across 8 locations, as shown in the below table

Year in Operation	Location	Number of Chargers	Total number of new chargers per year
2018	42 Ardmore St, Wanaka	1	**1**
2019	45 Mull St, Glenorchy	1	**3**
	9 Athol St, Queenstown	2	
2023	3 Arthurs Point Road, Queenstown	2	**2**
2024	302 Hawthorne Drive, Frankton	2	**8**
	19 Grant Road, Frankton	6	
Not recorded	11 Golden Elm Lane, Frankton	4	**5**
	846 Frankton Road, Queenstown	1	
		Total to date	**19**

- Tesla Destination Chargers are excluded from list of Public EV Chargers
- Data sourced from EECA Public EV Charger Dashboard

Public EV Chargers - locations



- Data sourced from EECA Public EV Charger Dashboard

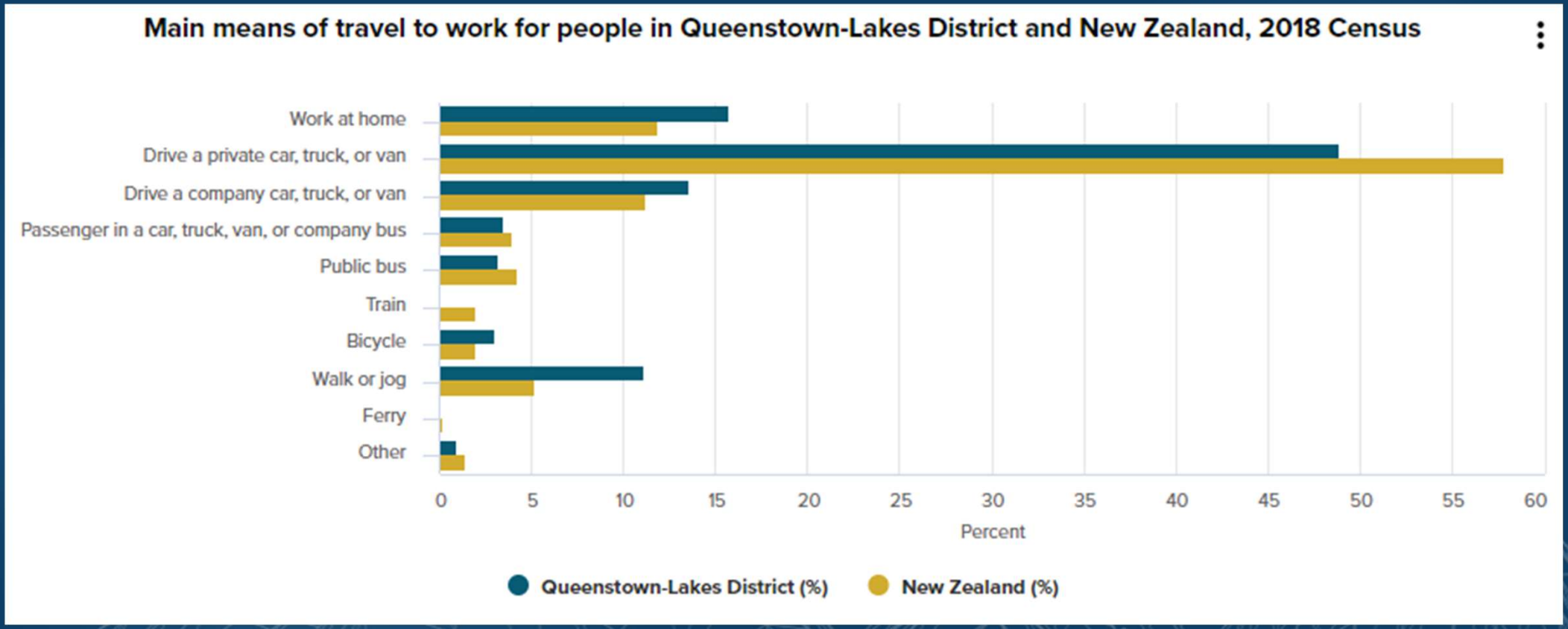
Reporting from Census Data

- The data to track reporting against the adjacent Mode Shift Plan Performance Measures is sourced from the national Census data.
- Data from the 2023 Census for these measures was released on 10 June 2025.
- Data from both the 2018 and 2023 Census is on the following slides.
- Data from 2023 for main means of travel to work and education was presented in two ways – by people *living* in Queenstown Lakes District, and people *working* in Queenstown Lakes District. The difference between the two categorisations for both work and education travel was negligible, and therefore only one graph is included for each in this report (people living in the district).
- Main means of travel to work or education is the usual method a person used to travel the longest distance to their place of employment of education.
- 'Usual' is the type of transport used most often – i.e. the one used for the greatest number of days each week, month, or year. If there are two (or more) forms of transport used equally as often, the most recent form of transport was recorded.
- 'Main' is the type of transport used for the component of the journey that covers the longest distance.

Single occupant vehicle mode share for journey to work
Multiple occupant vehicle mode share for journey to work
Work from home mode share
Public transport mode share for journey to work
Cycling mode share for journey to work
Walking mode share for journey to work
Public transport[17] mode share for journey to education
Cycling mode share for journey to education
Walking mode share for journey to education

Mode Share for Journey to Work

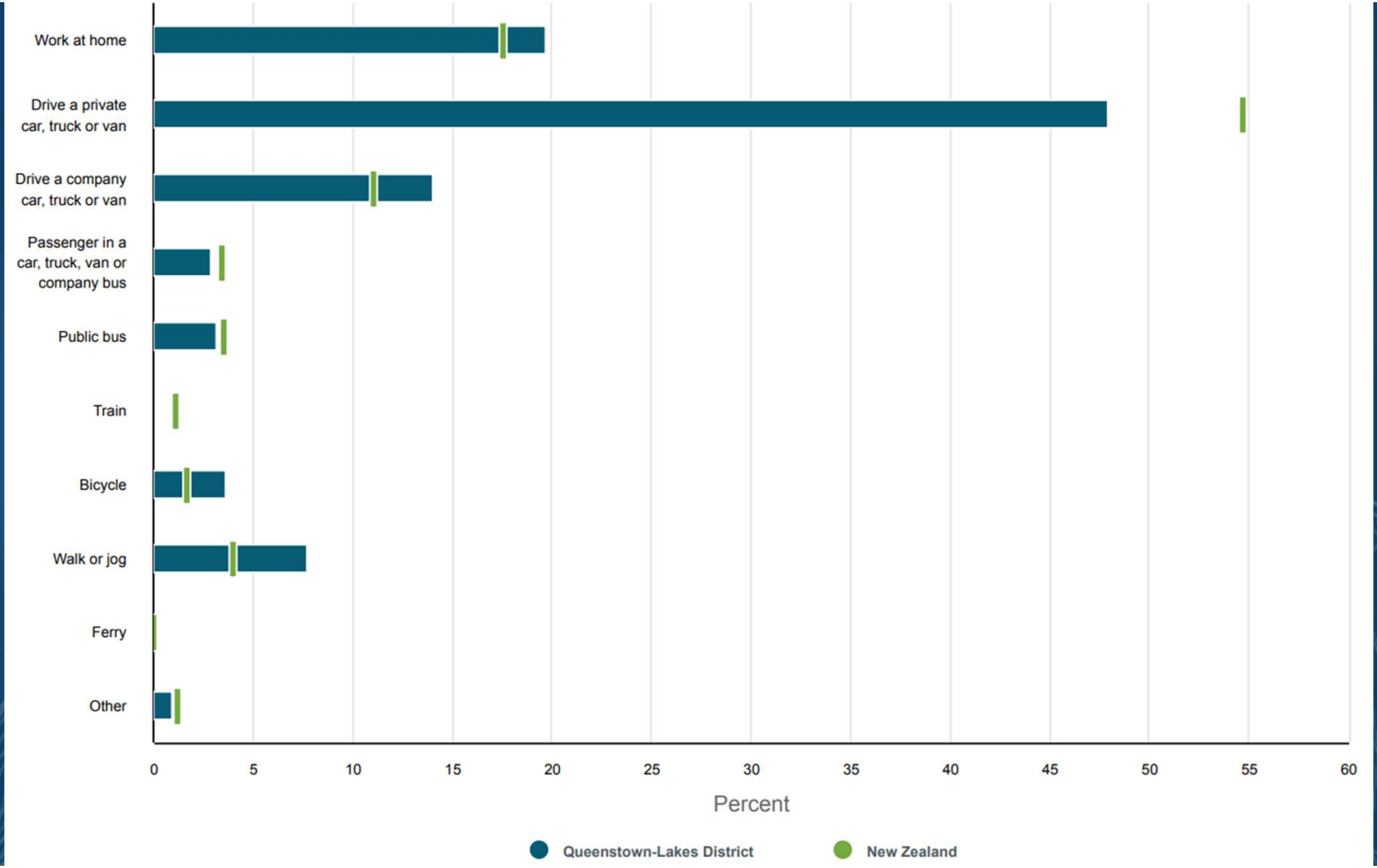
- Data from Stats NZ 2018 Census



Mode Share for Journey to Work

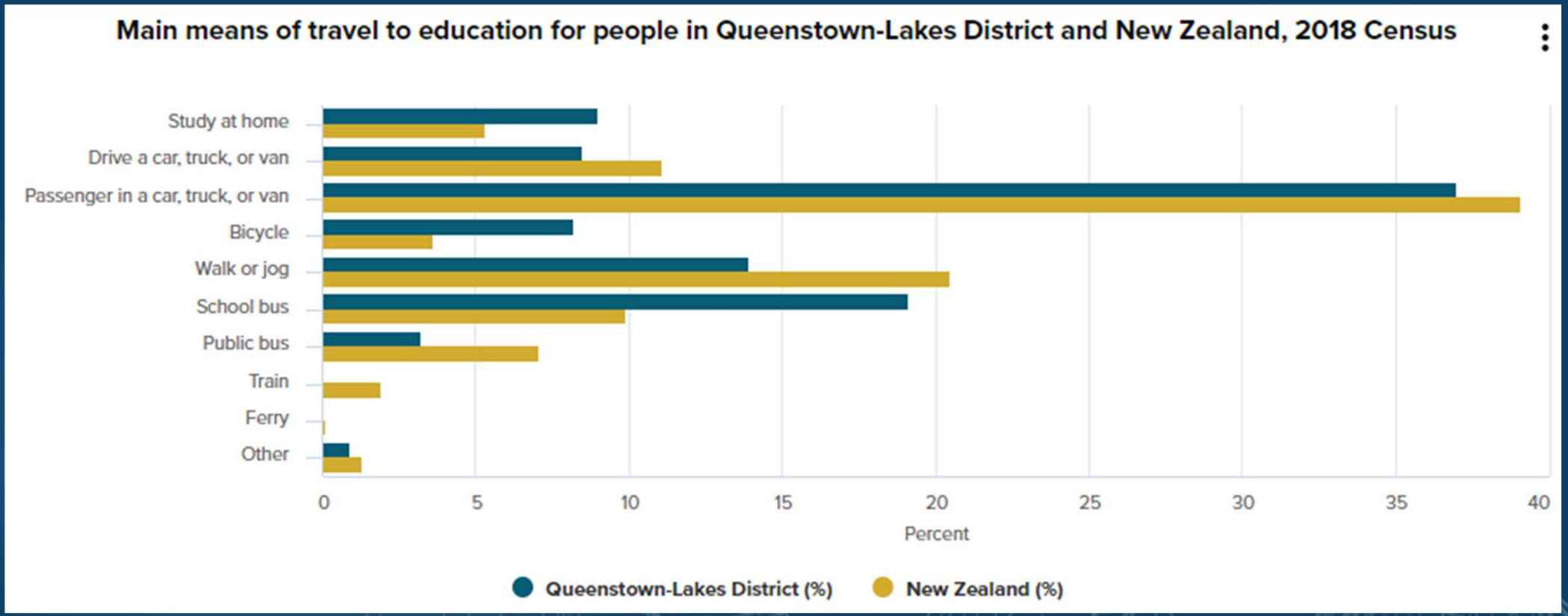
- Data from Stats NZ 2023 Census

Percentage of population by main means of travel to work, people living in Queenstown-Lakes District and New Zealand, 2023 Census



Mode Share for Journey to Education

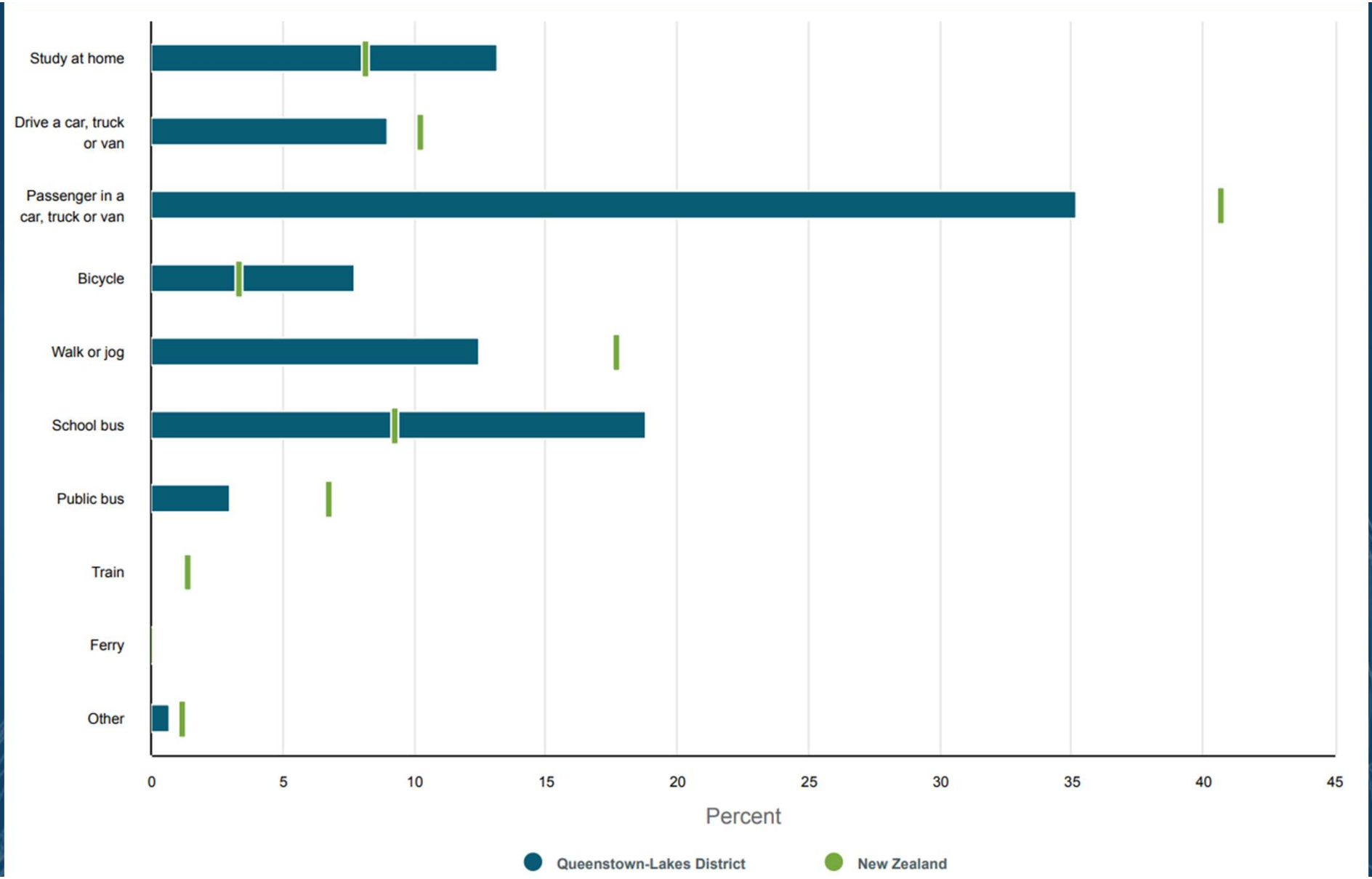
- Data sourced from Stats NZ 2018 Census



Mode Share for Journey to Education

- Data sourced from Stats NZ 2023 Census

Percentage of population by main means of travel to education, people living in Queenstown-Lakes District and New Zealand, 2023 Census



Number of motor vehicles per household

- Data sourced from Stats NZ 2023 Census
- The following graph shows the number of motor vehicles for households in Queenstown – Lakes District (columns) compared with New Zealand (horizontal lines)
- Number of motor vehicles identifies vehicles that are available for private use by the usual residents of private dwellings. These vehicles must be mechanically operational but not necessarily licensed or with a current warrant of fitness

Motor vehicles include:

- Business vehicles available for private use by people in the dwelling
- Cars, four-wheel drive vehicles, station wagons, trucks, vans, and other vehicles used on public roads
- Hired or long-term leased vehicles
- Vehicles temporarily under repair.

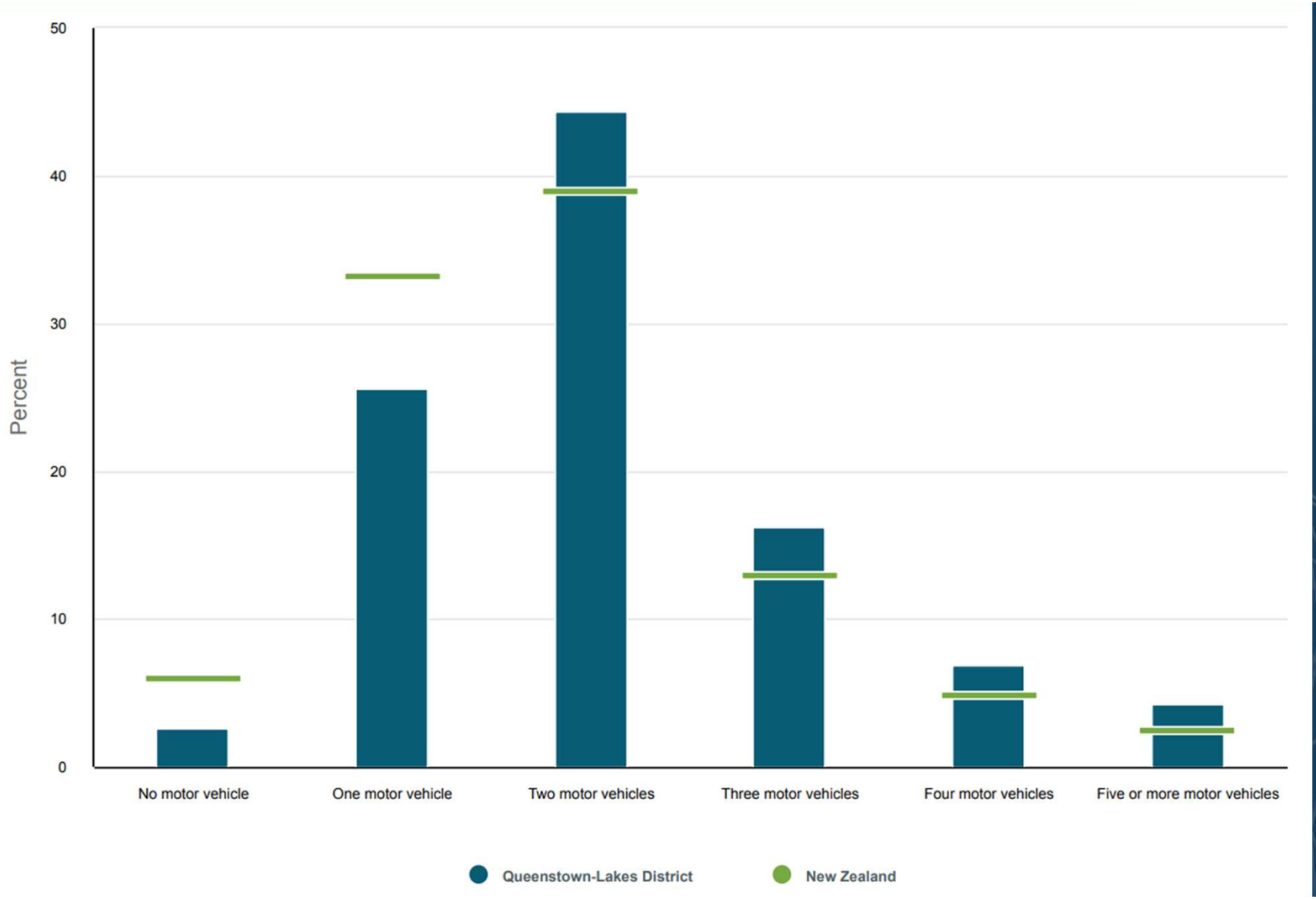
They do not include:

- Farm vehicles not licensed for road use
- Motorbikes or scooters
- Vehicles used only for business
- Vehicles that belong to visitors
- Vehicles occasionally borrowed from another household.

Number of motor vehicles per household

- Data sourced from Stats NZ 2023 Census

Percentage of households by number of motor vehicles, Queenstown-Lakes District and New Zealand, 2023 Census



QUEENSTOWN LAKES DISTRICT COUNCIL

Transport Quarterly Monitoring Report
Prepared by the QLDC Transport Strategy Team

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