
QLDC Transport Network Monitoring Snapshot Report

QUARTER 4 2025 / 26

1 APRIL TO 30 JUNE 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 4 Report Overall Statement

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- ▶ Total cycle counts on Active Travel route counters for Q4 (new counters added for 2025/26) is 88,313 trips.
 - ▶ Total cycle counts for this 2025/26 year on Active Travel route counters is 511,002 trips.
- ▶ Total pedestrian counts across the Active Travel route counters for Q4 (new counters added for 2025/26) is 86,994 trips.
 - ▶ Total pedestrian counts for this 2025/26 year on Active Travel route counters is 541,033 trips.
- ▶ Queenstown bus patronage for Q4 2025/26 is 518,840 trips – representing an increase of 9.3% from Q4 2024/25.
- ▶ Bus reliability in Queenstown was an average of 91.5% across Quarter 4.
- ▶ Traffic counts are typically higher for Q4 2025/26 than Q4 in previous years, with particularly noticeable increases at the Kawarau Falls Bridge and SH6 south of Peninsula Rd counter sites.
- ▶ Travel time data for the alternative route into and out of Queenstown via Malaghans Road and Arthurs Point has been added to this report to sit alongside travel time data for SH6 / SH6A.

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Data unchanged since previous Quarterly report

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Number of People on Bikes

5

- ▶ New counters have come online for the 2025/26 year of reporting. This means that some total counts are not directly comparable to 2024/25.
- ▶ Queenstown Cycle Counters Q4 total movements:
 - ▶ Arthurs Point Trail (Matakauri Park)* – 4,684
 - ▶ Cameron Place – 2,425 (31% ↓ on Q4 2024/25)
 - ▶ Frankton Beach – 8,741 (26% ↓ on Q4 2024/25)
 - ▶ Gorge Road – 7,021 (13% ↑ on Q4 2024/25)
 - ▶ Malaghans Road – 3,228 (10% ↓ on Q4 2024/25)
- ▶ Wānaka Cycle Counters Q4 total movements:
 - ▶ Anderson Road Shared Path * – no data available for Q4
 - ▶ Aubrey Road Shared Path – 25,693 (26% ↑ on Q4 2024/25)
 - ▶ Ballantyne Rd Golf Course * - 9,024
 - ▶ Ballantyne Rd SH * - no data available for Q4
 - ▶ Lakeside Road – 22,834 (11% ↑ on Q4 2024/25)
 - ▶ Lismore Shared Path * – 6,2065
- ▶ **Total Cycle Counts for Q4 2025/26 = 88,313**
- ▶ **Total Cycle Counts for 2025/26 = 511,002**

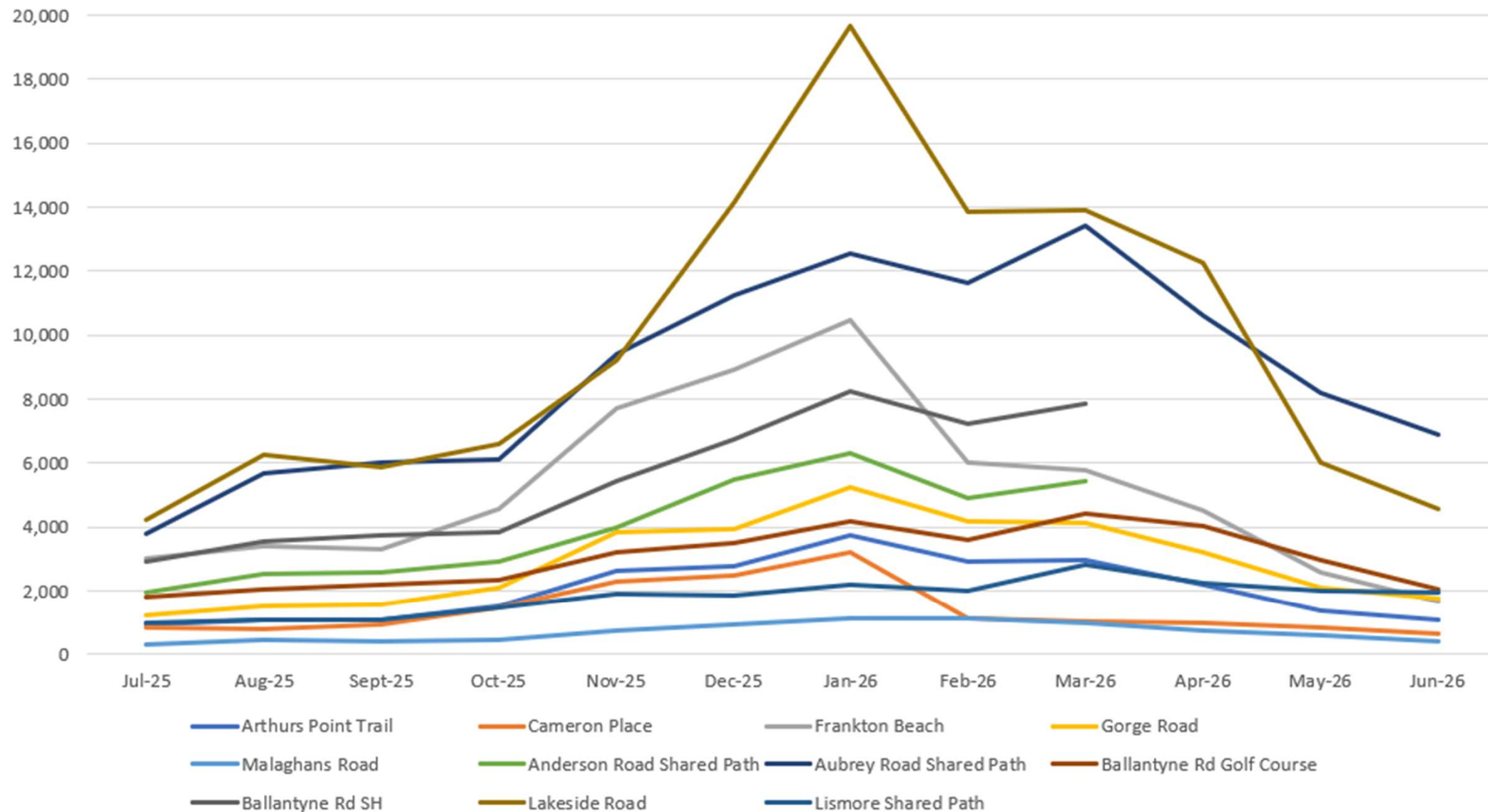
* New counter for 2025/26 reporting

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

2025/26 Active Travel Routes Bike Counts

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2025/26 Active Travel Routes Bike Counts



Number of People Walking

7

- ▶ New counters have come online for the 2025/26 year of reporting. This means that some total counts are not directly comparable to 2024/25.
- ▶ Queenstown Pedestrian Counters Q4 total movements:
 - ▶ Arthurs Point Trail (Matakauri Park)* – 6,359
 - ▶ Cameron Place – 8,741 (44% ↑ on Q4 2024/25)
 - ▶ Gorge Road – no data available for Q4
 - ▶ Malaghans Road – 2,044 (36% ↑ on Q4 2024/25)
- ▶ Wānaka Pedestrian Counters Q4 total movements:
 - ▶ Anderson Road Shared Path * – no data available for Q4
 - ▶ Aubrey Road Shared Path – 10,549 (21% ↑ on Q4 2024/25)
 - ▶ Ballantyne Rd Golf Course * - 5,447
 - ▶ Ballantyne Rd SH * - no data available for Q4
 - ▶ Lakeside Road – 43,594 (14% ↑ on Q4 2024/25)
 - ▶ Lismore Shared Path * – 10,260
- ▶ **Total Pedestrian Counts for Q4 2025/26 = 86,994**
- ▶ **Total Pedestrian Counts for 2025/26 = 541,033**

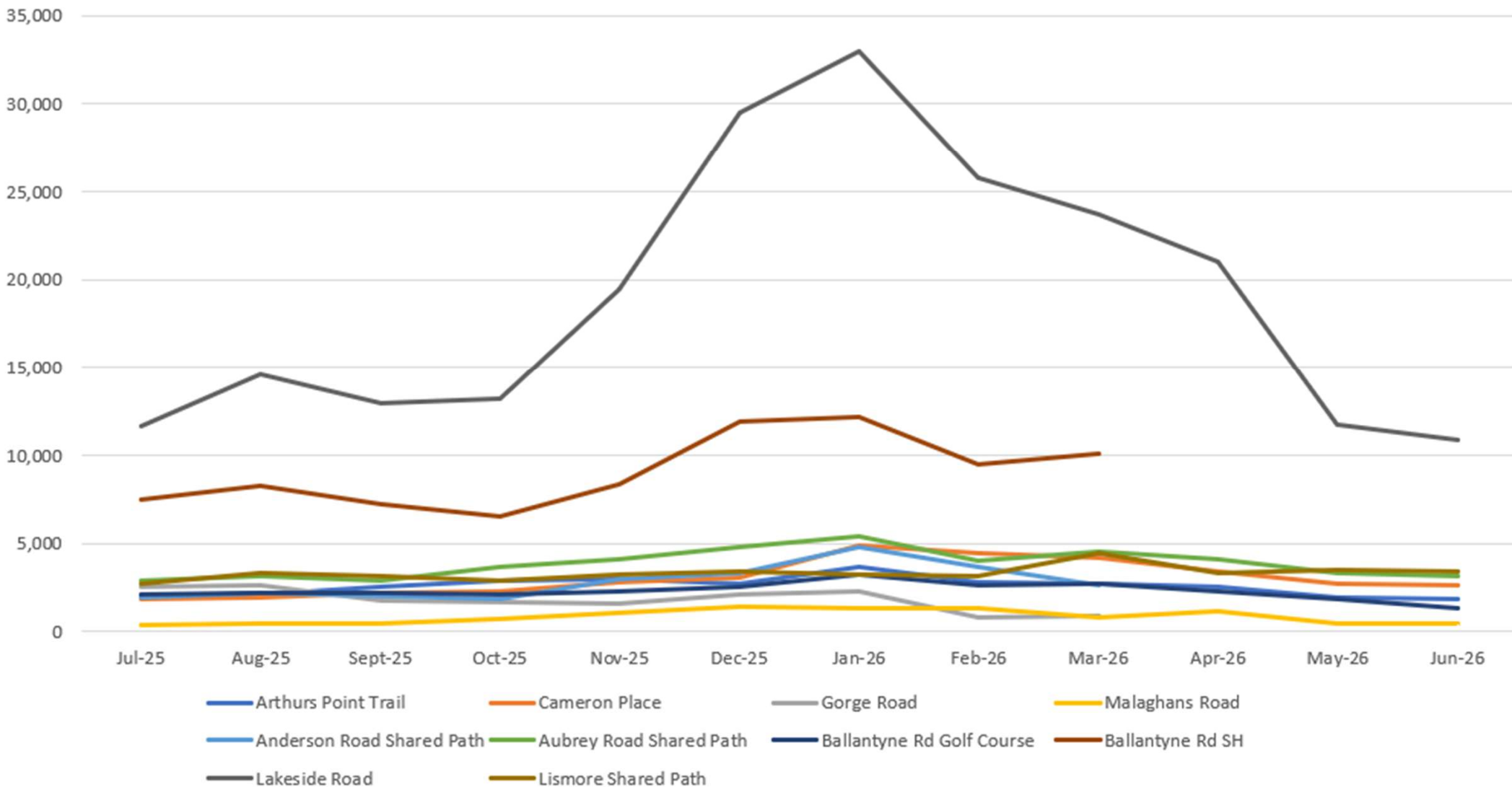
* New counter for 2025/26 reporting

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

2025/26 Active Travel Routes Pedestrian Counts

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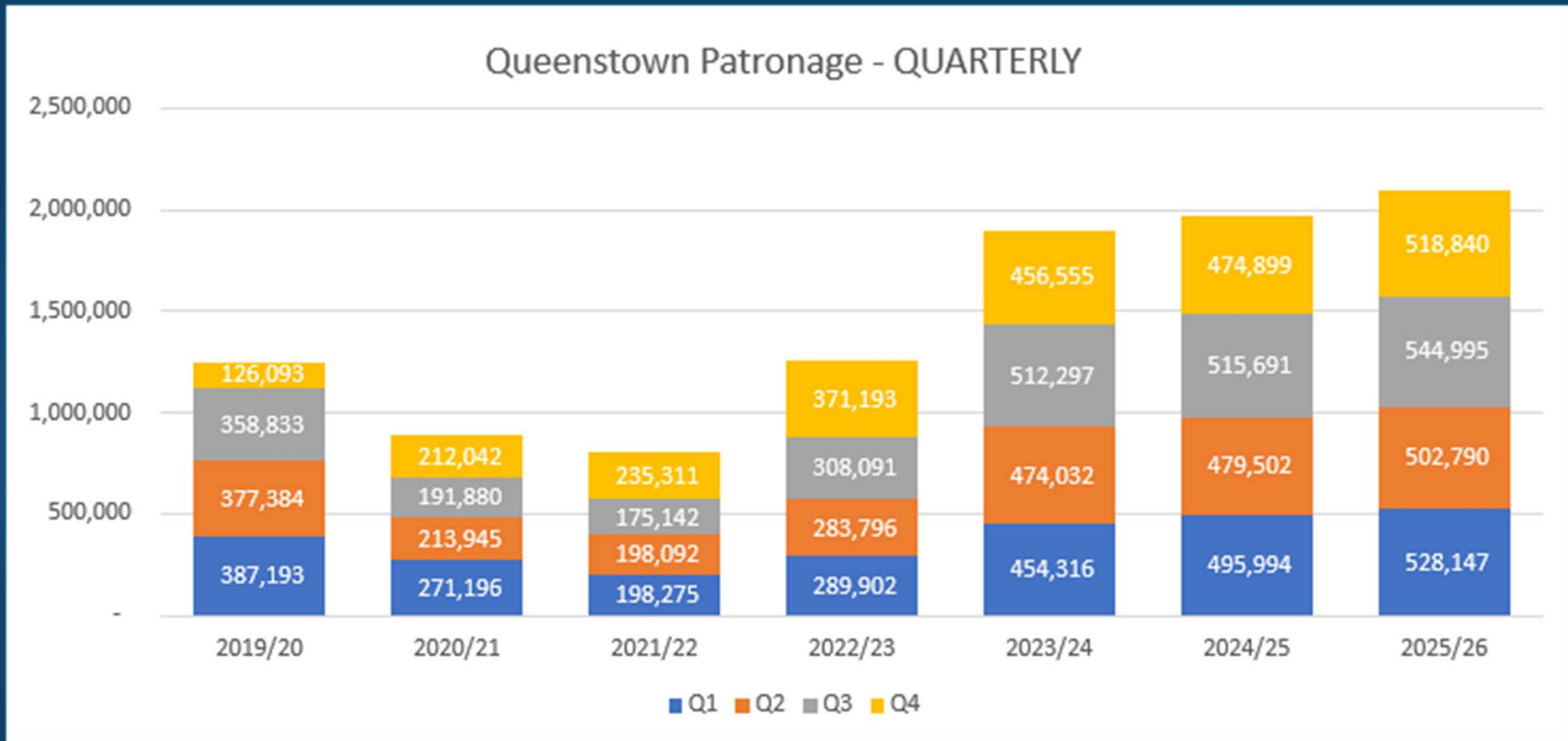
2025/26 Active Travel Routes Pedestrian Counts



YoY Annual PT Orbus Patronage

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- ▶ The below figure breaks down patronage into quarterly comparisons.
- ▶ Each quarter continues to increase on the previous with the year total exceeding two million trips.



- ▶ Further data for Orbus patronage was not available at the time of publication of this report.
- ▶ Previous Orbus performance data for Q1 – Q2 can be seen on slides 42 to 47. .

Orbus Public Transport Reliability

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Over 2025/26:

- ▶ Average reliability is 90.1%
 - ▶ A total of 2,014 trips were cancelled over the year with 72,355 trips arriving on time
 - ▶ The number of operated trips for the year has increased from 103,549 in 2024/25 to 114,916 in 2025/26
 - ▶ Punctuality has increased for the year from an average of 51.0% in 2024/25 to 63.0% in 2025/26
-
- ▶ 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-25	Aug-25	Sept-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Total
Scheduled trips	9,934	9,941	9,615	9,939	9,620	9,929	9,925	8,979	9,942	9,544	9,941	9,621	116,930
Operated trips	9,871	9,888	9,551	9,769	9,394	9,750	9,844	8,691	9,736	9,400	9,602	9,420	114,916
Depart on Time	8,847	9,057	8,800	9,231	8,555	8,613	8,915	7,754	8,905	8,632	9,177	8,840	105,326
Arrive on Time	5,967	6,530	6,212	7,018	5,687	5,678	5,768	4,533	5,844	5,834	6,869	6,415	72,355
Reported cancellations	63	53	64	170	226	179	81	288	206	144	339	201	2,014
Reliability	89.1%	91.1%	91.5%	92.9%	88.9%	86.7%	89.8%	86.4%	89.6%	90.4%	92.3%	91.9%	90.1%
Punctuality	60.4%	66.0%	65.0%	71.8%	60.5%	58.2%	58.6%	52.2%	60.0%	62.1%	71.5%	68.1%	63.0%
Cancellations	0.6%	0.5%	0.7%	1.7%	2.3%	1.8%	0.8%	3.2%	2.1%	1.5%	3.4%	2.1%	1.7%

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

Traffic Count Data

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- ▶ 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 Upper Clutha.
 - ▶ The header for each graph reflects the location of the counter on SH6, SH6A or SH84.
 - ▶ This Quarter 4 report reflects counts through to 30 June 2026.
- ▶ Some key noticeable trends:
 - ▶ Traffic volumes at most Queenstown sites 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 Q4 2025/26 the average daily traffic count was 21,431 vehicles, which is a 6.3% increase on the same period in 2024/25 which had an average of 20,158 vehicles per day.
 - ▶ In comparison to the same period in 2019 (pre-Covid19) this is an 99% increase (10,738).
 - ▶ SH6 South of Peninsula Road: The average daily traffic count increased by 6.2% from 16,635 in Q4 2024/25 to 17,673 in Q4 2025/26.
 - ▶ 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.

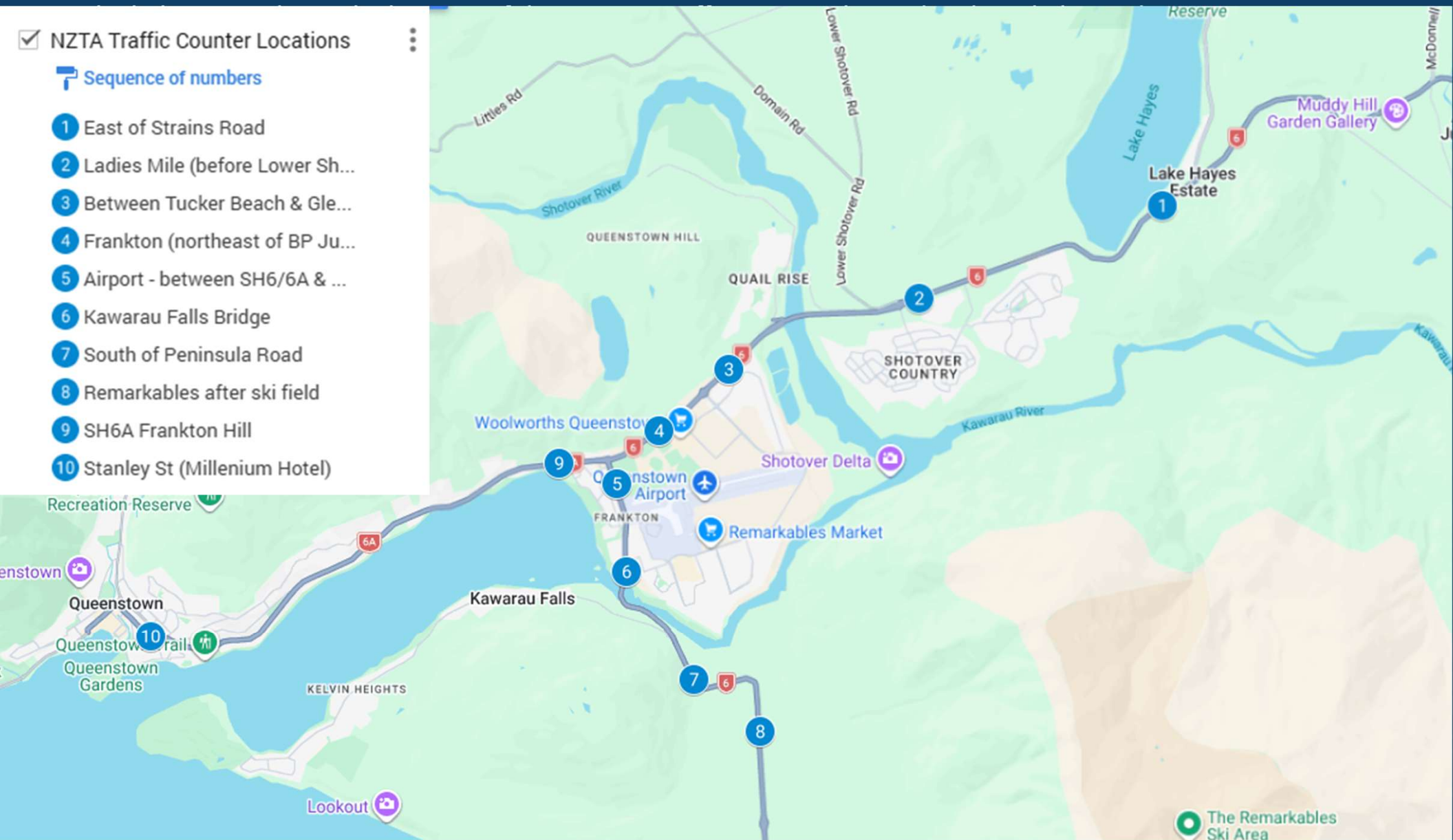
NZTA Traffic Counter Locations - Whakatipu

12

☒ NZTA Traffic Counter Locations

Sequence of numbers

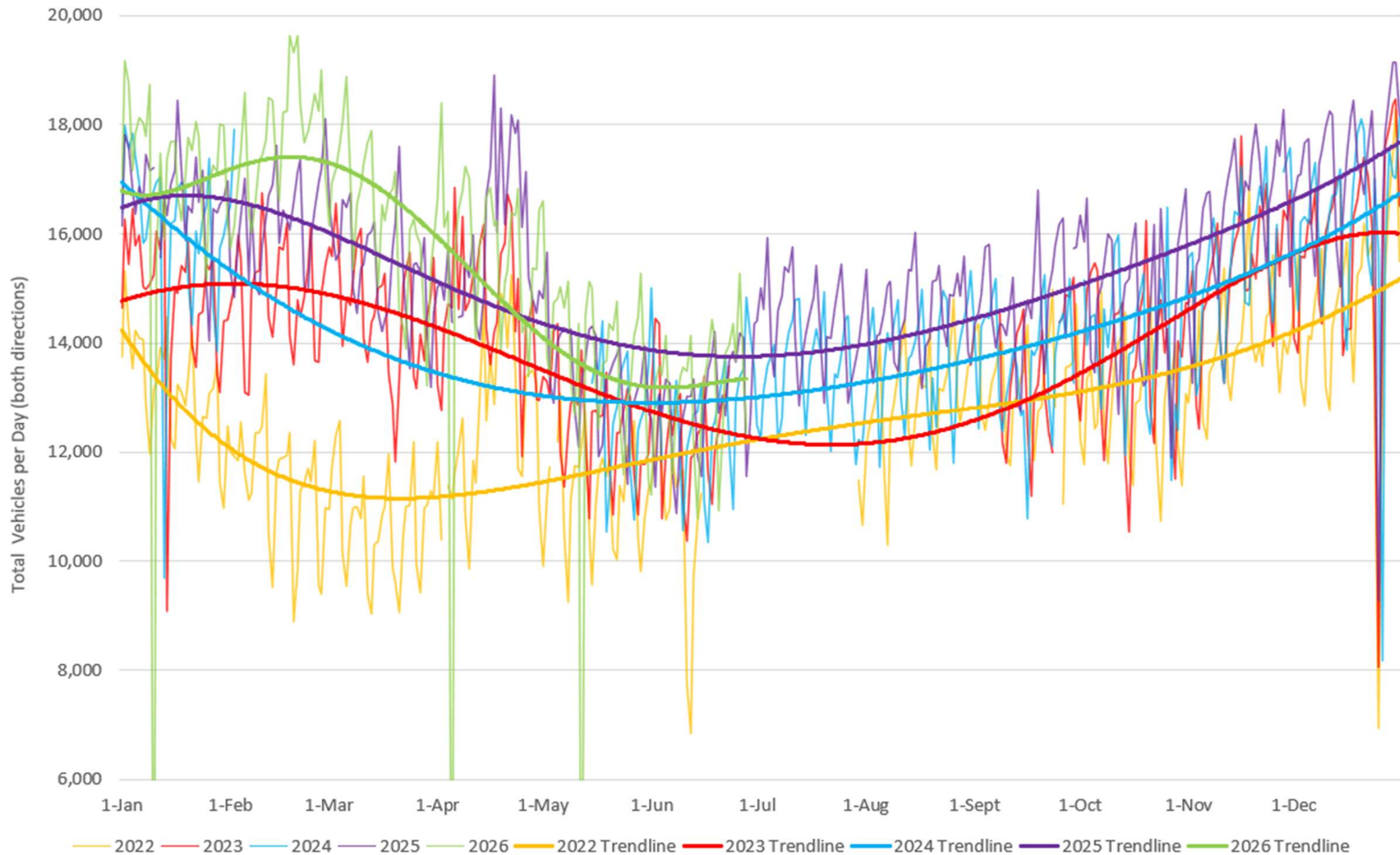
- 1 East of Strains Road
- 2 Ladies Mile (before Lower Sh...
- 3 Between Tucker Beach & Gle...
- 4 Frankton (northeast of BP Ju...
- 5 Airport - between SH6/6A & ...
- 6 Kawarau Falls Bridge
- 7 South of Peninsula Road
- 8 Remarkables after ski field
- 9 SH6A Frankton Hill
- 10 Stanley St (Millenium Hotel)



SH6 - East of Strains Rd

13

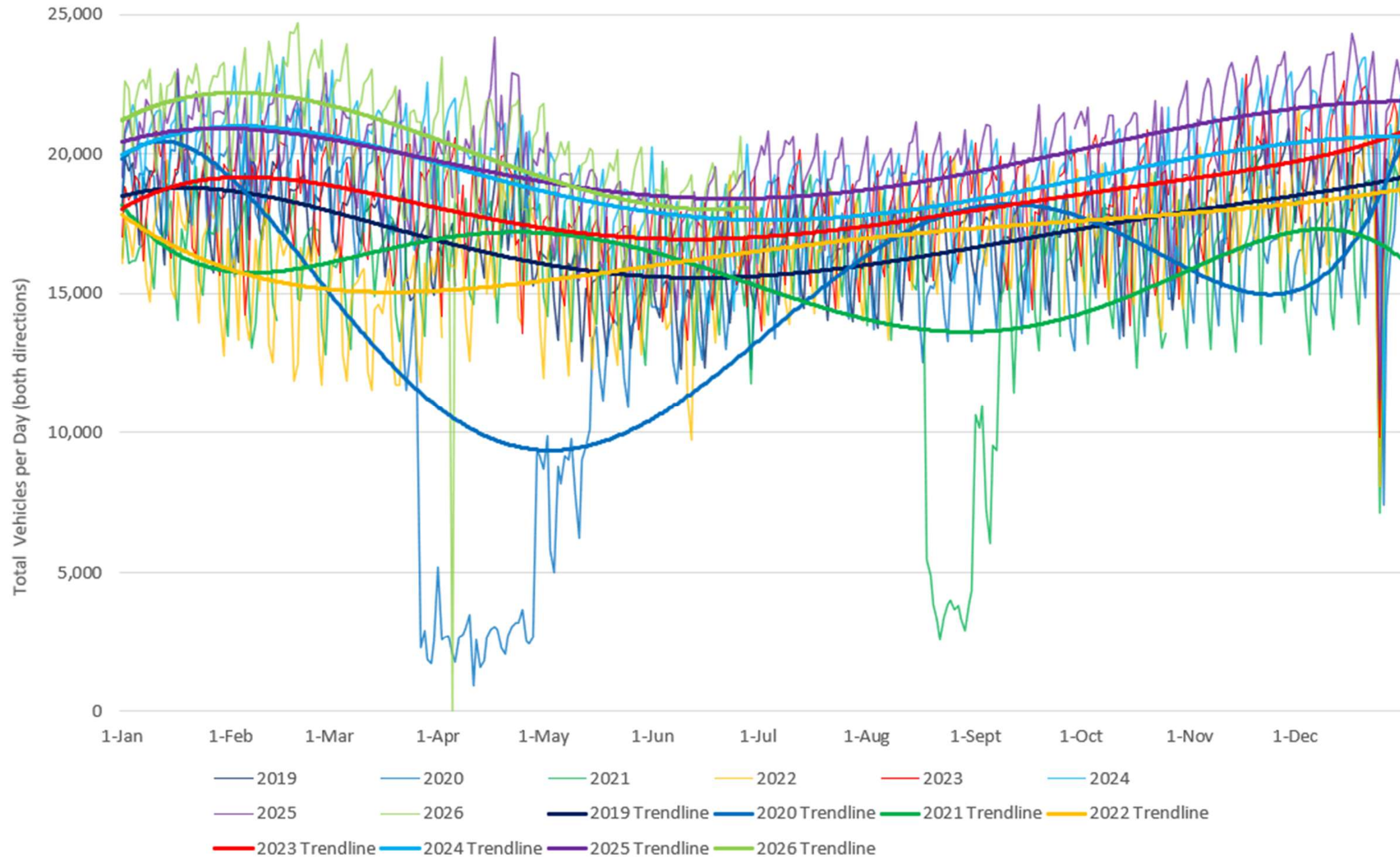
00600988 (East of Strains Road)



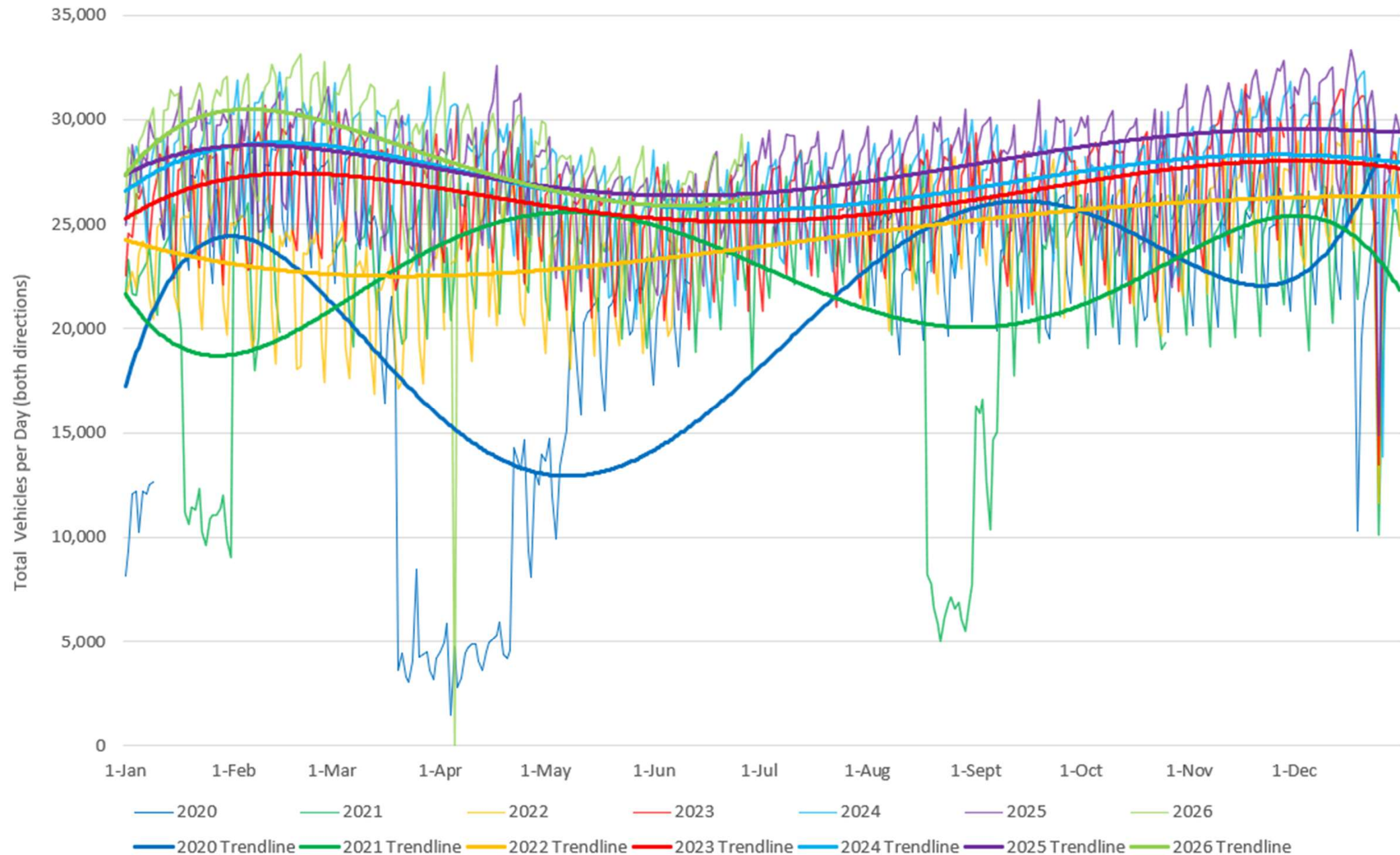
SH6 – Ladies Mile (East of Lower Shotover Rd)

14

00600991 Shotover before Lower Shotover Rd (Ladies Mile)



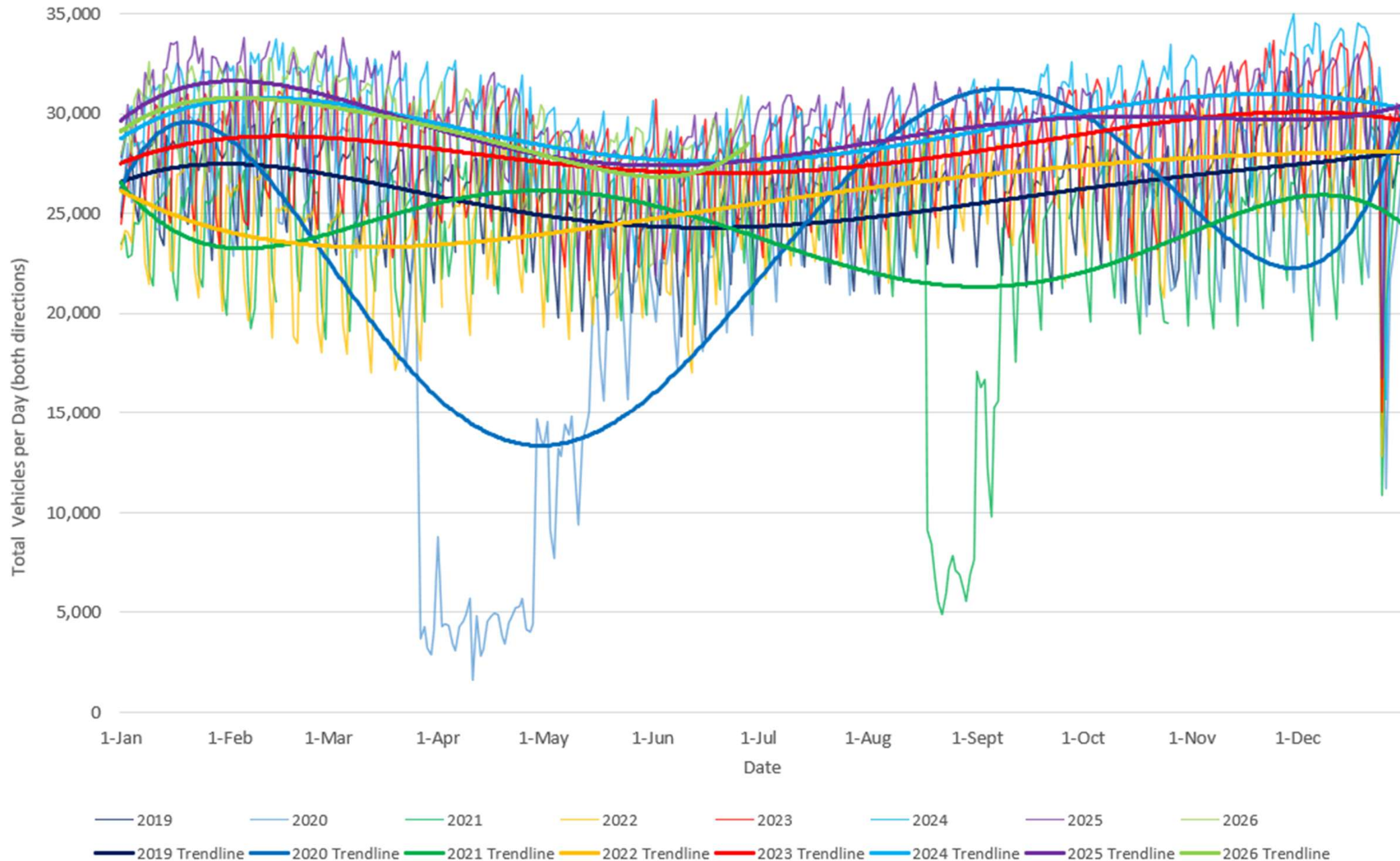
00600993 between Tucker Beach & Glenda Dr



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

16

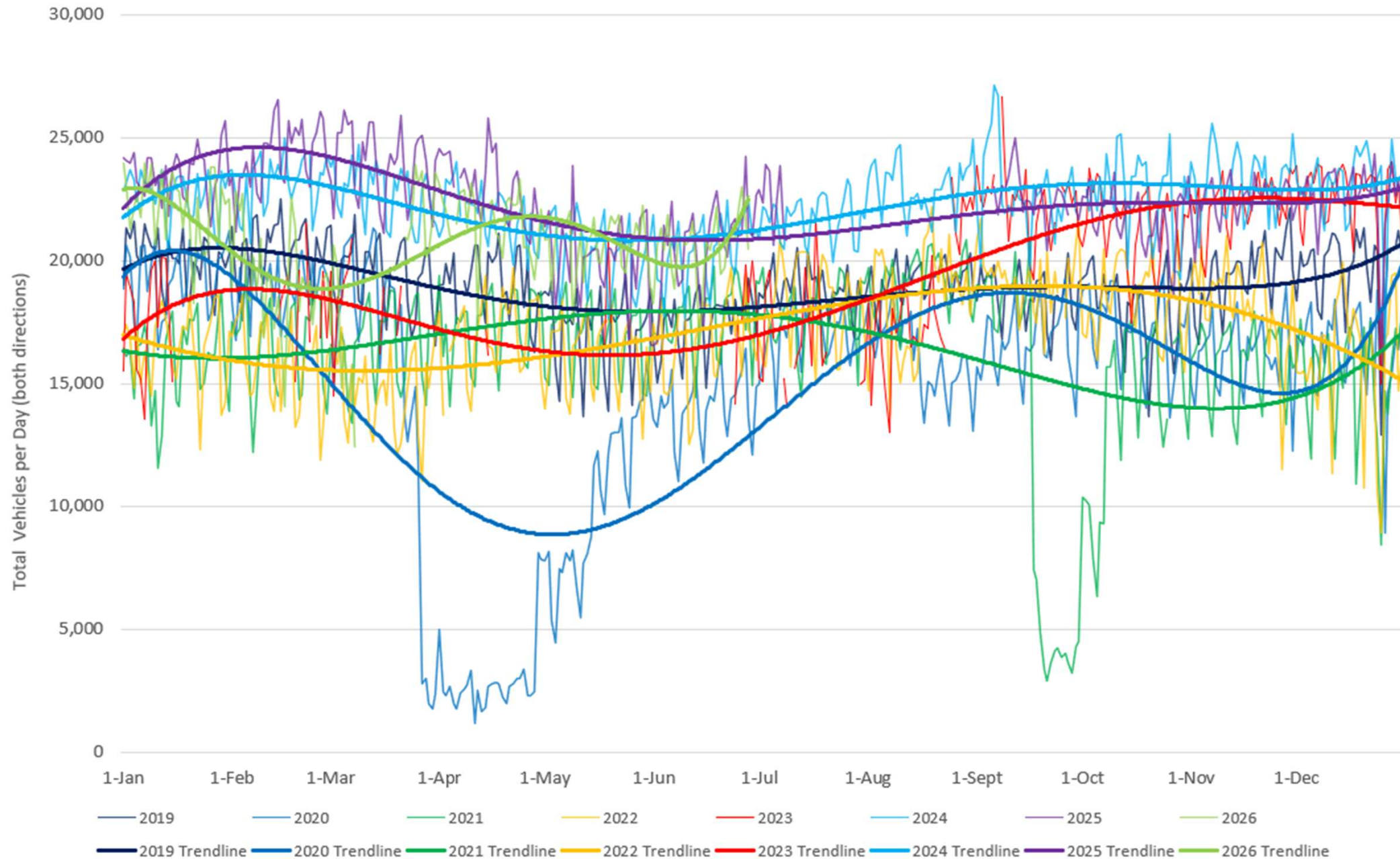
00600994 Frankton - Nth east of Junction



SH6 – Airport, Between SH6 / 6A & Airport

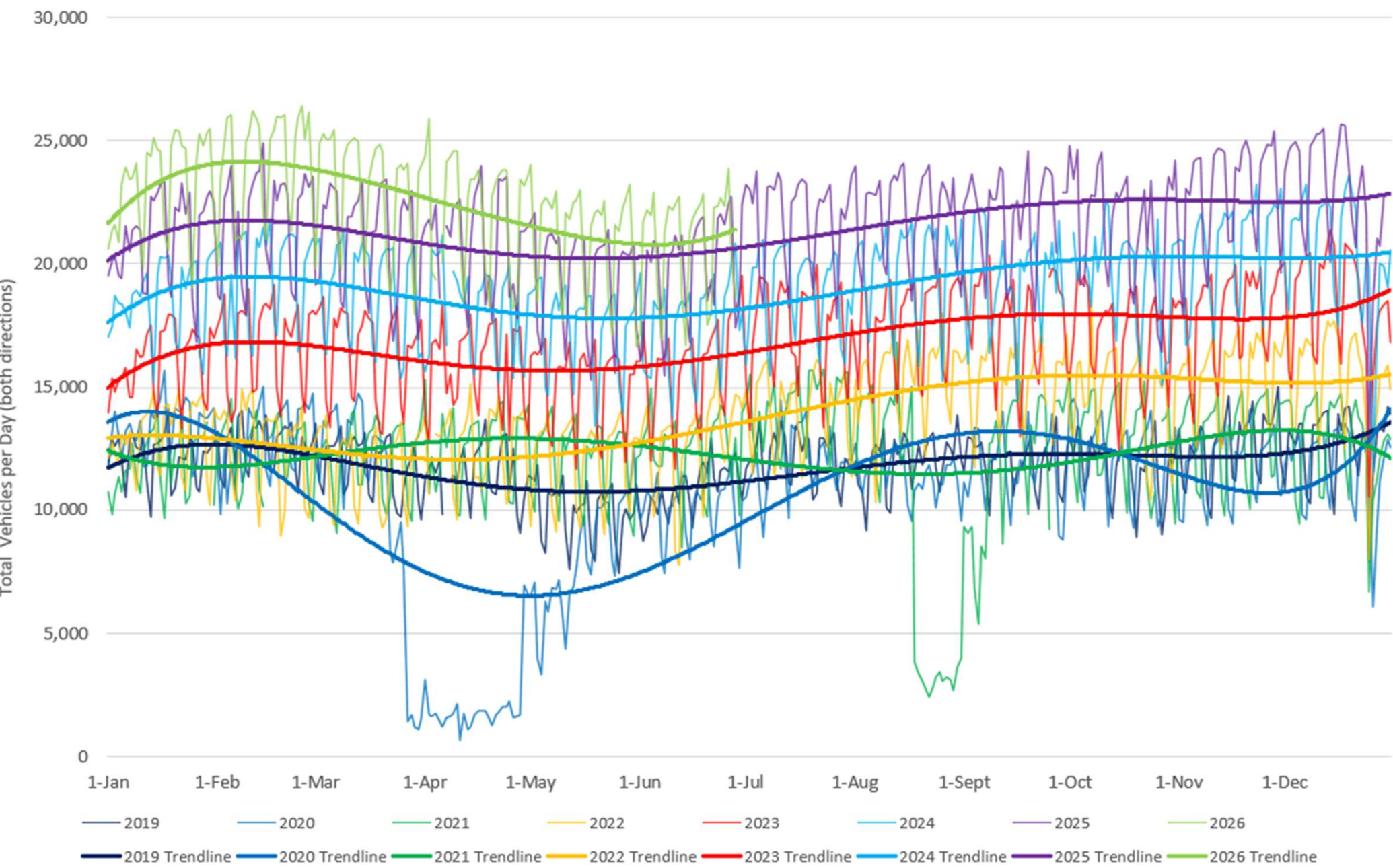
17

00600996 Airport - between SH6/6A & Airport



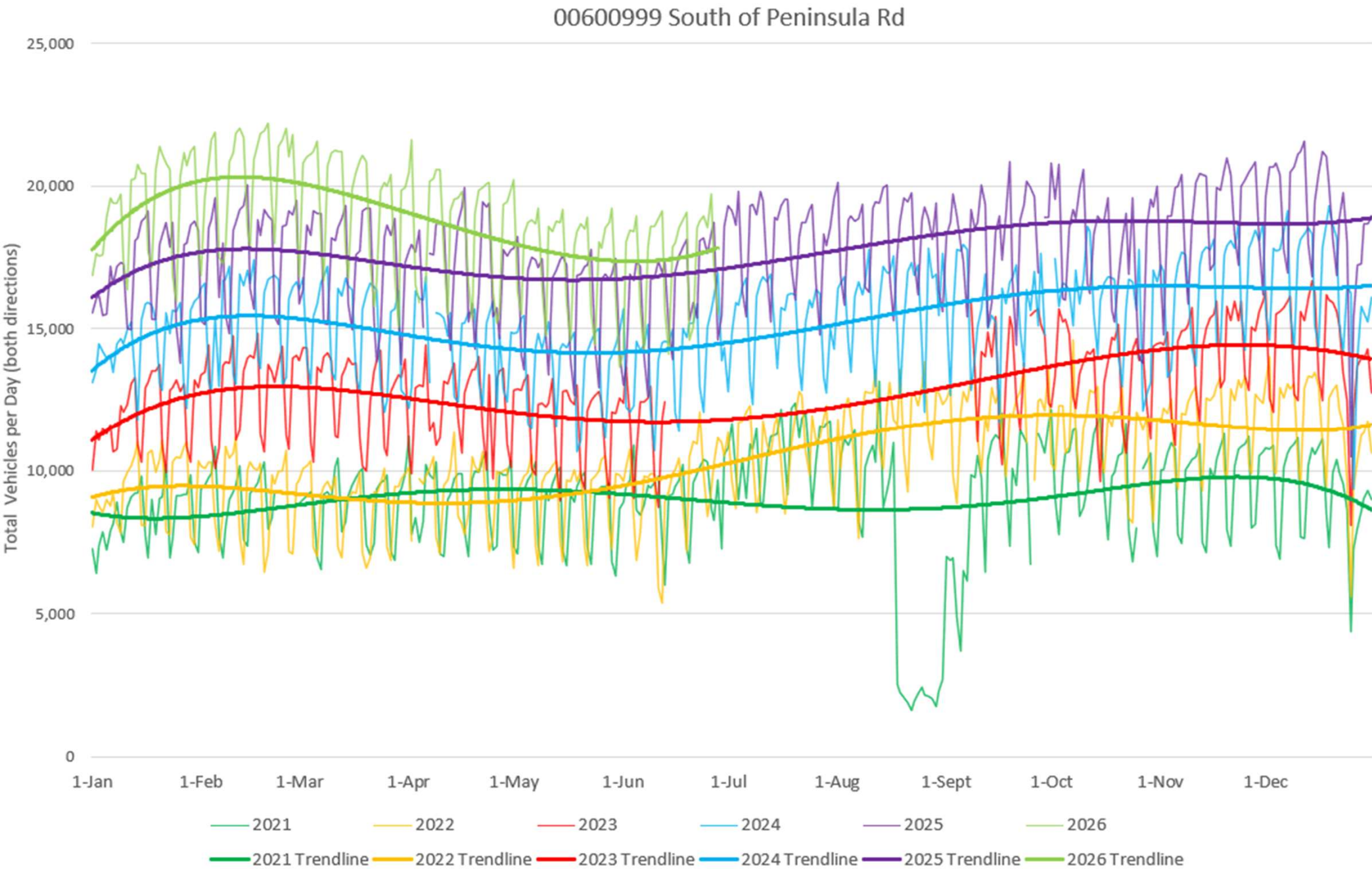
SH6 – Kawarau Falls Bridge

00690997 Kawarau Falls Bridge



SH6 – South of Peninsula Rd

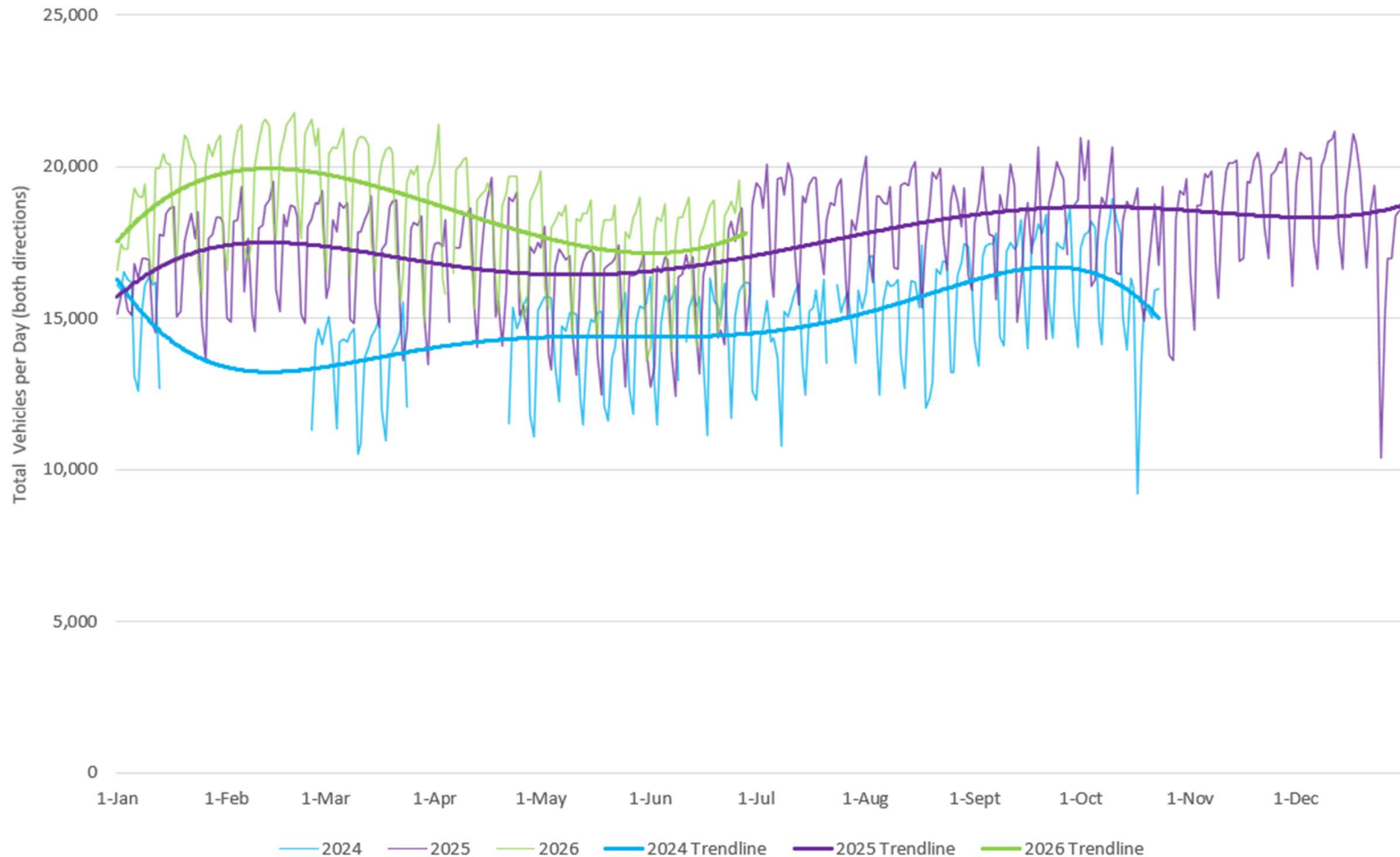
19



SH6 – Remarkables South of Skifield

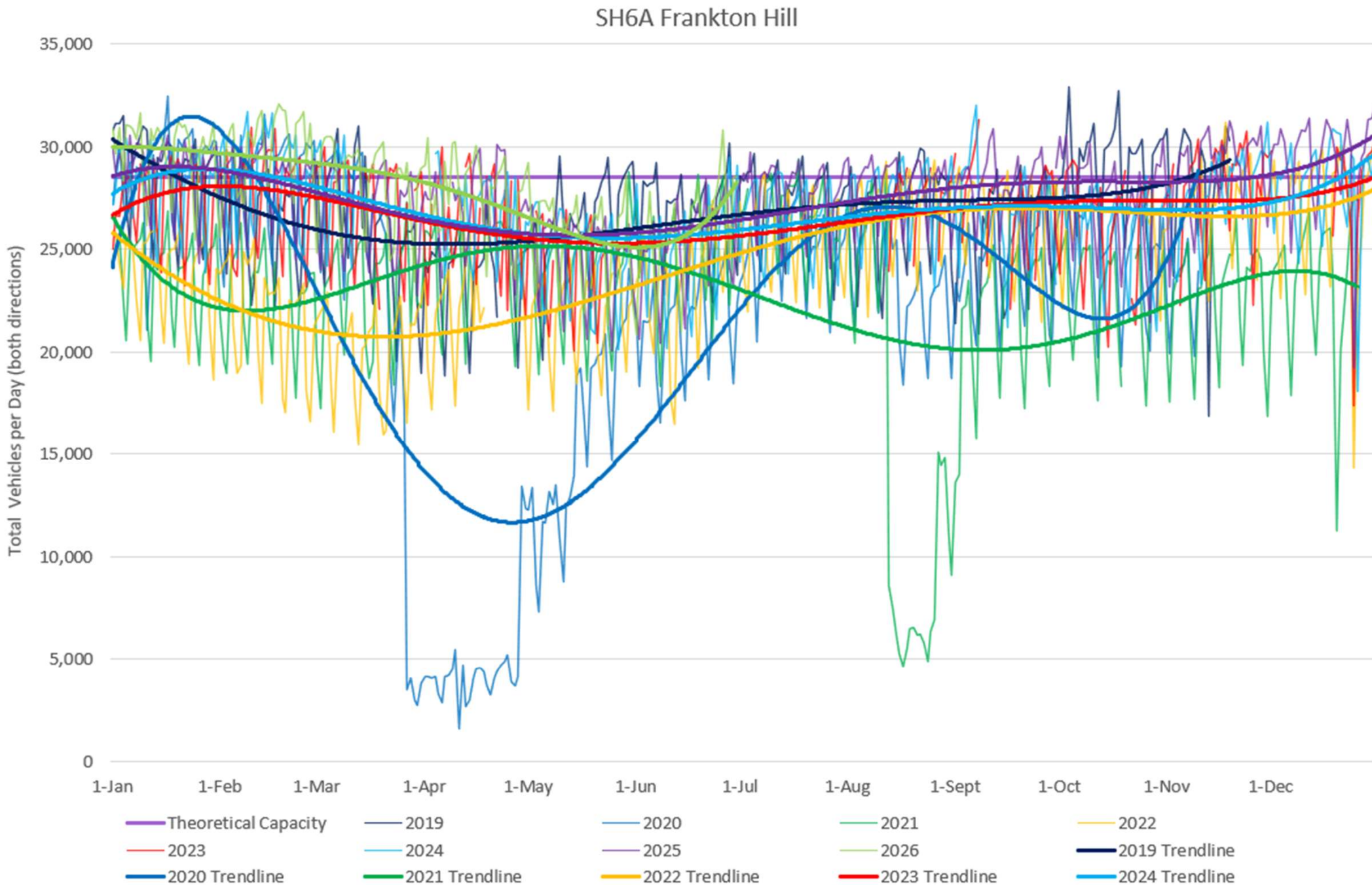
20

00601000 Remarkables South of Skifield

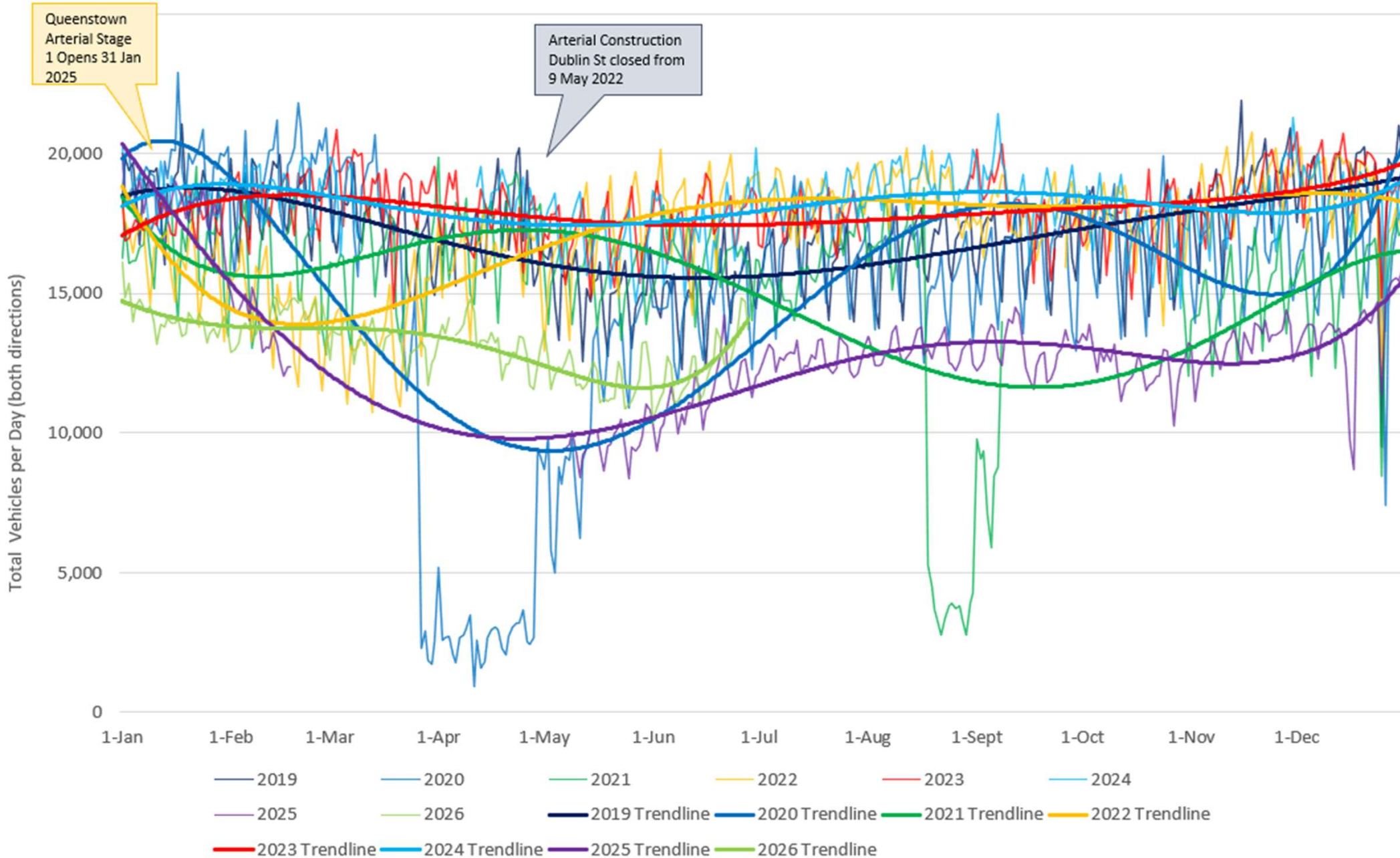


SH6A – Frankton Road

21



06A00006 (Stanley St - Millenium Hotel)



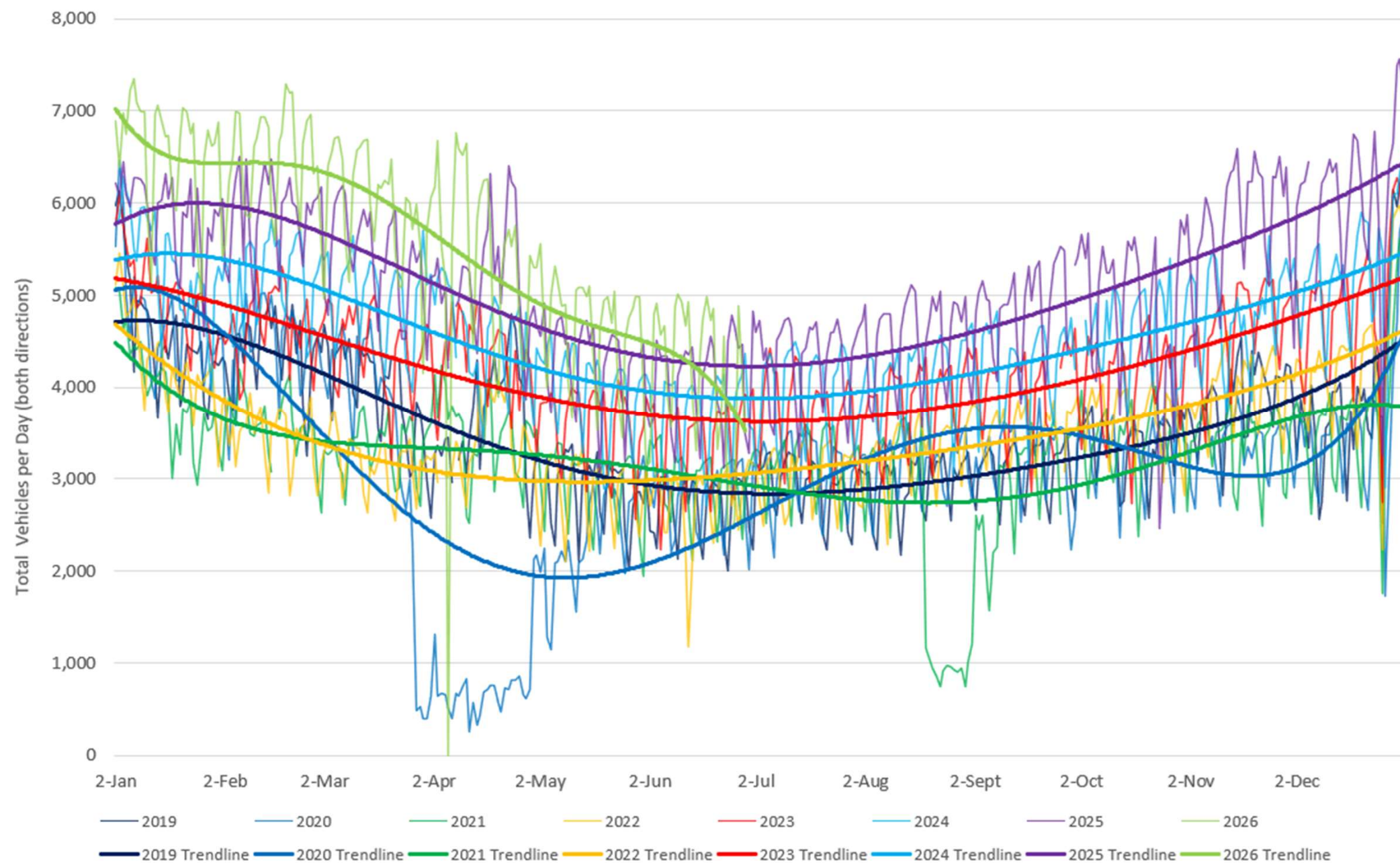
NZTA Traffic Counter Locations – Upper Clutha

23

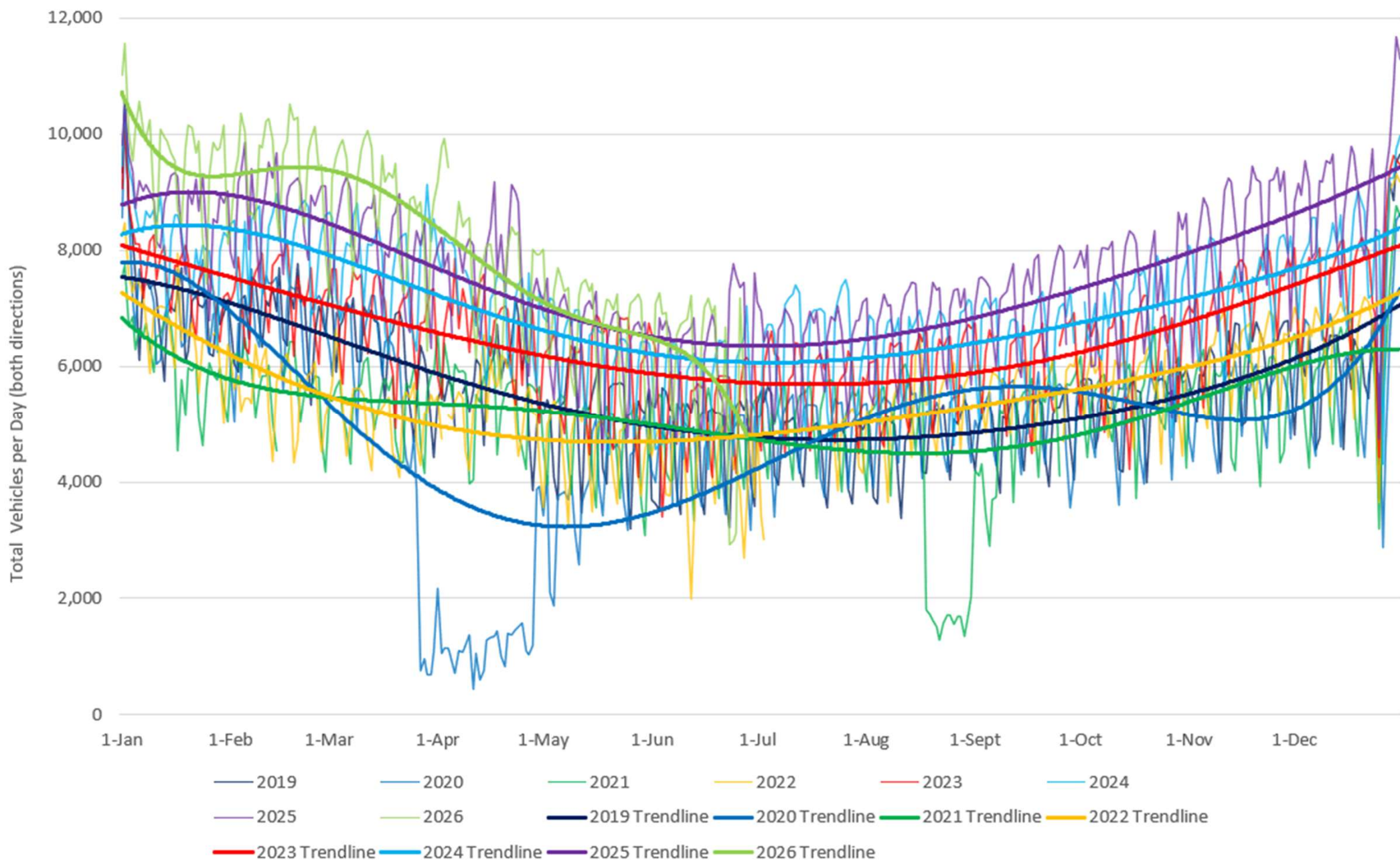
- ▶ The below map shows the location of the 4 NZTA traffic counters with available data located in the Upper Clutha



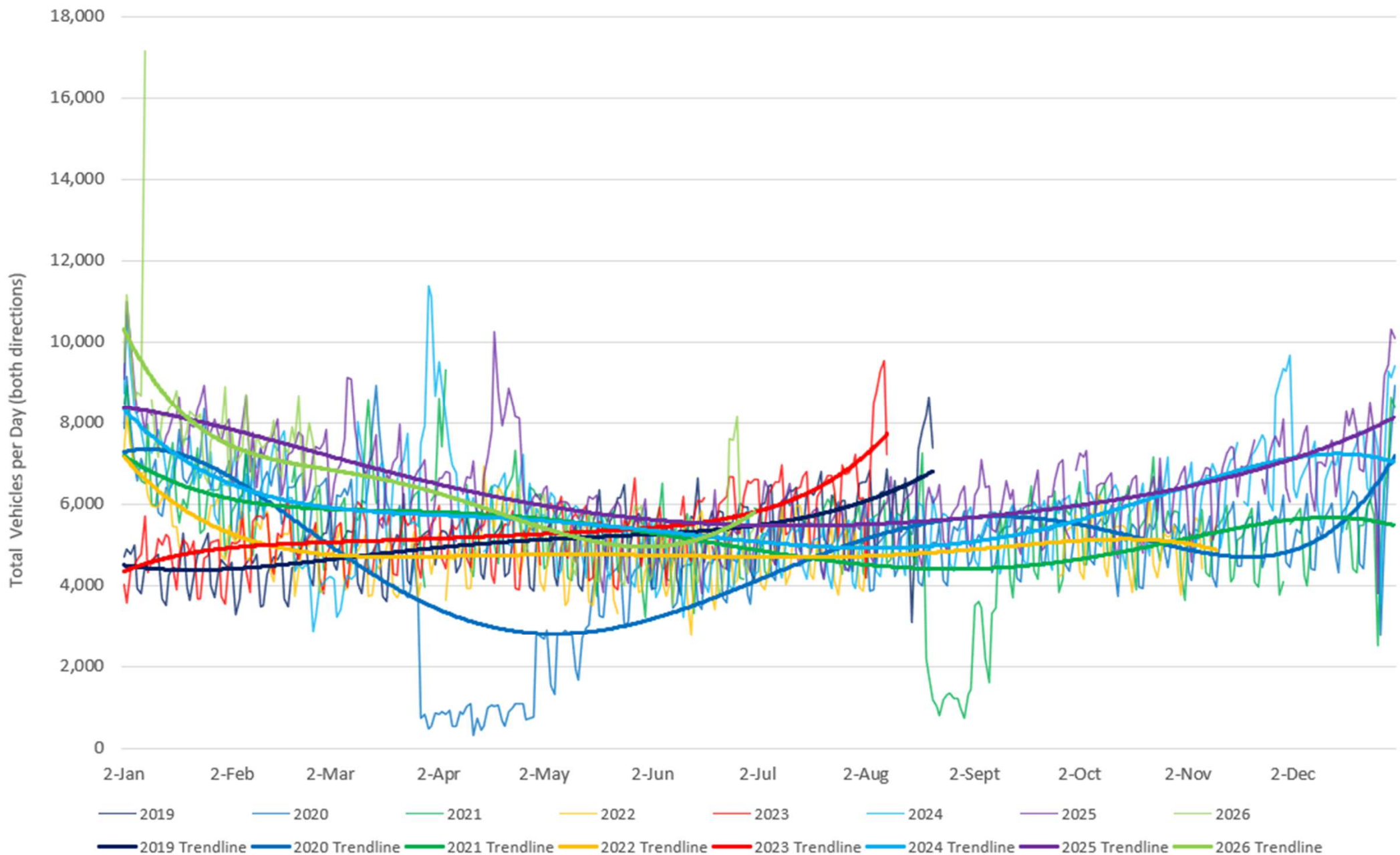
00600884 (Hawea Sth of dam)



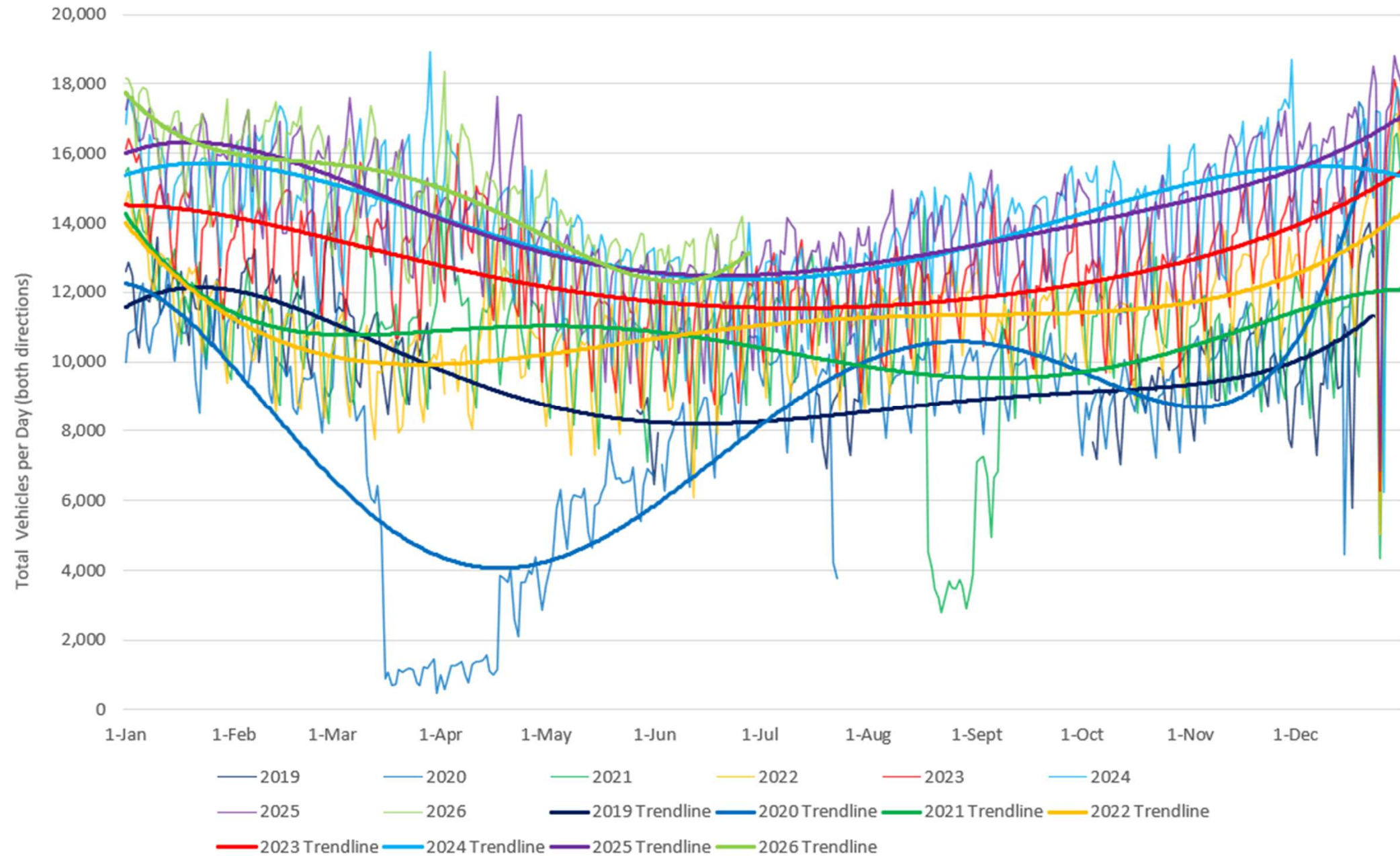
00600891 (Albert Town Bridge Wanaka Side)



00600895 (WANAKA - Telemetry Site 109)



08400002 (Mt Iron - near entrance to reserve)



Travel time data

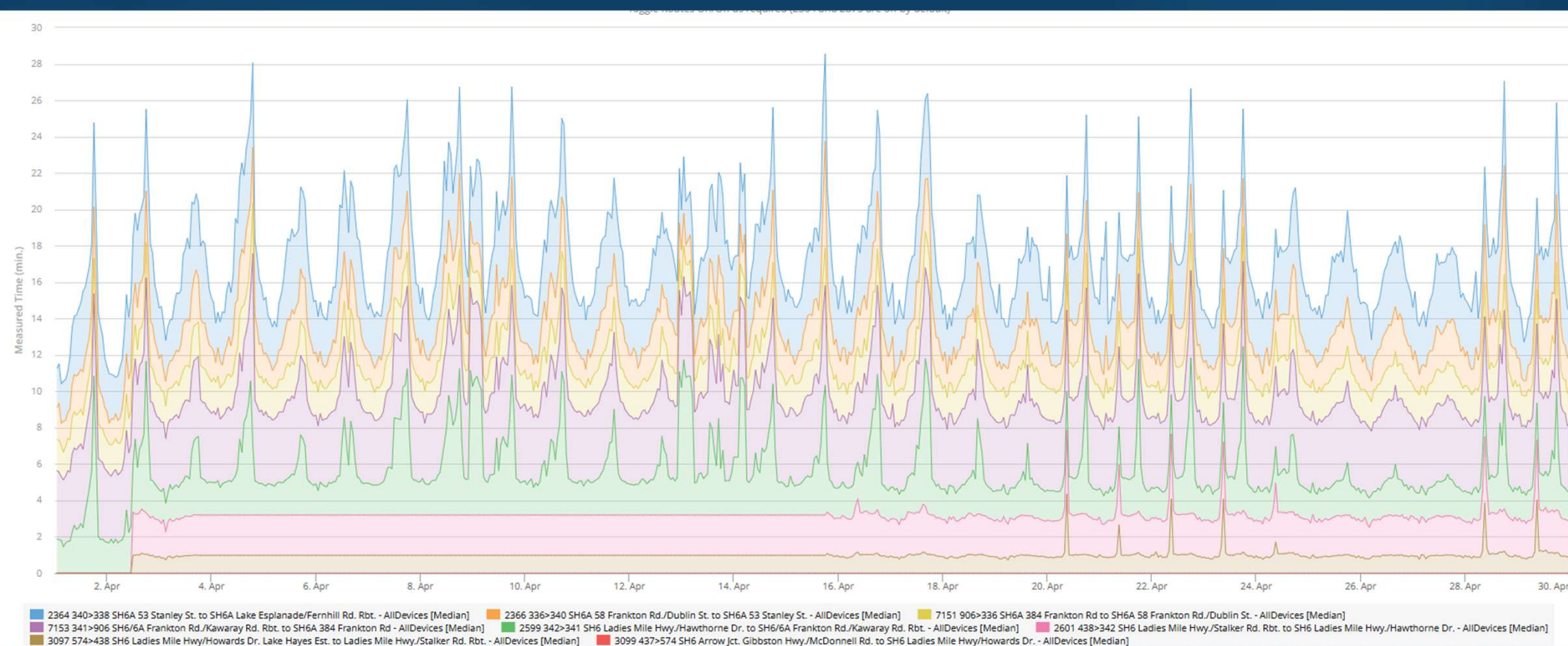
28

- ▶ The graphs on the next 12 slides highlight the variability in travel time into and out of Queenstown for each month of the quarter.
- ▶ Data is measured through Bluetooth software.
- ▶ Data reflects average hourly travel time for each segment making up the route
 - ▶ Reflects morning and afternoon peak traffic movements
 - ▶ Shows that travel time eastbound from Queenstown is typically longer than travel time into Queenstown whilst also having more variability and higher peak travel times
- ▶ This report includes the addition of travel time for the alternative route into and of Queenstown via Arthurs Point and Malaghans Road.
 - ▶ Both the SH6 route and alternative route via Malaghans start at the same location (Arrow Junction), however the SH6 route shows travel time through to One Mile Roundabout whilst the alternative route stops at the Stanley St / Shotover St intersection.

Travel time towards Queenstown – April

29

- ▶ **Travel time from Arrow Junction to One Mile roundabout (SH6 & SH6A Westbound)**
- ▶ April had two weeks of school holidays during which the peak travel time was between 5 – 6pm
- ▶ Once school term commenced on 20 April, a morning peak can also be seen between 8 – 9am, however the evening peak travel time remains higher.
- ▶ Throughout the month there were no occasions of the trip taking longer than half an hour.

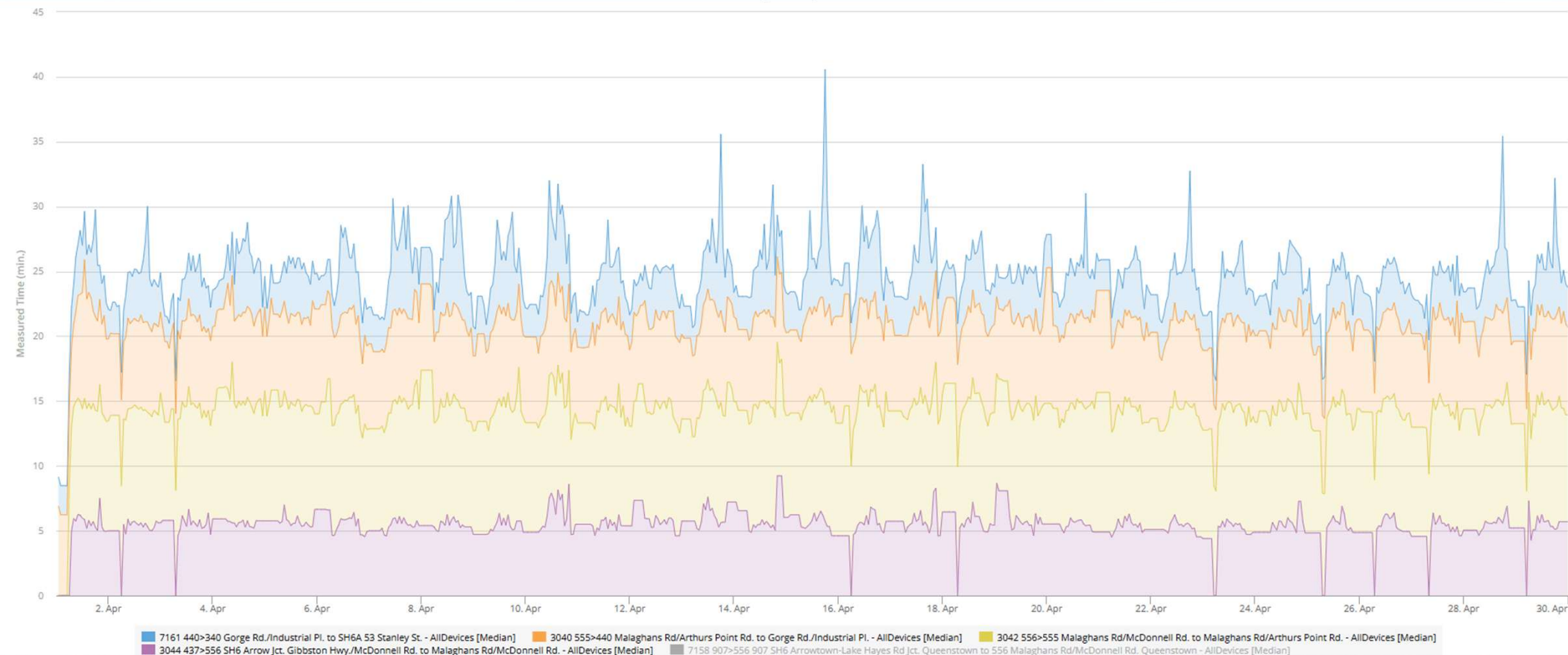


Travel time to Queenstown via Arthurs Point - April

30

► Travel time from Arrow Junction to Queenstown (Stanley St / Shotover St intersection) via Malaghans Road and Arthurs Point (westbound)

- Travel times along the alternate route into Queenstown remained generally stable throughout April, with consistent daily travel patterns observed.
- Several isolated delay events occurred during the month, including a peak of around 40 minutes on the 15th April, these were short lived and did not result in prolonged periods of elevated travel times.
- Overall, this route demonstrates good reliability and consistent operating conditions with only occasional congestion-related disruptions.

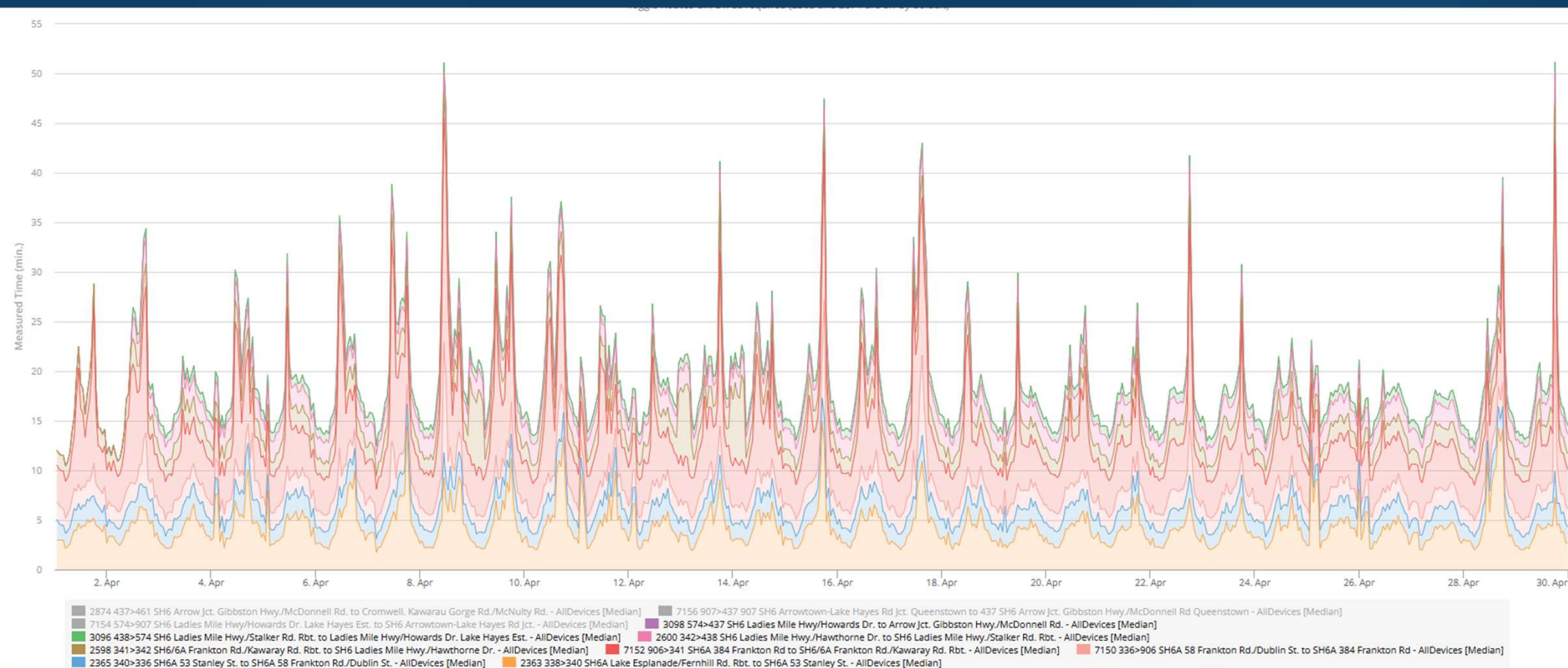


Travel time from Queenstown - April

31

Travel time from One Mile roundabout to Arrow Junction (SH6 & SH6A Eastbound)

- Throughout April there were multiple occasions of this route exceeding 30 minutes travel time
- The longest travel time each day occurs between 5pm – 6pm. However, a morning peak between 10am – 11am remains with this usually over 25 minutes travel time.

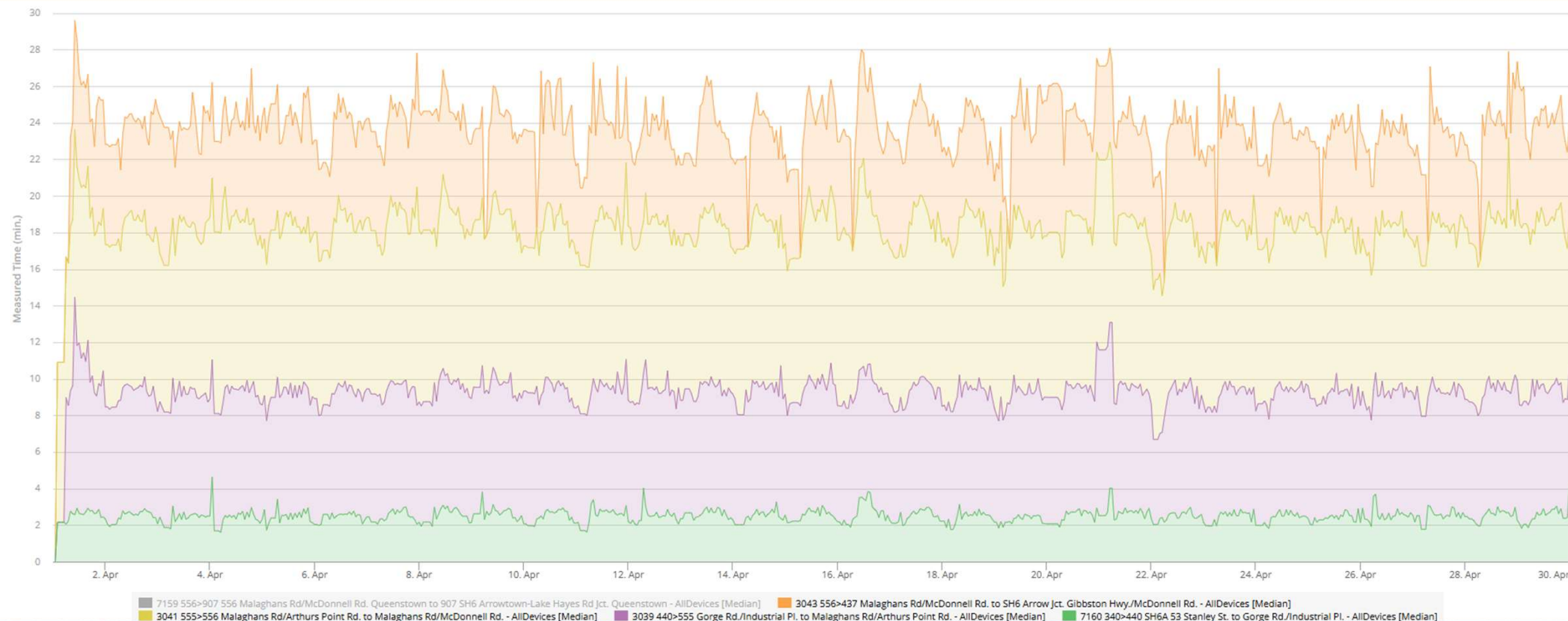


Travel time from Queenstown via Arthurs Point - April

32

Travel time from Queenstown (Stanley St / Shotover St intersection) to Arrow Junction via Malaghans Road and Arthurs Point (eastbound)

- Travel times along this route from Queenstown are very consistent throughout the month, and substantially more reliable than that seen along the SH6 route.
- Travel time can be seen to fluctuate somewhat during the day, however travel times generally remained within expected ranges and returned quickly to normal levels, and no extended periods of elevated congestion were evident.

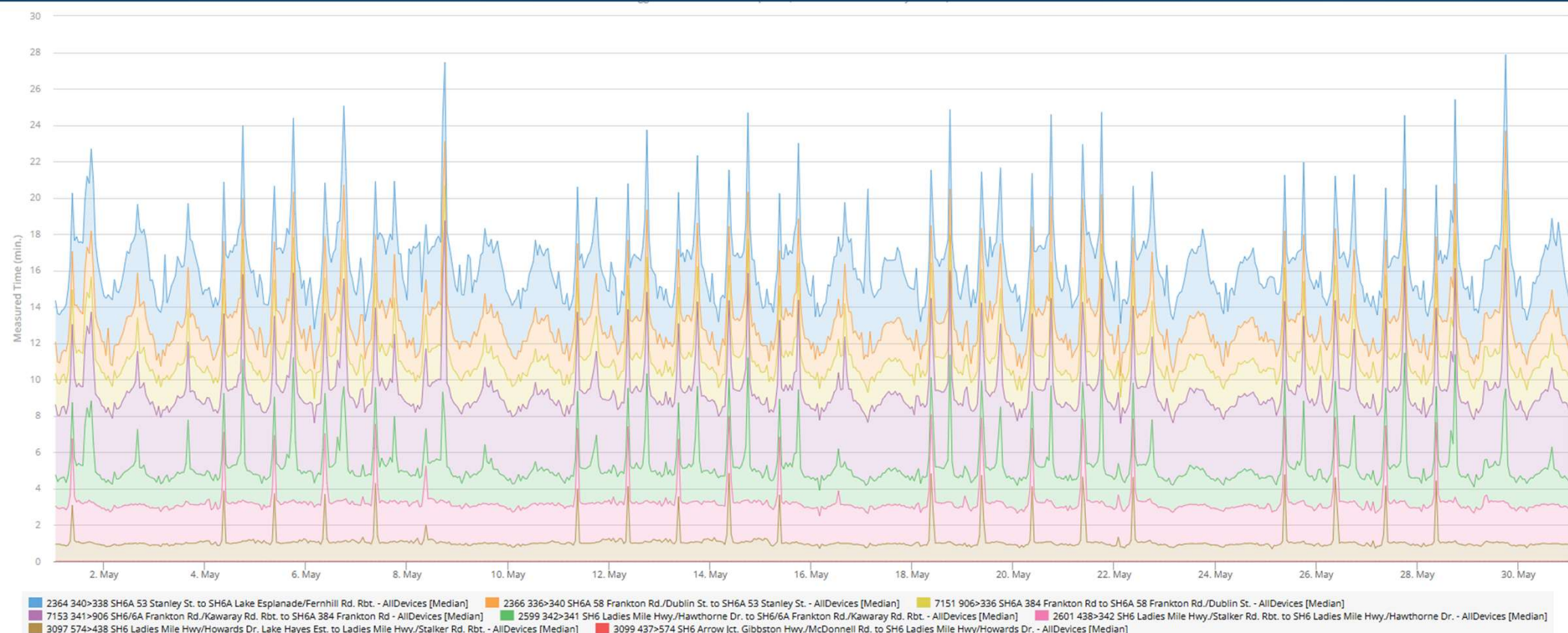


Travel time towards Queenstown – May

33

Travel time from Arrow Junction to One Mile roundabout (SH6 & SH6A Westbound)

- ▶ Weekday and weekend peaks are relatively consistent across the month
- ▶ Weekdays show two peak travel time periods, morning rush at 8 – 9 am, and a slightly higher evening rush from 5 – 6pm
- ▶ Throughout the month there were no occasions of the trip taking longer than half an hour.

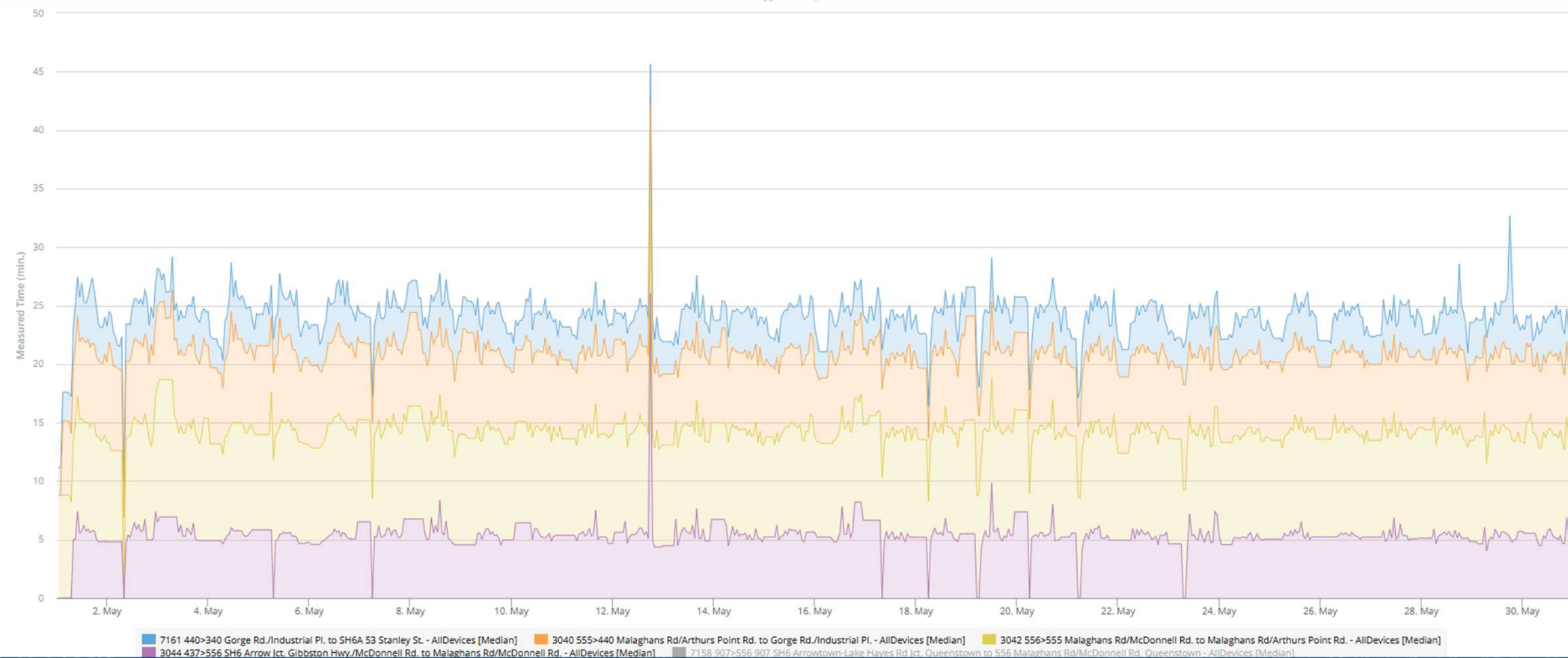


Travel time to Queenstown via Arthurs Point - May

34

► Travel time from Arrow Junction to Queenstown (Stanley St / Shotover St intersection) via Malaghans Road and Arthurs Point (westbound)

- May travel times appear broadly similar to April, with comparable average travel times
- Route performance was generally consistent, with limited day-to-day variation. A notable exception occurred on 13 May when a significant delay event resulted in travel time of around 45 minutes.
- Outside of this isolated disruption, the route operated reliably and demonstrated good travel time consistency across the month, providing a stable travel option with only occasional short-duration congestion impacts.

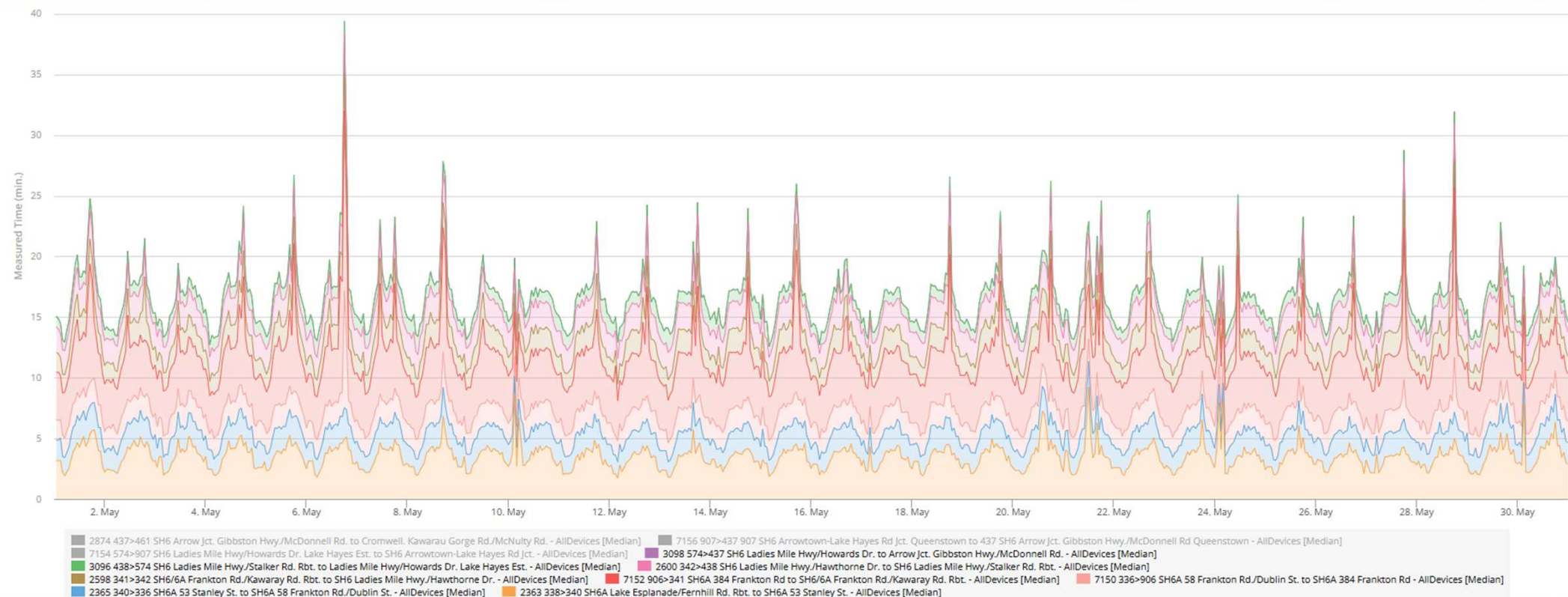


Travel time from Queenstown - May

35

Travel time from One Mile roundabout to Arrow Junction (SH6 & SH6A Eastbound)

- Travel times east from Queenstown were more settled in May than they were in April, with travel exceeding half an hour only occurring twice in the month.
- Weekday travel peaks occur in the evening between 5 – 6pm, with morning peaks being less defined.
- This graph shows that the route experienced frequent short-duration congestion events rather than prolonged delays.

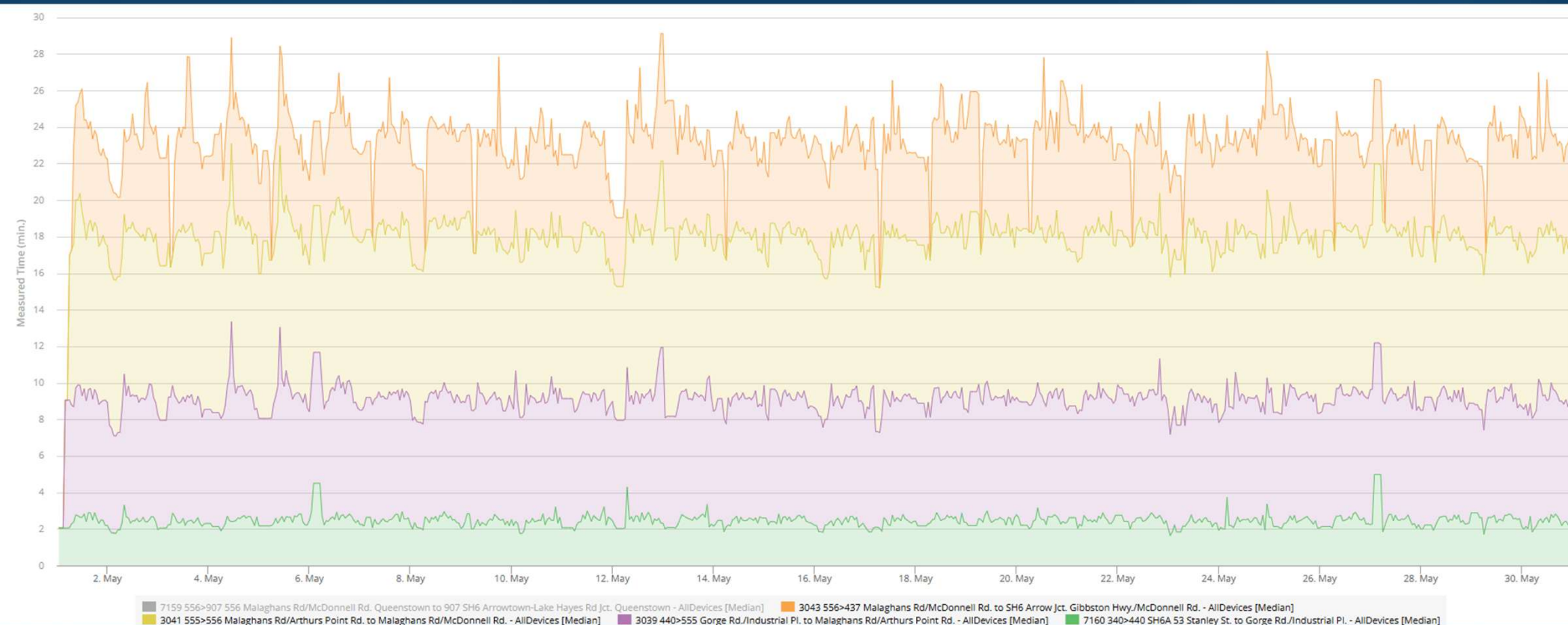


Travel time from Queenstown via Arthurs Point - May

36

► Travel time from Queenstown (Stanley St / Shotover St intersection) to Arrow Junction via Malaghans Road and Arthurs Point

- Travel times remained very consistent throughout May, with patterns closely matching those observed in April.
- No prolonged periods of elevated travel times are evident, with delays returning quickly to typical levels.
- There is little consistency as to what time of day the high travel time peaks occur, although daily travel patterns are visible.

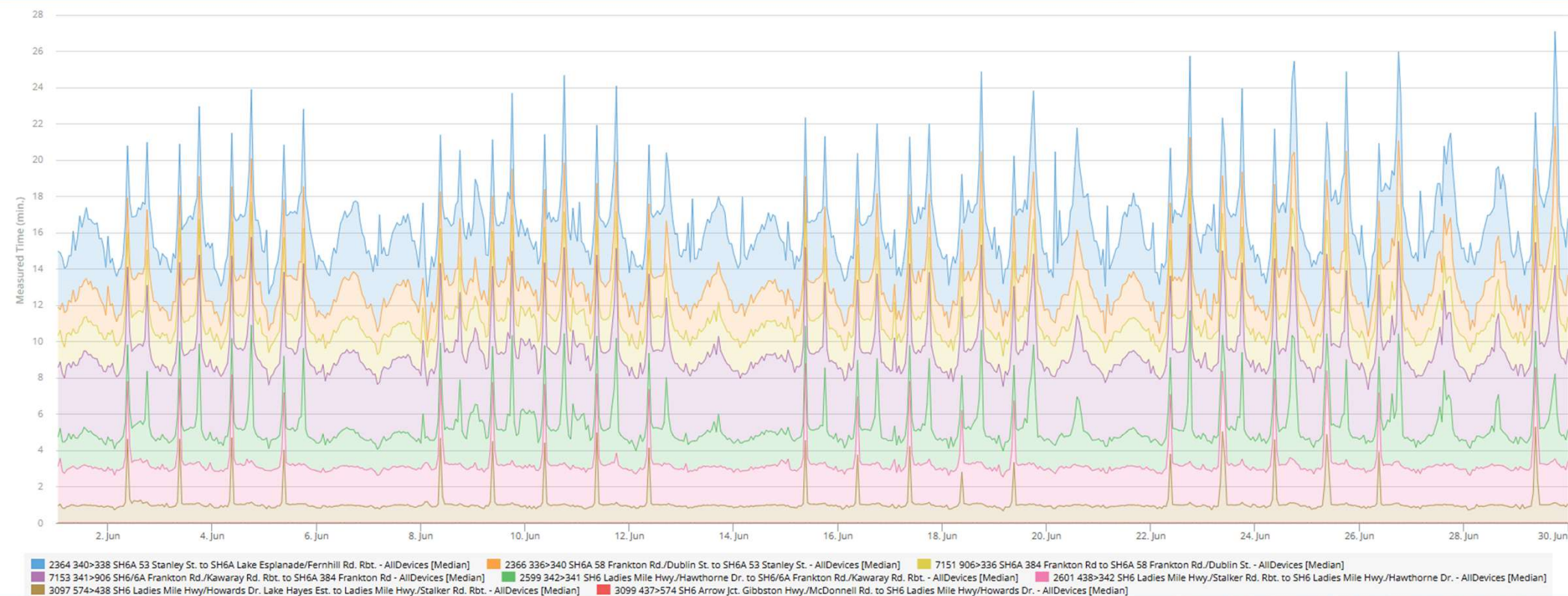


Travel time towards Queenstown - June

37

► Travel time from Arrow Junction to One Mile roundabout (SH6 & SH6A Westbound)

- June travel times westbound were consistent with peak travel times between 20 to 28 minutes, with no occasions of exceeding half an hour.
- Peaks are higher on weekdays than weekends, with weekend travel taking under 20 minutes
- Weekday peak travel times are typically between 8am – 9am, with a slightly longer peak evening time between 5pm – 6pm.

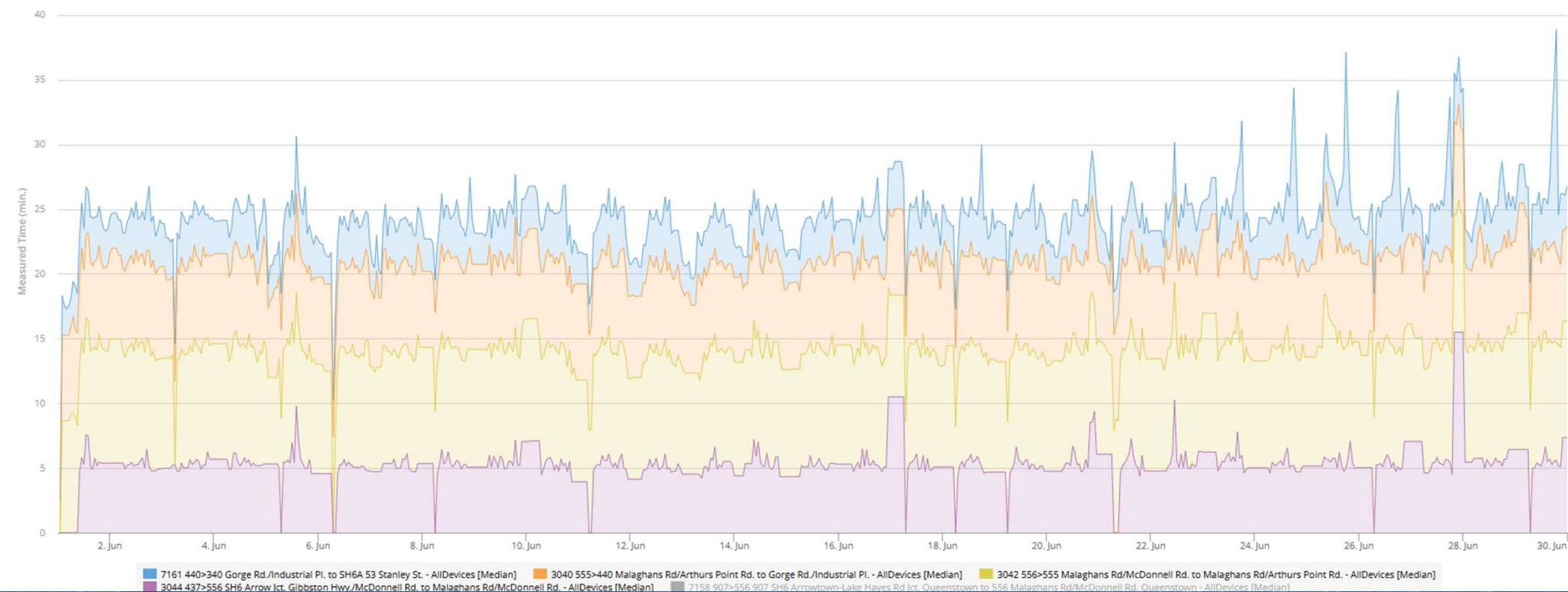


Travel time to Queenstown via Arthurs Point - June

38

► Travel time from Arrow Junction to Queenstown (Stanley St / Shotover St intersection) via Malaghans Road and Arthurs Point

- Travel times along the alternate route in June were generally consistent with typical median travel time ranging from 21 – 26 minutes.
- A number of short duration evening delay events occurred, particularly during the second half of the month. The most significant delay reached 39 minutes, with 10 occasions of the route taking over half an hour.
- June exhibits more frequent travel time disruptions, although general less severe than seen in April and May, and overall, the route continued to demonstrate good reliability, with congestion impacts largely confined to isolated events rather than sustained periods of delay.

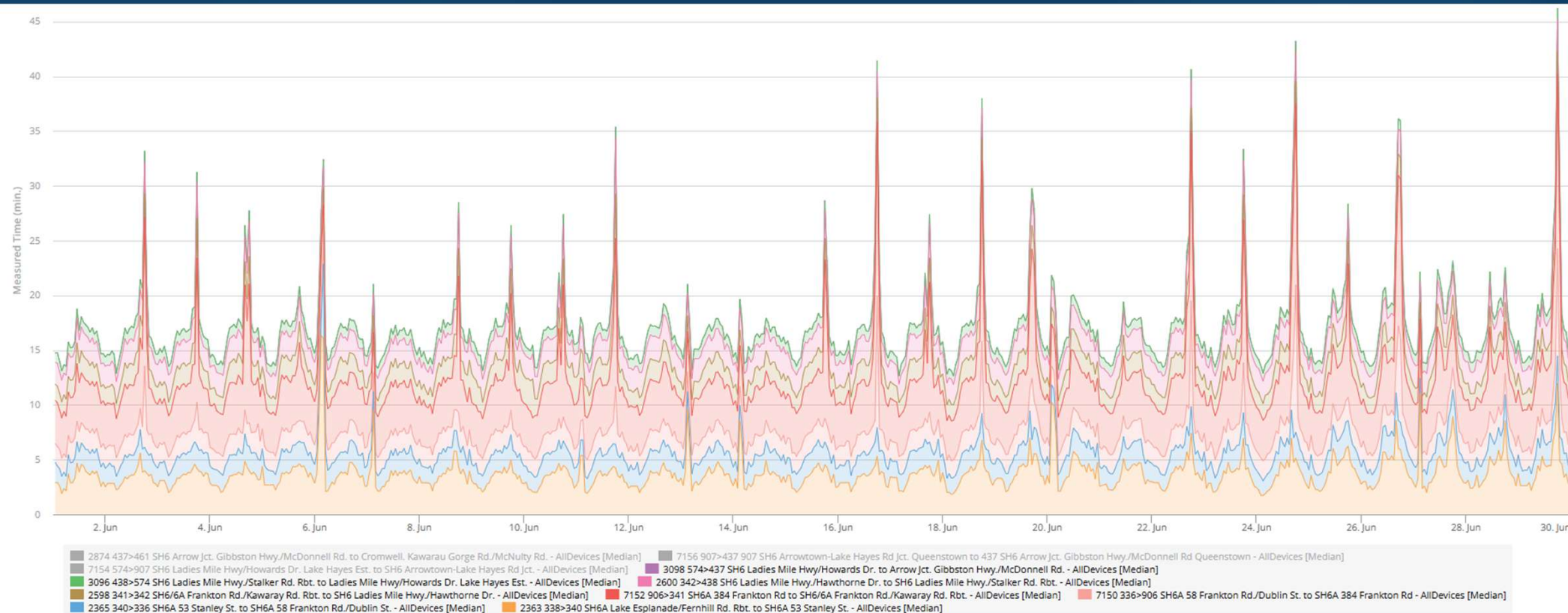


Travel time from Queenstown - June

39

► Travel time from One Mile roundabout to Arrow Junction (SH6 & SH6A Eastbound)

- Like previous months, a clear daily cycle is visible with regular peaks throughout the month.
- Travel eastbound along this route shows more variability than travel westbound, with travel exceeding 35 minutes on 7 occasions.
- Peak traffic is again seen between 5 – 6pm on weekday evenings.

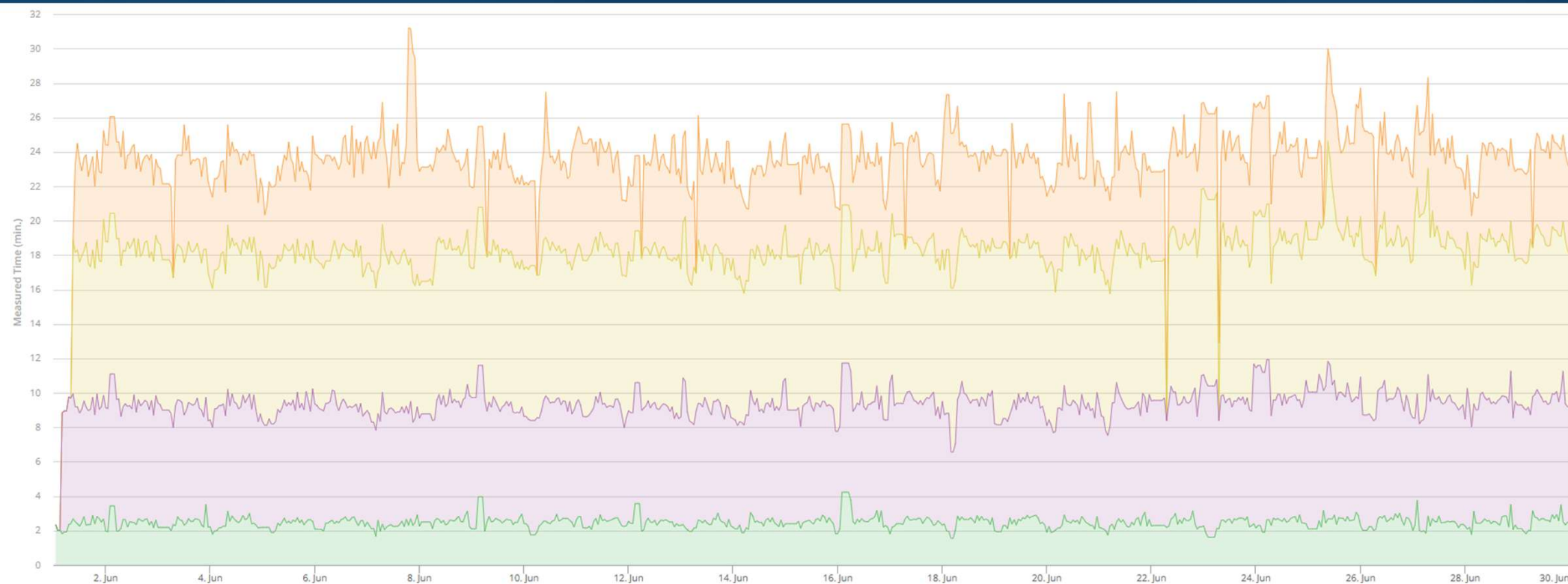


Travel time from Queenstown via Arthurs Point - June

40

► Travel time from Queenstown (Stanley St / Shotover St intersection) to Arrow Junction via Malaghans Road and Arthurs Point

- Travel times along this route from Queenstown were fairly consistent, although whilst overall route performance remained stable, several short-duration delay events were observed, particularly in the later half of June.
- The most significant event resulted in travel times exceeding 30 minutes.
- Compared with May, June showed slightly greater variability and more frequent instances of elevated travel times, however disruptions were generally isolated and travel times returned quickly to typical levels.



Data unchanged since previous report

41

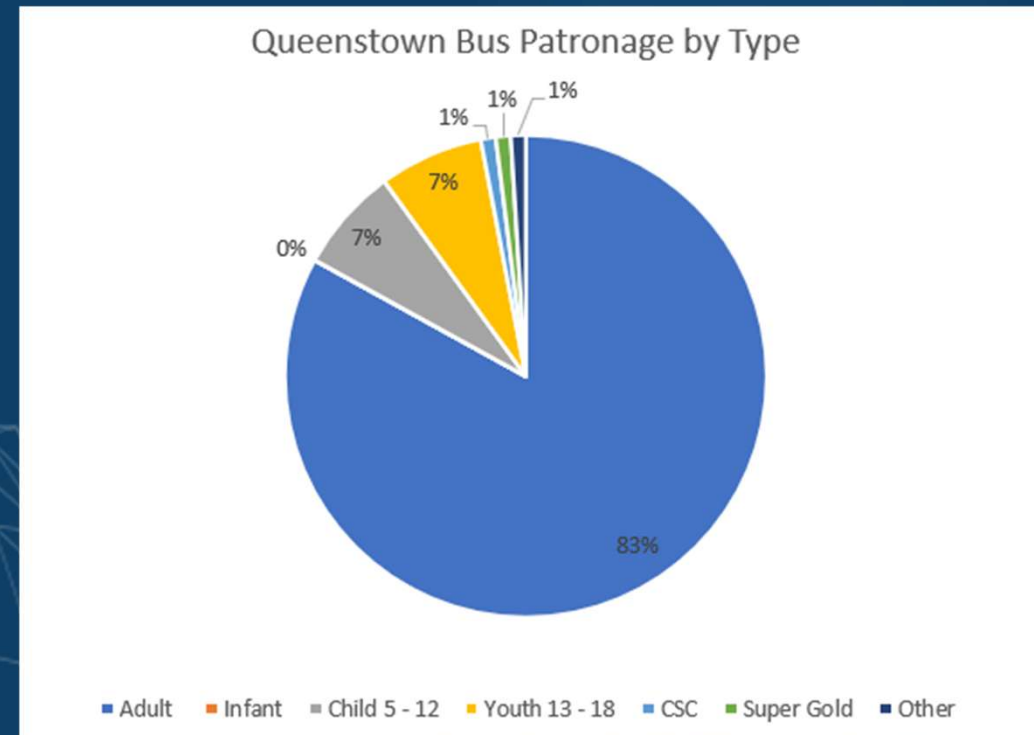
- ▶ The information on the following slides is carried over from the previous Transport Network Monitoring quarterly report.
 - ▶ It remains included to show baseline measures, and to reflect no new data is available.
- ▶ This data may come from a one-off survey, or data that is supplied on an annual 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.

Bus Patronage in Queenstown

42

Queenstown Bus Service

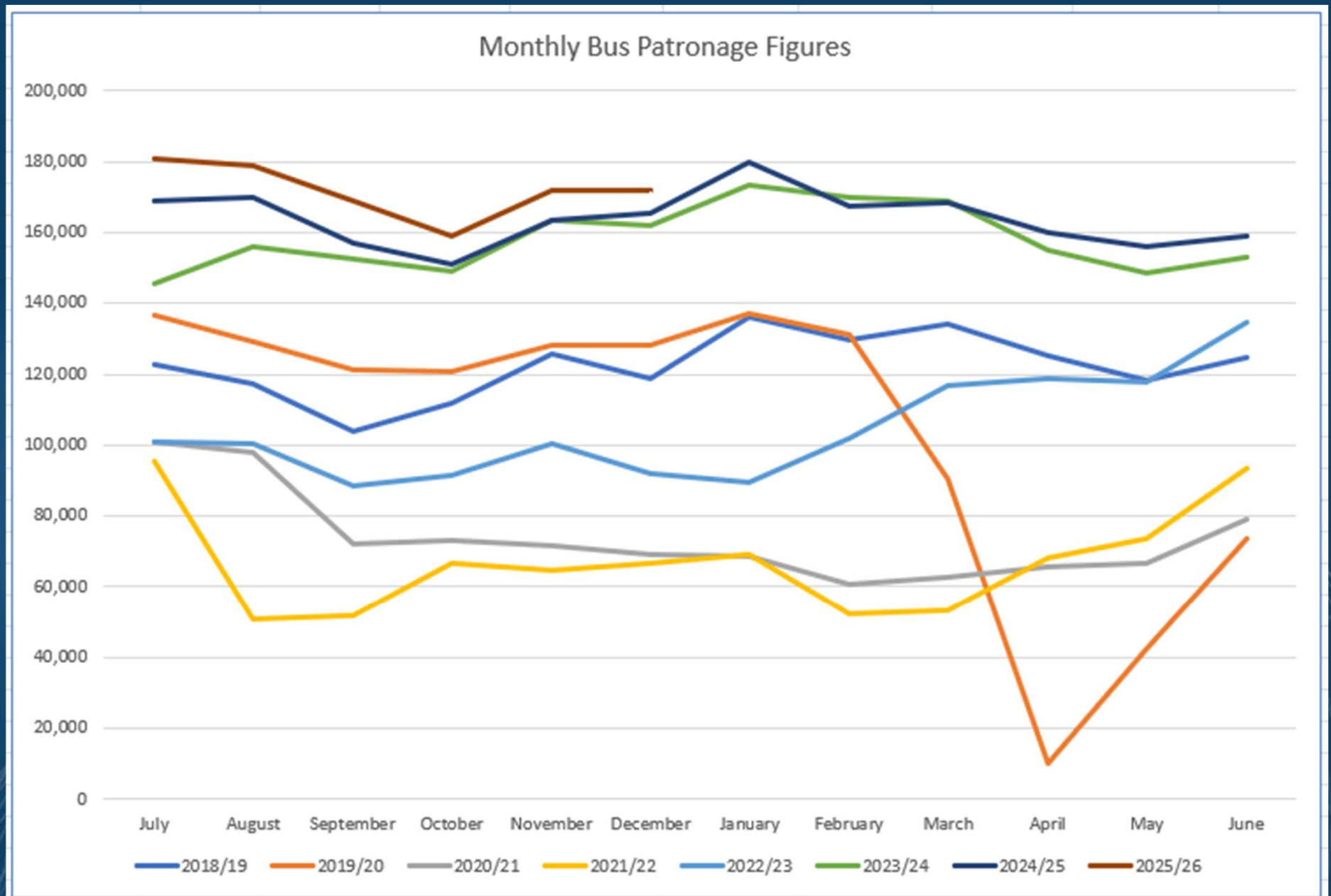
- ▶ Queenstown bus patronage for Quarter 1 – Quarter 2 2025/26 was 1,031,075 trips representing a 6% increase on Q1 - Q2 2024/25.
- ▶ Overall, the data shows an increase in patronage over the first half of the current year, compared to the previous year, noting that Queenstown has continued to record year on year increases in patronage.
- ▶ Network changes were implemented in Q1 2025/26 with a revised Jacks Point / Arrowtown service via Malaghans Road.
- ▶ Monthly patronage is set out in the figure on the next slide. Current boardings are outperforming the previous year, which was a record year. In short, we are on track for another strong year for boardings, with a high likelihood of a record annual total.
- ▶ July 2025 returned the highest ever monthly patronage with 180,526 trips.



▶ Data on the following 8 slides is reported by Otago Regional Council at the ORC Council Meeting 25 March 2026

Monthly Bus Patronage in Queenstown

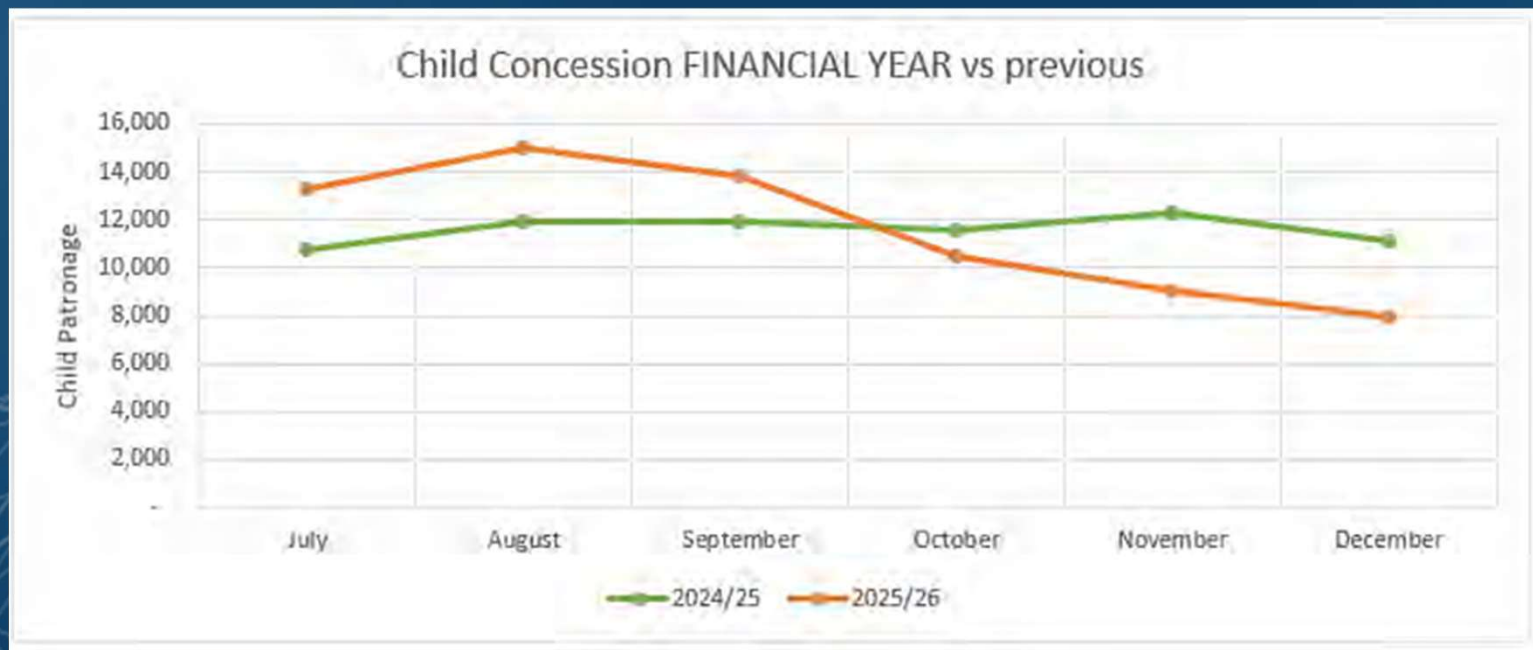
43



Bus Patronage in Queenstown

44

- ▶ Across Q1 - Q2 2025/26, child concession patronage is up by 0.1% compared with the previous year.
- ▶ In Q2 alone, coinciding with the removal of free child fares, child concession patronage fell 22% year-on-year, as seen in the below figure.
- ▶ Despite the impact of increased fares introduced in September 2025 –particularly on child concessions – public transport patronage in Queenstown has continued its strong upward trajectory.
- ▶ This growth has been achieved despite 2024/25 representing an all-time annual high for patronage, following three consecutive years of sustained increases. The continued uplift from an already elevated base demonstrates ongoing demand for public transport services and reflects the network's resilience and growing role in supporting transport outcomes in for the district.
- ▶ Overall, the data indicates that patronage growth is building on historically strong performance levels.



Network changes – Malaghans Road Trial

45

- ▶ In July 2025, significant changes were made to Whakatipu Routes 2 and 4. Prior to July 2025, Route 2 operated between Arrowtown and Arthurs Point via Frankton, whilst Route 4 operated between Jacks Point and Frankton.
- ▶ Route 4 was extended to beyond Frankton to run to Arrowtown, via a trail utilising Malaghans Road. The service now travels via Stanley Street and Arthurs Point, at a higher peak 30-minute frequency.
- ▶ Route 2 Arrowtown services continue on a shortened version of the old route, travelling to and from Frankton Hub.
- ▶ The below table compares total patronage for routes 2 and 4, before and after the July 2025 changes. There has been a 22% increase in patronage comparing Q1 - 2 2025/26 to the previous year. Comparing the same routes pre-July 2025, patronage had only increased by 1% year-on-year.

Total Patronage - Total routes 2 and 4			
Month	2024	2025	Difference
Jan	39,198	41,323	5.42%
Feb	39,137	37,030	-5.38%
Mar	38,260	38,389	0.34%
Apr	37,975	38,887	2.40%
May	34,719	37,430	7.81%
Jun	35,764	35,264	-1.40%
Jul	37,212	44,323	19.11%
Aug	37,436	45,082	20.42%
Sep	33,868	43,789	29.29%
Oct	34,595	42,120	21.75%
Nov	37,154	45,910	23.57%
Dec	37,992	44,896	18.17%
July-December 2025 vs 2024	218,257	266,120	21.93%

Malaghans Road
service introduced
July '25

Network changes – Malaghans Road Trial

46

- ▶ The data for passenger trips that have been generated in Arthurs Point and Arrowtown, i.e. excluding passengers boarding at Frankton or elsewhere on the route outside of the two areas now connected by Malaghans Road, has also been extracted. This is set out in the below table and shows there has been an increase of approximately 14% in boardings, year-on-year from July to December 2025. Pre-July 2025, boardings in these areas had declined by 2%.
- ▶ The Malaghans Road trial is currently included in ORC's Low Cost Low Risk funding pool from NZTA and will run until July 2027. If the trial is considered to be successful, ORC will look to make it permanent by including it in their Continuous Funding bid which is subject to funding through the National Land Transport Plan.

Boardings - Arthurs Point & Arrowtown			
Month	2024	2025	Difference
Jan	13,504	13,342	-1.20%
Feb	12,579	11,213	-10.90%
Mar	12,450	12,355	-0.80%
Apr	12,897	13,367	3.60%
May	11,052	11,306	2.30%
Jun	11,175	10,811	-3.30%
Jul	11,963	13,110	9.60%
Aug	11,814	12,959	9.70%
Sep	11,008	12,788	16.20%
Oct	10,819	12,106	11.90%
Nov	11,704	13,787	17.80%
Dec	11,563	13,535	17.10%
July-December 2025 vs 2024	68,871	78,285	13.67%

Malaghans Road
service introduced
July '25

Ferry Patronage in Queenstown

47

Queenstown Ferry Service

- ▶ Since a change in operator and the introduction of more services, both patronage and revenue for the Queenstown Ferry have increased.
- ▶ Queenstown ferry patronage for Q1 - Q2 2025/26 is 41,514 trips – an increase of 29% from Q1 - Q2 2024/25.
- ▶ The Lake Whakatipu ferry contract, awarded in 2025 to new owners Watersports Ltd, provided an opportunity to expand services, specifically by maintaining a consistent weekly timetable.
- ▶ In July 2025, late-night services were extended from three nights per week to seven nights per week, and daytime services were increased to run on an hourly frequency between approximately 8:15 am and 9:45 pm.
- ▶ The impact of these service level increases, together with some rebranding of the service to clearly associate it with the Orbus public transport network, puts the ferry on track for potentially substantive increases in performance by year end. In addition, a new vessel is being introduced to the service in April 2026, which will be the first to be branded in Orbus Ferries livery.

QLDC's 2025 Quality of Life Survey

48

- ▶ 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.

HOW'S LIFE?
KEI TE PĒHEA TŌU AO?

DO YOU WORK IN
FULL-TIME PAID
EMPLOYMENT?



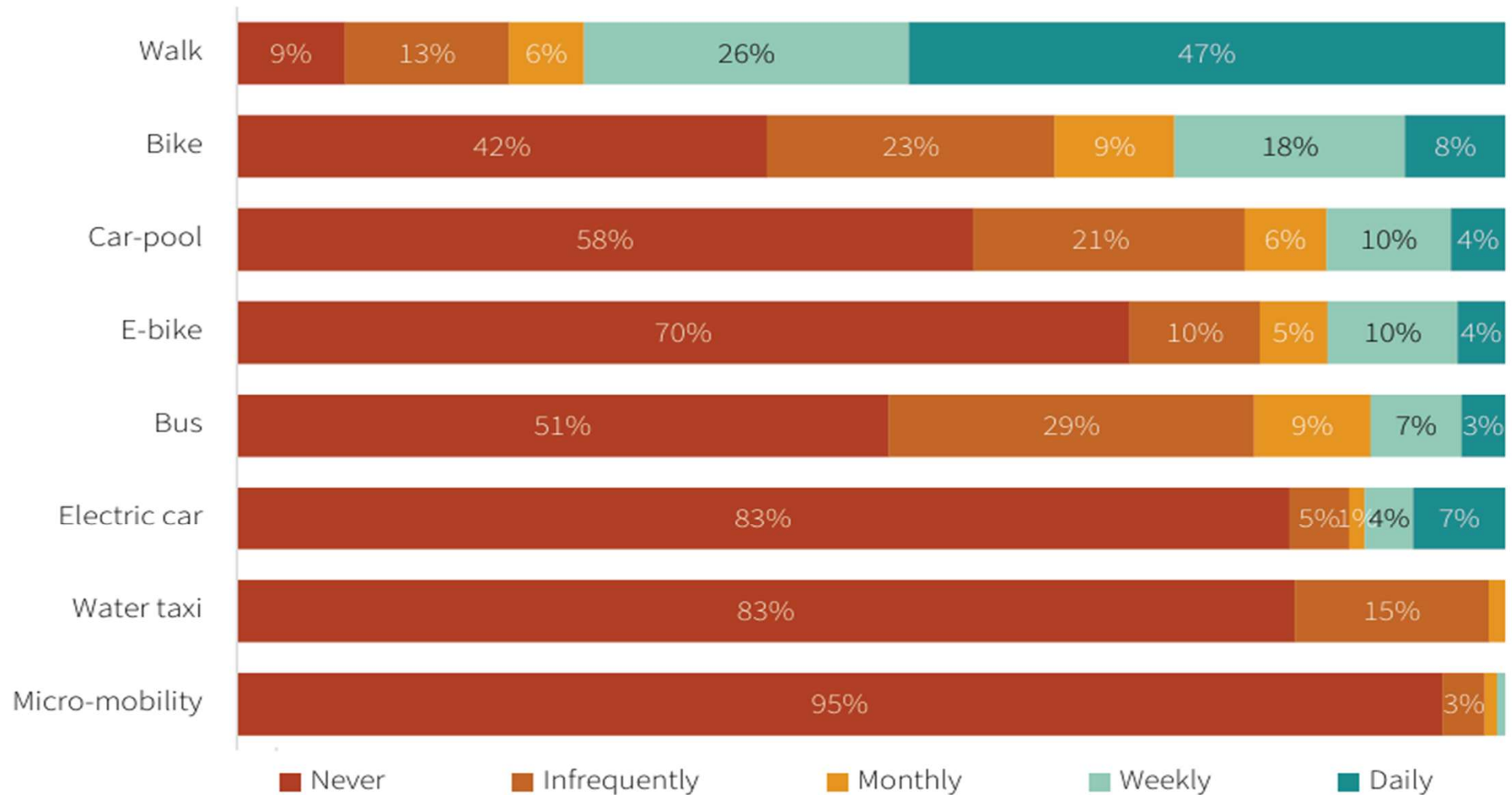
DO YOU USE
ALTERNATE
TRANSPORT?

Alternative Transport Usage

49

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

Use of different transport modes



Alternative Transport Modes by Year

50

- ▶ 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

51

- 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 transport 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

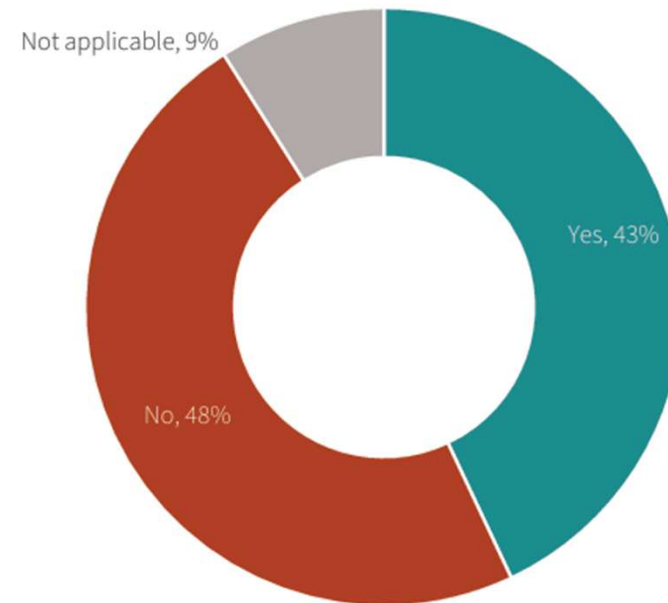
52

► **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

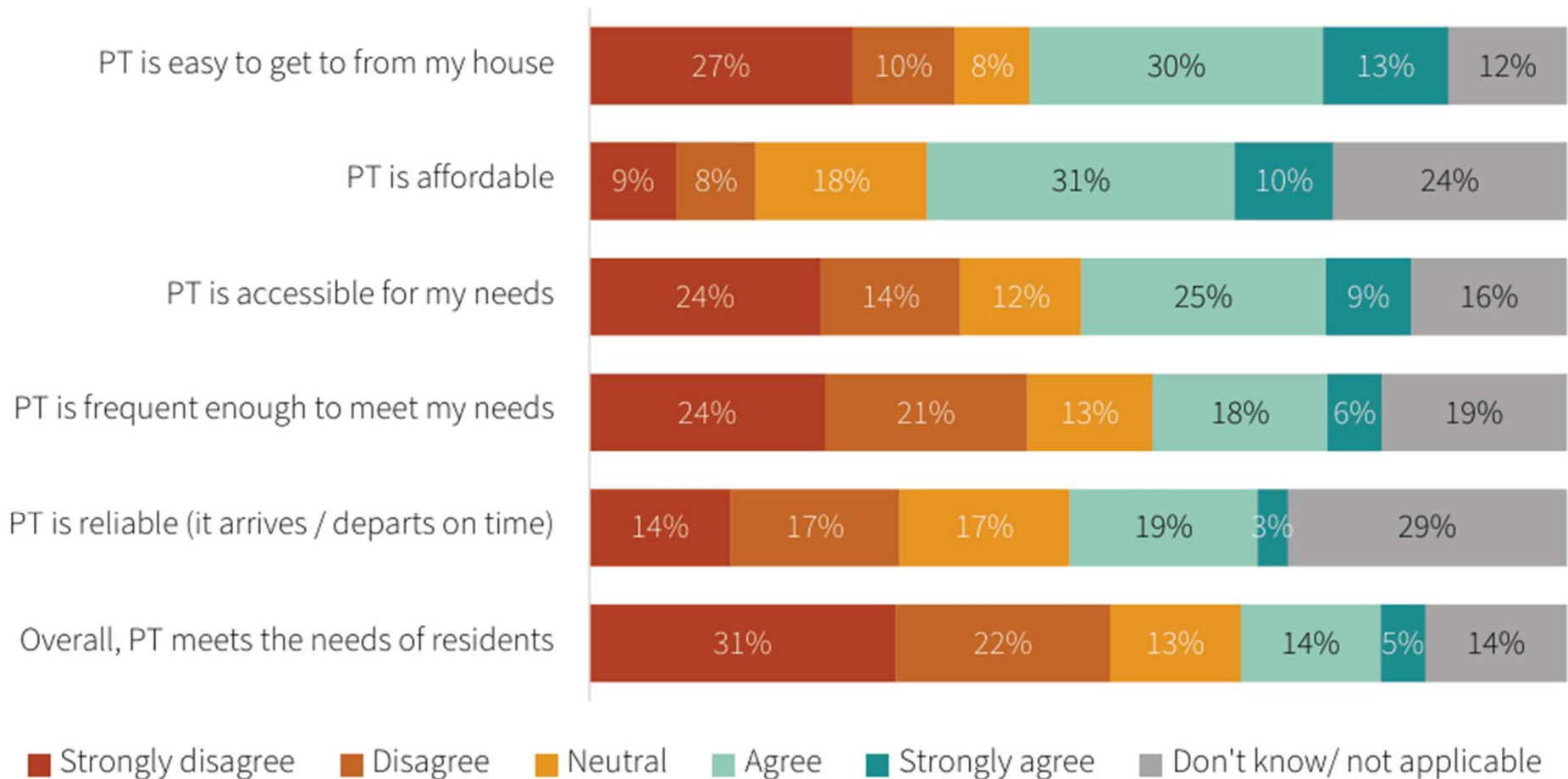
► Question introduced in 2024

Public Transport Perceptions

53

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

Perceptions of public transport (PT) across the district



Public Transport Perceptions

54

► 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

55

- ▶ 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

56

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%

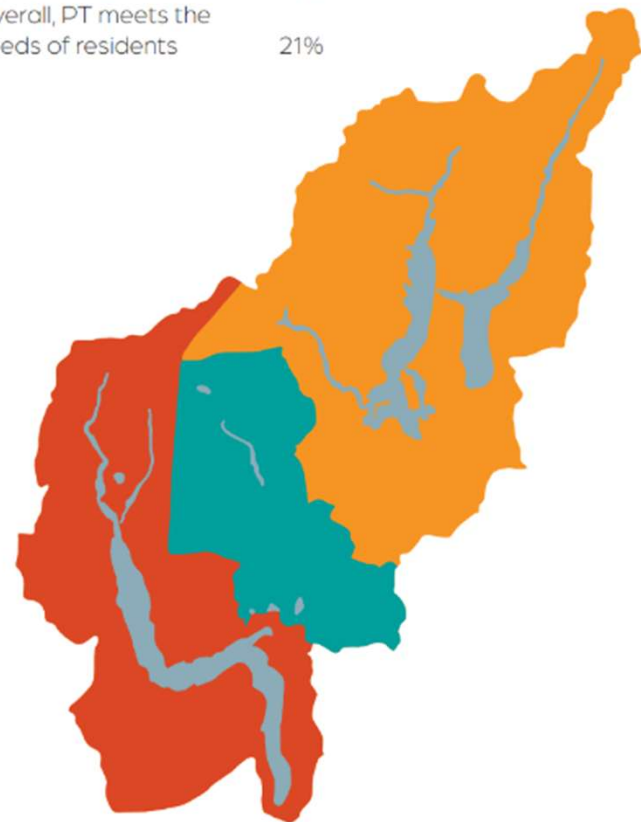
WĀNAKA-UPPER CLUTHA / MATA-AU WARD

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

57

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.

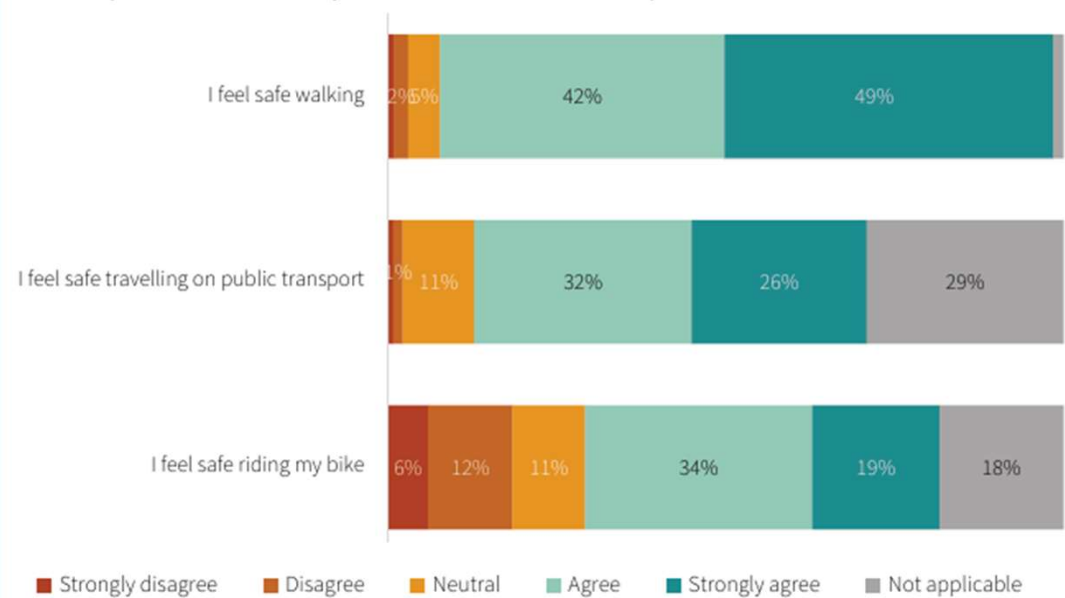
53% of respondents agree or strongly agree that they feel safe riding their bikes, similar to the 2024 result. However, this measure attracts the largest proportion of disagree or strongly disagree responses at 18% total disagreement. When the results are considered by those who use a bike for transport, 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



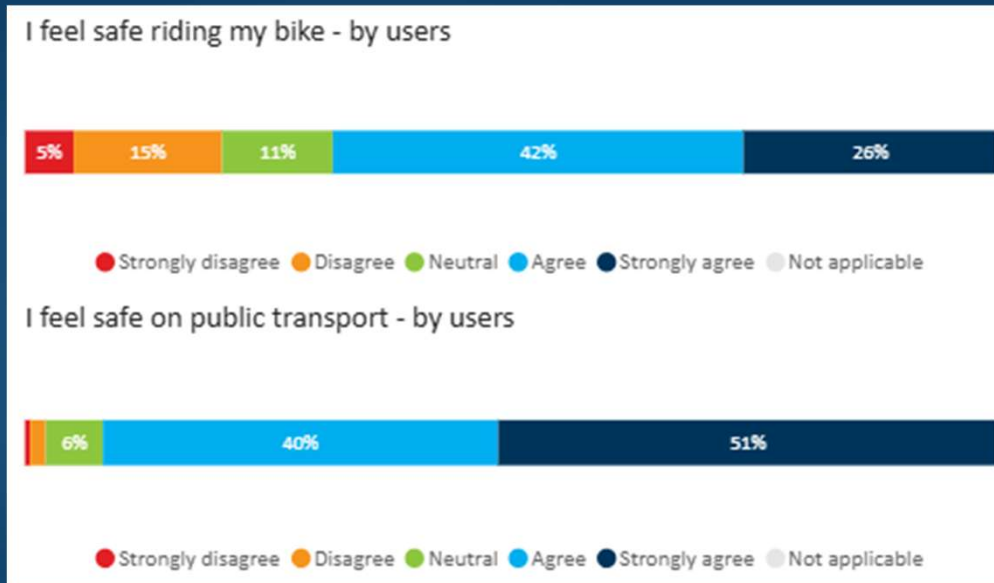
Perceptions of safety of alternative transport modes: By year (total agree and strongly agree)

	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

58

- 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%

Visitor Mode of Transport

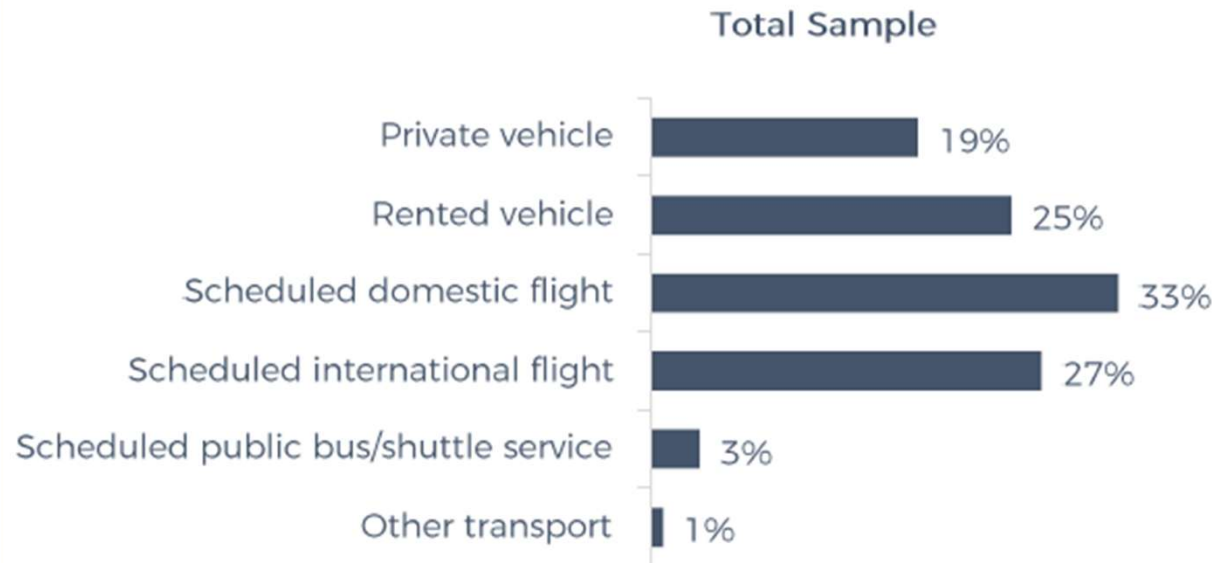
59

- ▶ 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 January to 31 December 2025.
- ▶ 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 754 visitors participated in the surveys:
 - ▶ For Queenstown 511 visitors took part - domestic visitors $n = 206$, international visitors $n = 305$
 - ▶ For Wānaka 243 visitors took part - domestic visitors $n = 116$, international visitors $n = 127$
- ▶ 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

60

How did you arrive in Queenstown?

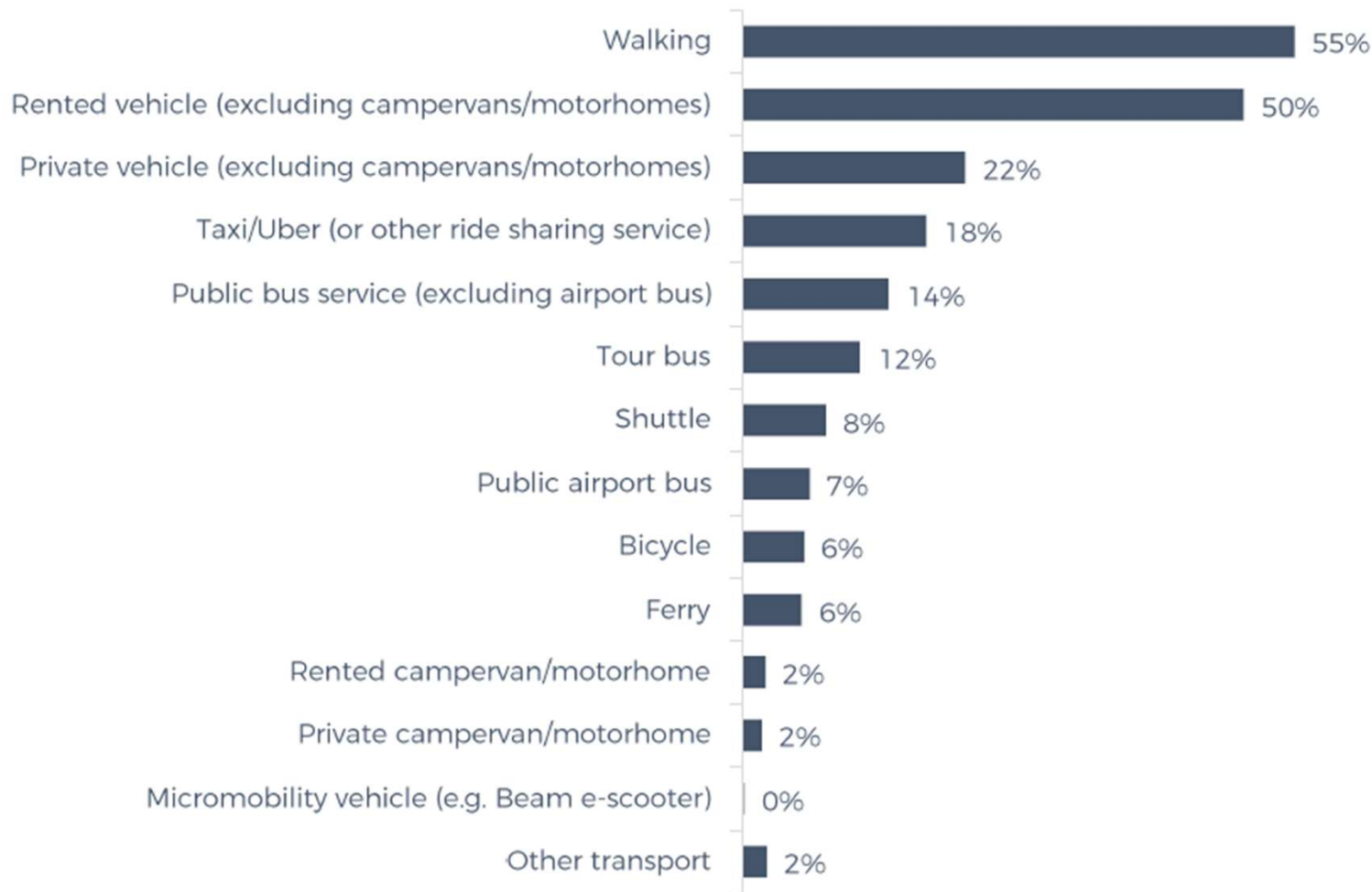


- ▶ Most visitors to the region arrive by air (59%), while 43% travel by rented or private vehicle. Domestic visitors are more likely to arrive via scheduled domestic flights or private vehicles, while international visitors predominantly arrive on scheduled international flights and are more likely to use rental vehicles.
- ▶ Half 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.
- ▶ Traffic, parking, and congestion, particularly between Frankton and the CBD, are the primary pain points, with high parking costs and roadworks contributing to frustration.

Visitor Mode of Transport - Queenstown

61

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



Domestic
Visitors

43%

41%

36%

12%

13%

8%

5%

3%

7%

6%

1%

3%

0%

3%



International
Visitors

64%

57%

11%

23%

16%

15%

11%

10%

5%

6%

4%

1%

0%

2%

Dispersal within District – Queenstown visitors

62

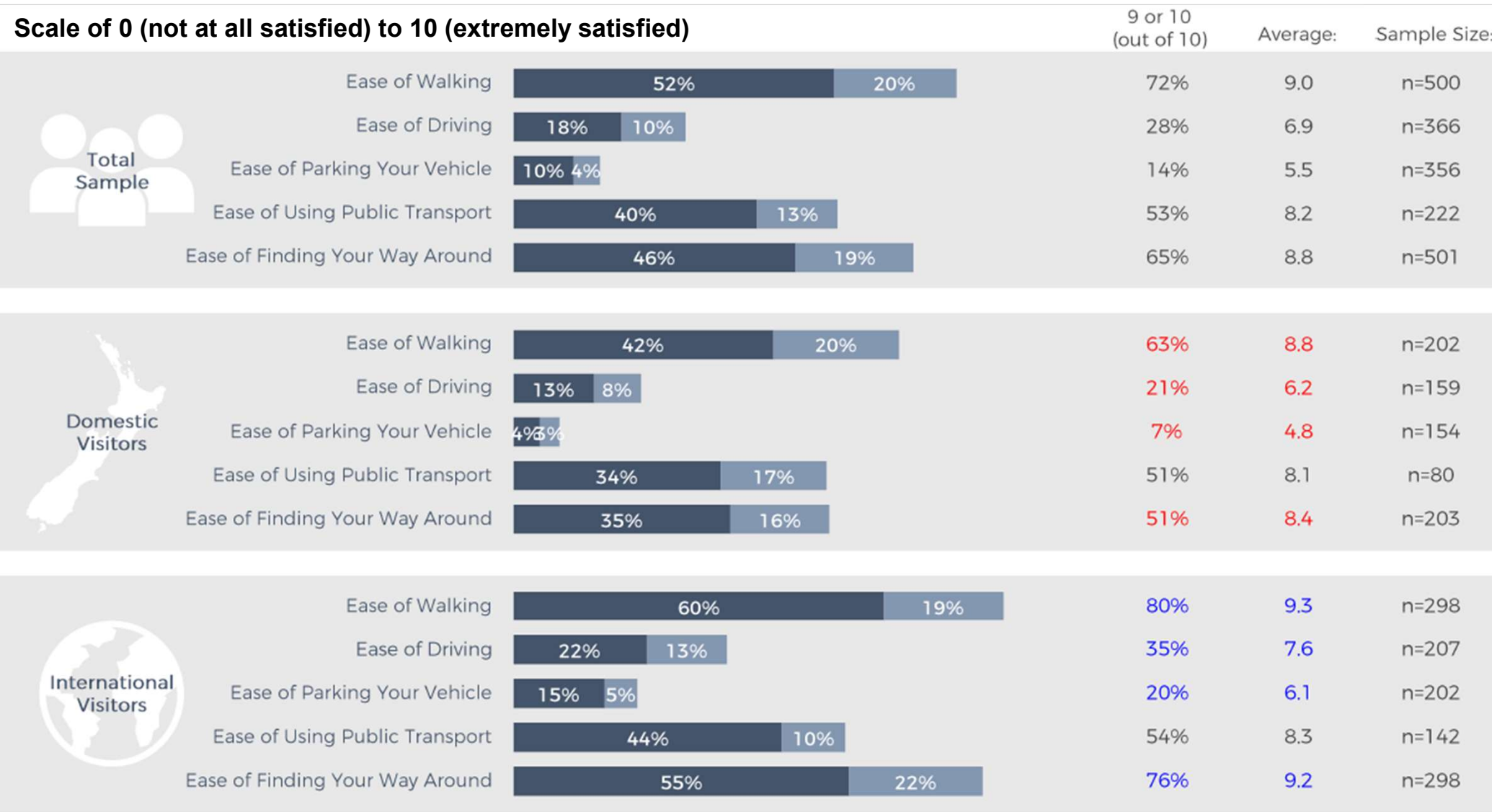
What Queenstown / Wānaka locations have you visited, or did you visit, on your trip?

	Total Sample	Domestic Visitors	International Visitors
Queenstown town centre	92%	89%	94%
Arrowtown	70%	75%	66%
Arthur's Point	25%	22%	28%
Frankton	53%	63%	45%
Glenorchy	30%	25%	34%
Kingston	10%	7%	13%
Gibbston Valley	21%	23%	19%
Kelvin Heights/Kelvin Peninsula	12%	17%	9%
Lake Hayes	20%	23%	17%
Other Queenstown urban area	21%	20%	21%
Wānaka (NET)	53%	39% ▼	64% ▲
Wānaka town centre	47%	34%	58%
Lake Hāwea	19%	11%	26%
Glendhu Bay and surrounds	6%	4%	9%
Luggate	4%	4%	3%
Makarora and surrounds	4%	1%	6%
Cardrona Valley	23%	19%	26%
Other Wānaka urban area	4%	3%	5%

Visitor Mode of Transport - Queenstown

63

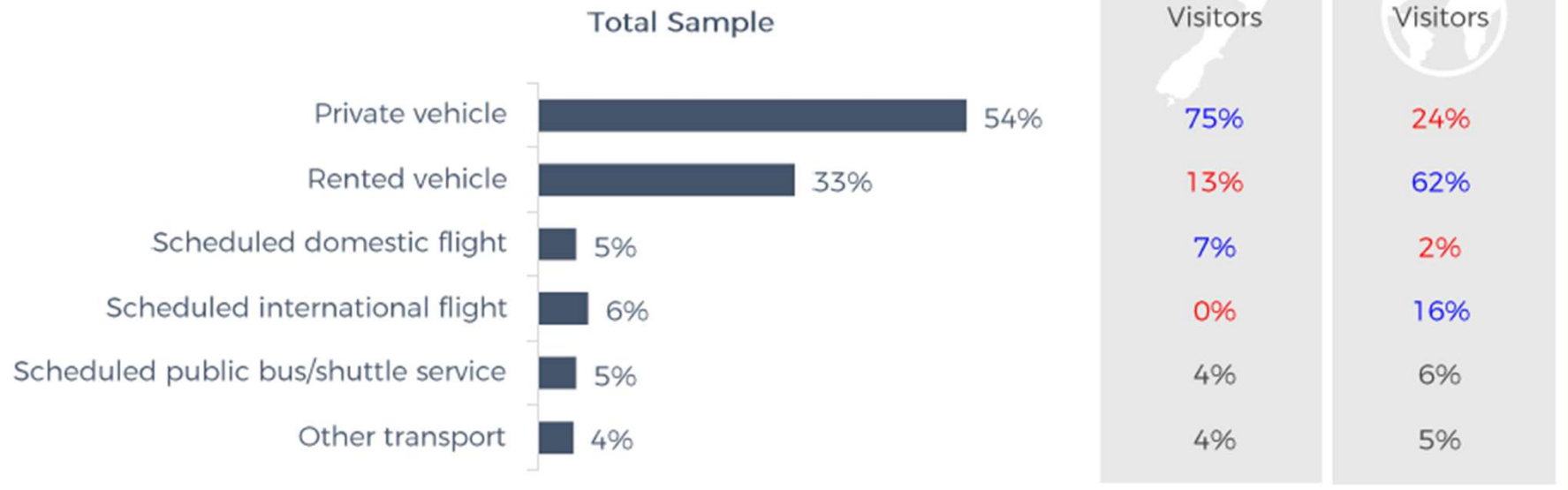
How satisfied are you with these aspects of transport in Queenstown?



Visitor Mode of Transport – Wānaka

64

How did you arrive in Wānaka?

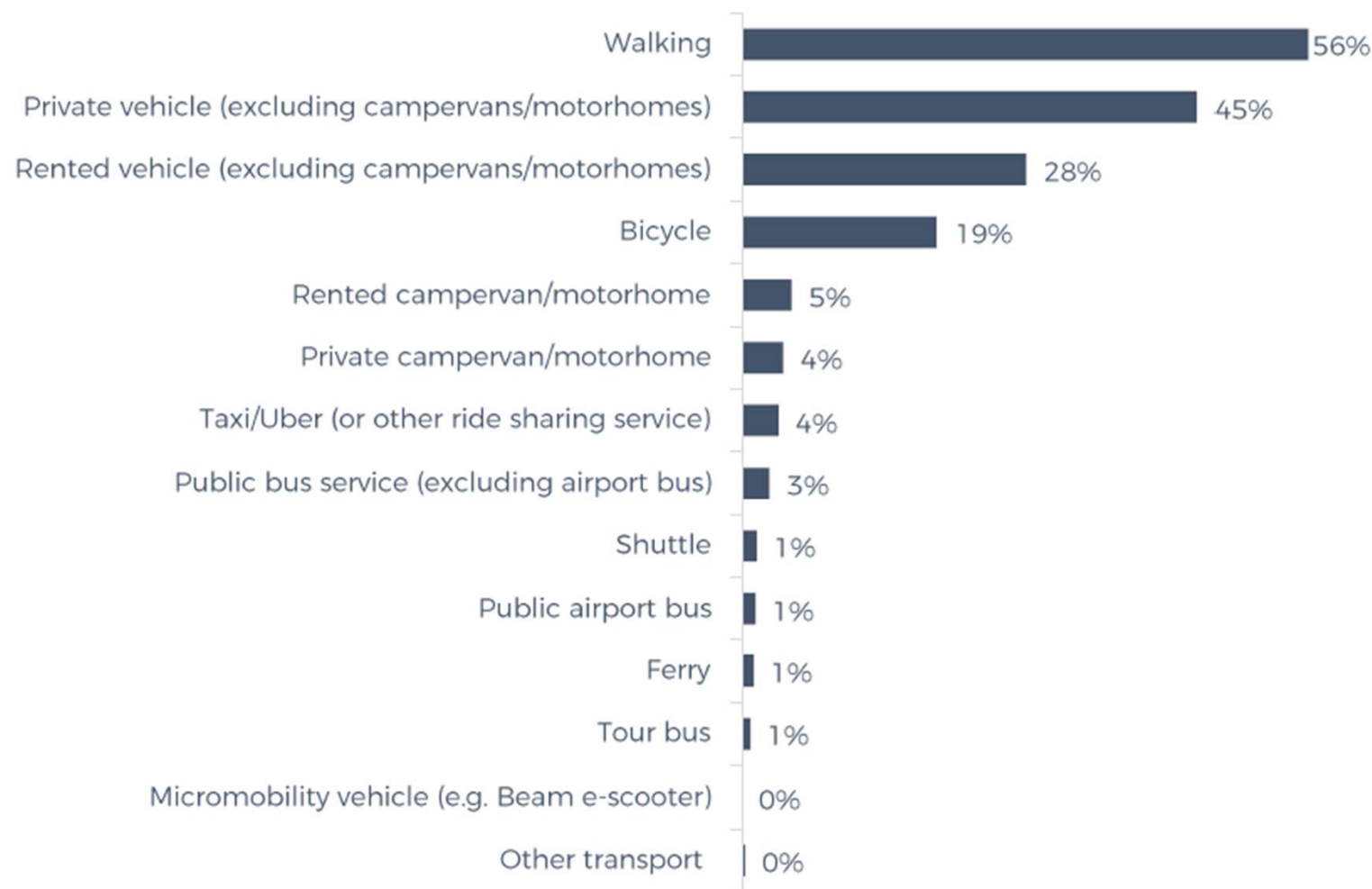


- ▶ Most visitors arrive in Wānaka by vehicle (87%). Domestic visitors are significantly more likely to arrive by private vehicle (75%), while international visitors predominantly use rental vehicles (62%).
- ▶ Within the region, walking (56%) and private vehicles (45%) are the most common modes of transport. Domestic visitors are more likely to use private vehicles and bicycles, while international visitors are more likely to use rental vehicles and campervans.
- ▶ Visitors are highly satisfied with how easy Wānaka is to navigate, particularly for walking and finding their way around town.
- ▶ Driving and parking receive more mixed feedback, while public transport is a weaker part of the transport experience.
- ▶ International visitors tend to report higher satisfaction than domestic visitors across most measures.
- ▶ Areas for improvement focus on pressures from the growing region, specifically concerns about traffic, parking, better public transport, safer walking access, crowding, and development affecting perceptions of Wānaka's small-town character.

Visitor Mode of Transport – Wānaka

65

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



Domestic
Visitors



59%

62%

16%

26%

1%

3%

3%

1%

1%

2%

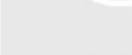
1%

1%

0%

0%

International
Visitors



51%

20%

47%

9%

11%

6%

4%

6%

2%

1%

2%

1%

0%

1%

Dispersal within District – Wānaka visitors

66

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

	Total Sample	Domestic Visitors	International Visitors
Queenstown town centre	41%	31%	57%
Arrowtown	29%	27%	33%
Arthur's Point	8%	7%	9%
Frankton	20%	22%	16%
Glenorchy	14%	8%	24%
Kingston	5%	3%	8%
Gibbston Valley	6%	4%	9%
Kelvin Heights/Kelvin Peninsula	2%	2%	2%
Lake Hayes	6%	6%	6%
Other Queenstown urban area	6%	4%	9%
Queenstown (NET)	53%	47% ▼	61% ▲
Wānaka town centre	97%	97%	97%
Lake Hāwea	34%	32%	37%
Glendhu Bay and surrounds	26%	28%	24%
Luggate	7%	9%	5%
Makarora and surrounds	11%	7%	17%
Cardrona Valley	28%	28%	27%
Other Wānaka urban area	28%	30%	24%

Visitor Mode of Transport – Wānaka

67

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

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

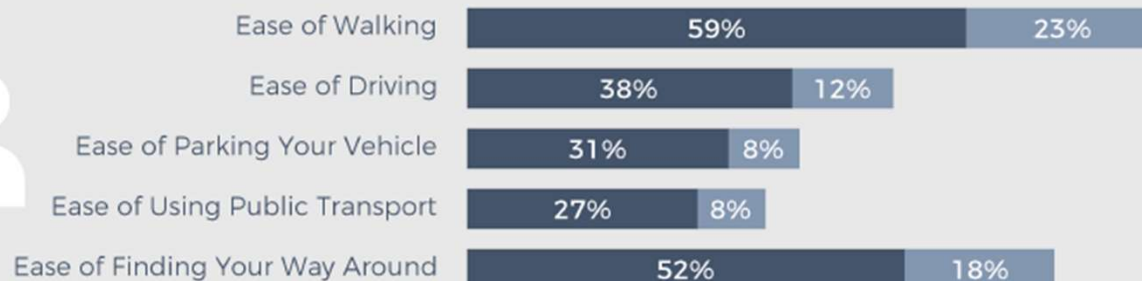
9 or 10
(out of 10)

Average:

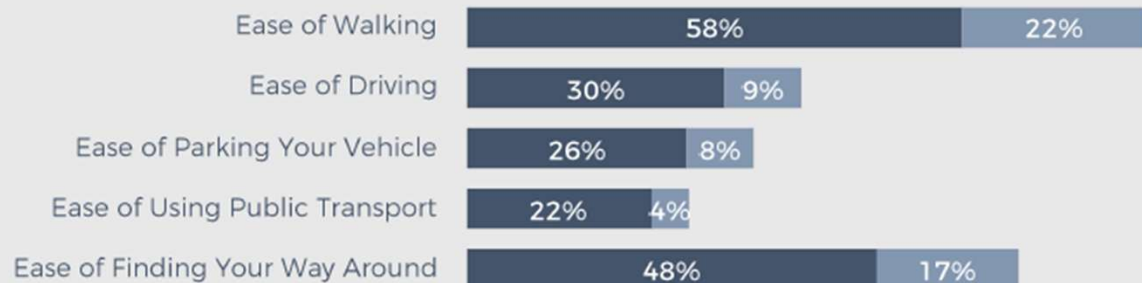
Sample Size:



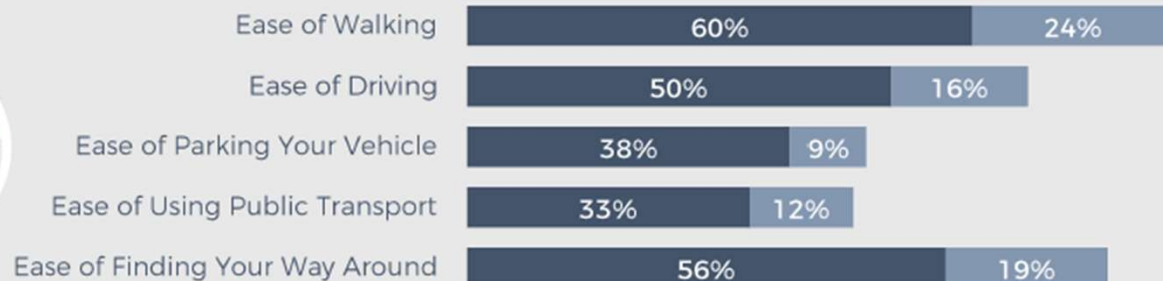
Total
Sample



Domestic
Visitors



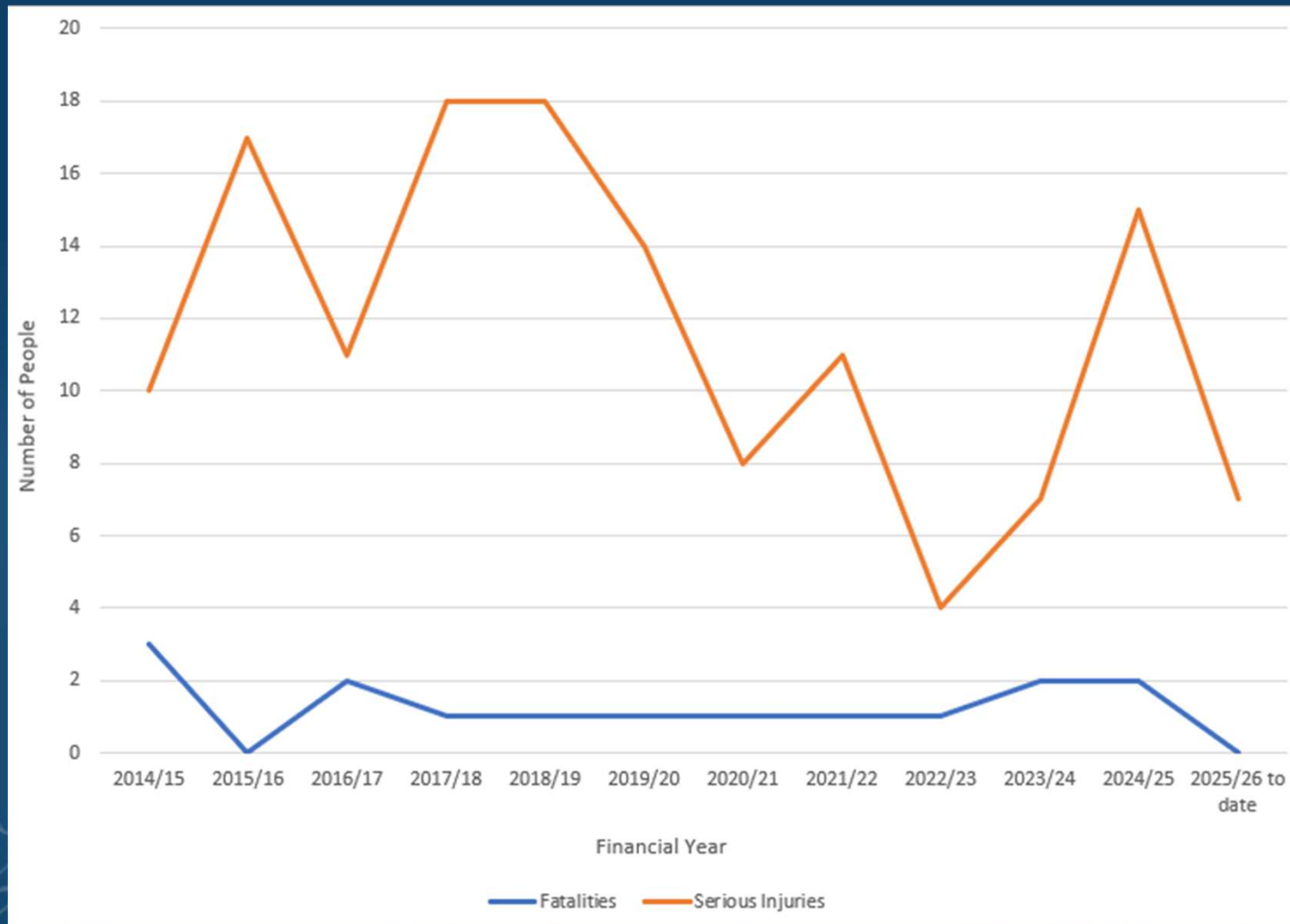
International
Visitors



DSI's on the Network

68

- ▶ Annual change in number of fatalities and serious injuries on the local road network



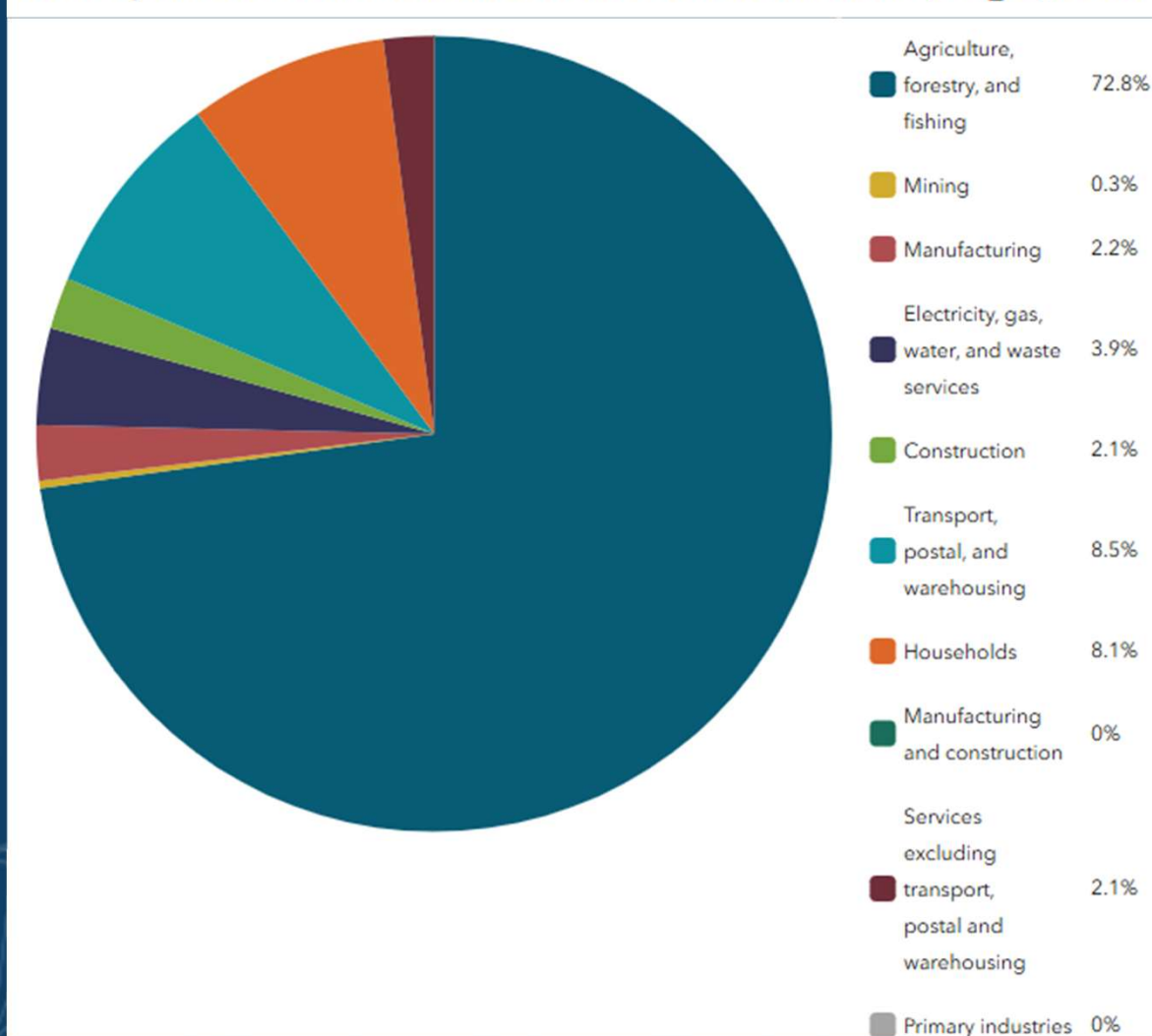
- ▶ Data from NZTA's CAS system
- ▶ Reporting is on local roads only i.e. does not include crashes that occur on private roads, off road tracks or areas, in private developments, or on State Highways

2024 Regional Transport Emissions

69

- ▶ Data for Otago Region (data not broken down into individual districts) for 2024 emissions
- ▶ Total Regional Emissions
 - 5,170 kt CO₂-e
 - 0.2% increase on total regional emissions from 2023
- ▶ Transport, Postal and Warehousing
 - 439 kt CO₂-e
- ▶ Household Transport
 - 368 kt CO₂-e
- ▶ **Total Regional Transport Emissions**
 - **807 kt CO₂-e**
 - 0.9% increase on total regional transport emissions from 2023
- ▶ Transport contribution to total emissions
 - 15.6%
- ▶ kt CO₂-e = kilotonnes carbon dioxide equivalent emissions
- ▶ Data from Stats NZ

Industry and household contributions to total emissions (CO₂-e), 2024

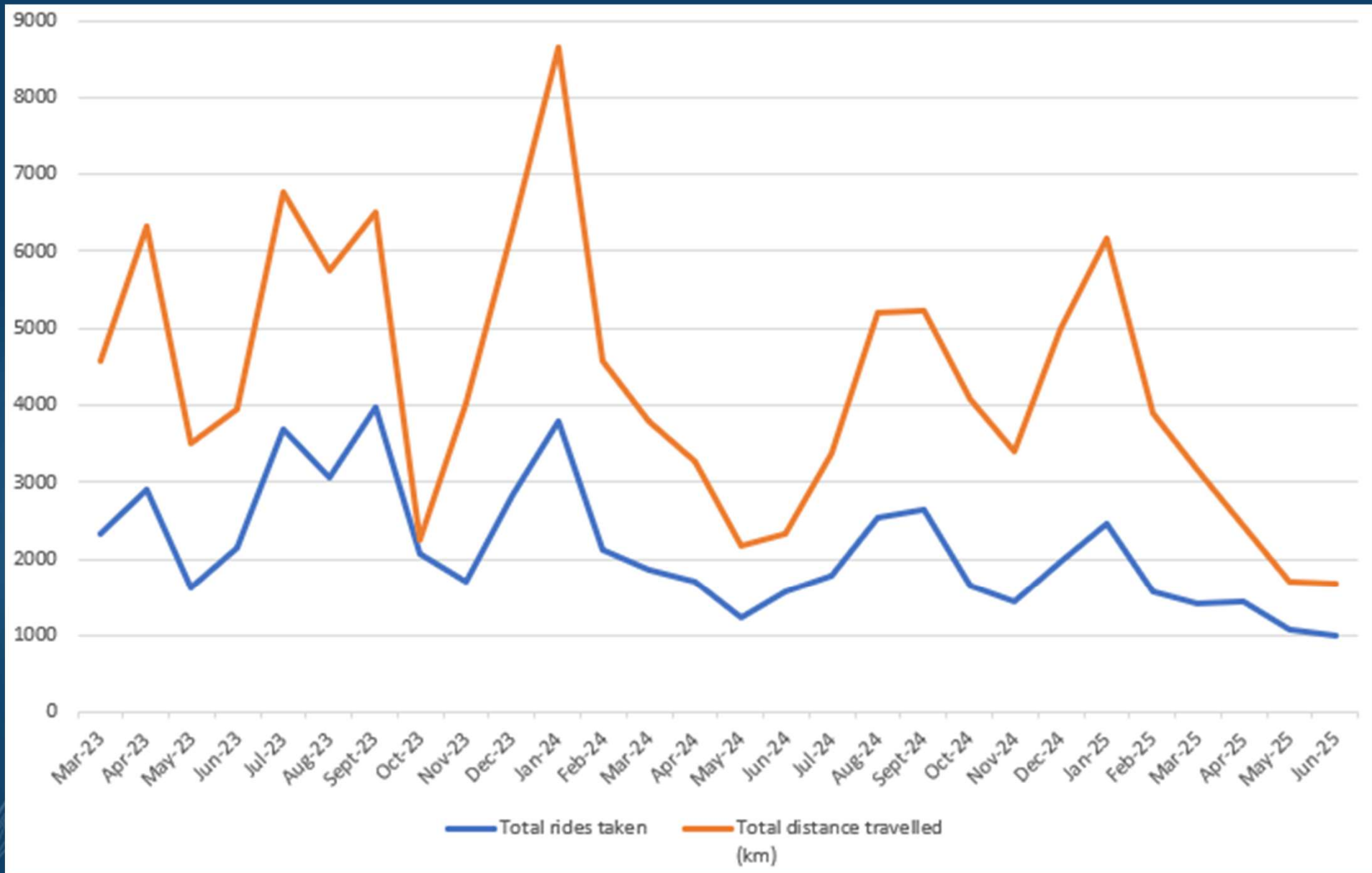


Beam E-Scooters

70

- ▶ Beam e-Scooters were operating on a trial in Queenstown since April 2023. However, in July 2025 the decision was made by Council to not permit the scheme to expand onto public land. As a consequence, the MOU between Beam and QLDC was formally concluded and Beam made the decision to withdraw from the district. Therefore reporting on Beam e-scooters was concluded at the end of the 2024/25 financial year.
- ▶ Total trips taken on e-scooters throughout trial = 59,557
 - ▶ Average of 2,127 trips a month
- ▶ Total distance travelled on e-scooters throughout trial = 119,999.3 km
- ▶ Average distance travelled per trip was 2.02 kms
- ▶ Average length of time for an e-scooter trip was 15.5 mins
- ▶ There was an average of 76 active **local** users per month against an average of 944 total active Beam users per month.
- ▶ The average Trips per Vehicle per Day (TPVD) was 0.58 TPVD
 - ▶ Based on an average of 119 scooters deployed at any one time

Beam E-Scooter Monthly Trips and Distance Travelled



► Data sourced from monthly reports provided by Beam to QLDC

Public EV Chargers

72

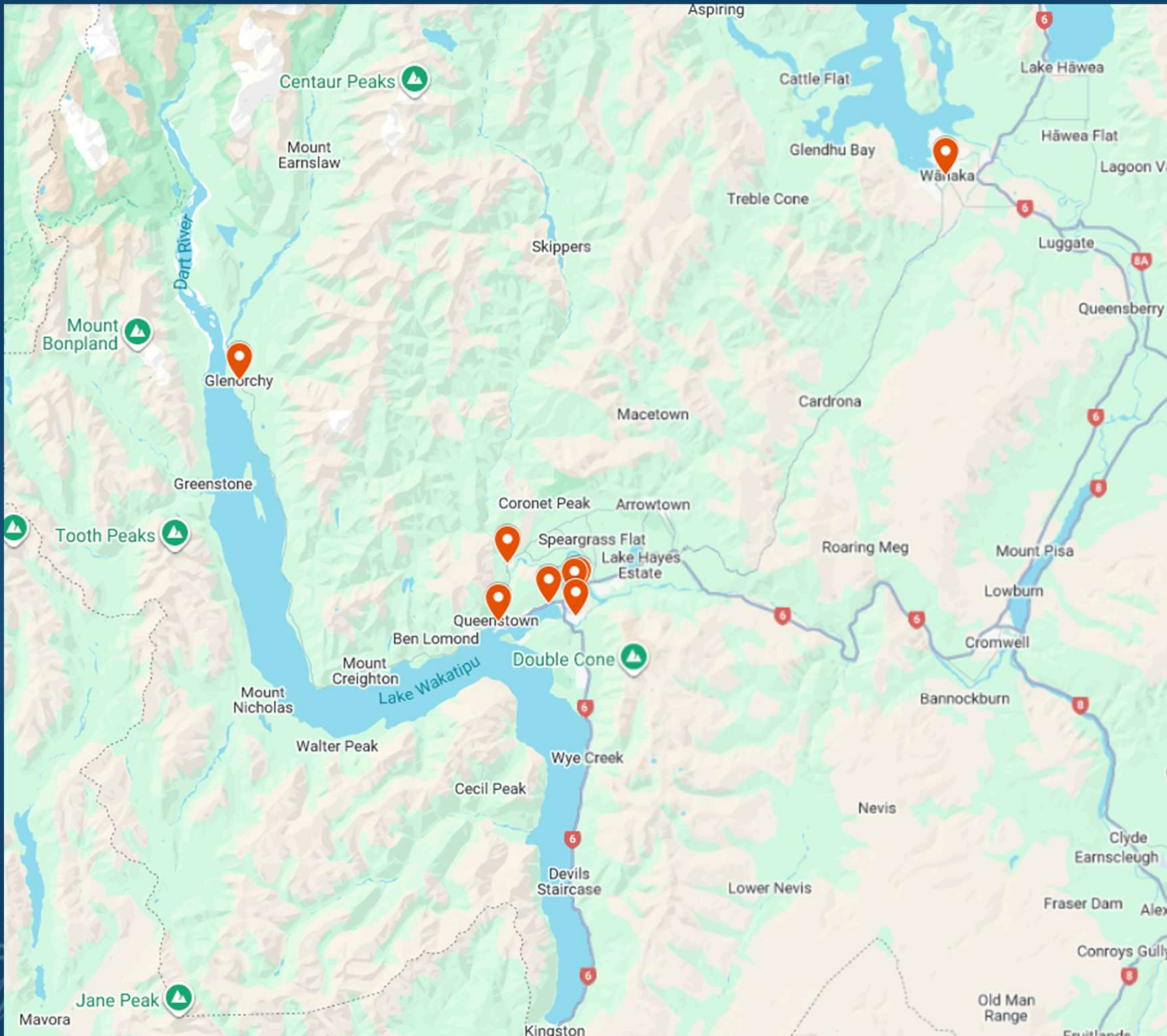
- ▶ There are currently 19 public EV chargers in the district
- ▶ These are distributed across 8 locations, as shown in the below table

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

73



- Data sourced from EECA Public EV Charger Dashboard

Reporting from Census Data

74

- ▶ 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 or 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 transport¹⁷ mode share for journey to education

Cycling mode share for journey to education

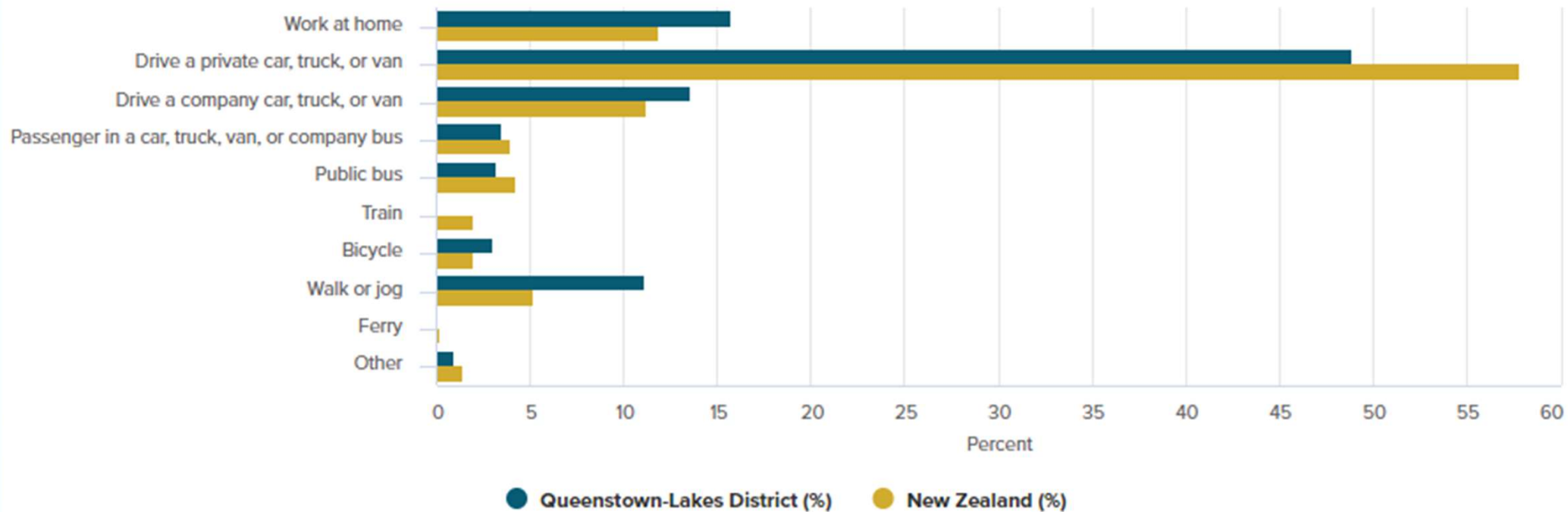
Walking mode share for journey to education

Mode Share for Journey to Work

75

► Data from Stats NZ 2018 Census

Main means of travel to work for people in Queenstown-Lakes District and New Zealand, 2018 Census

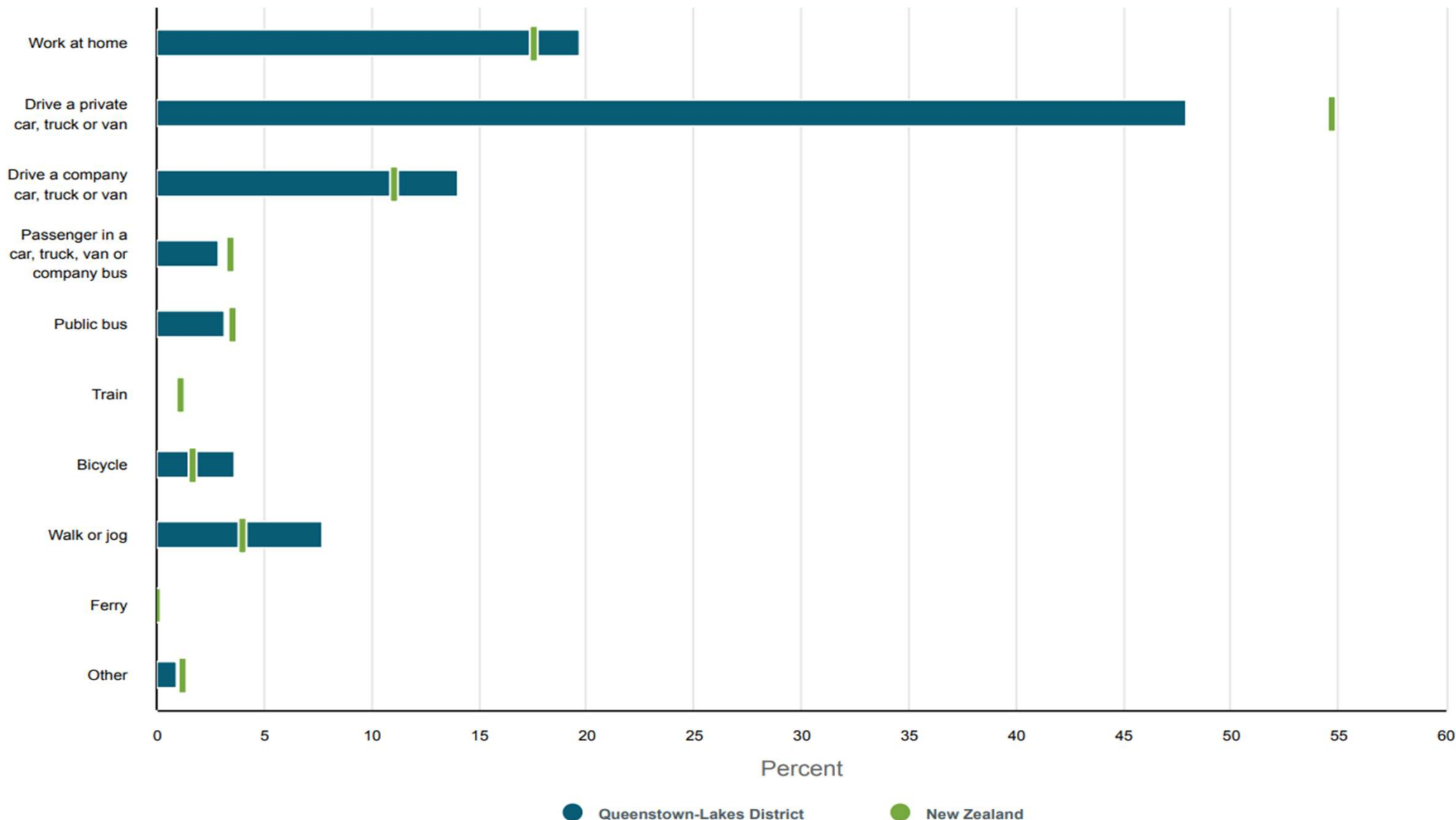


Mode Share for Journey to Work

76

► 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

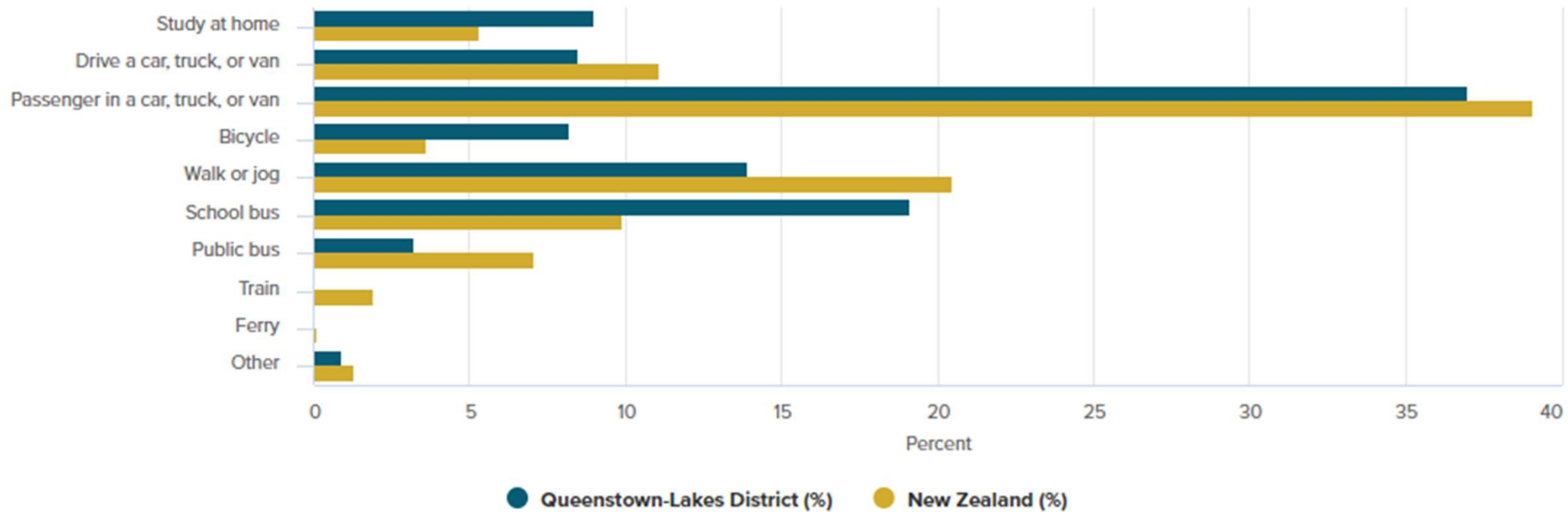


Mode Share for Journey to Education

77

► Data sourced from Stats NZ 2018 Census

Main means of travel to education for people in Queenstown-Lakes District and New Zealand, 2018 Census

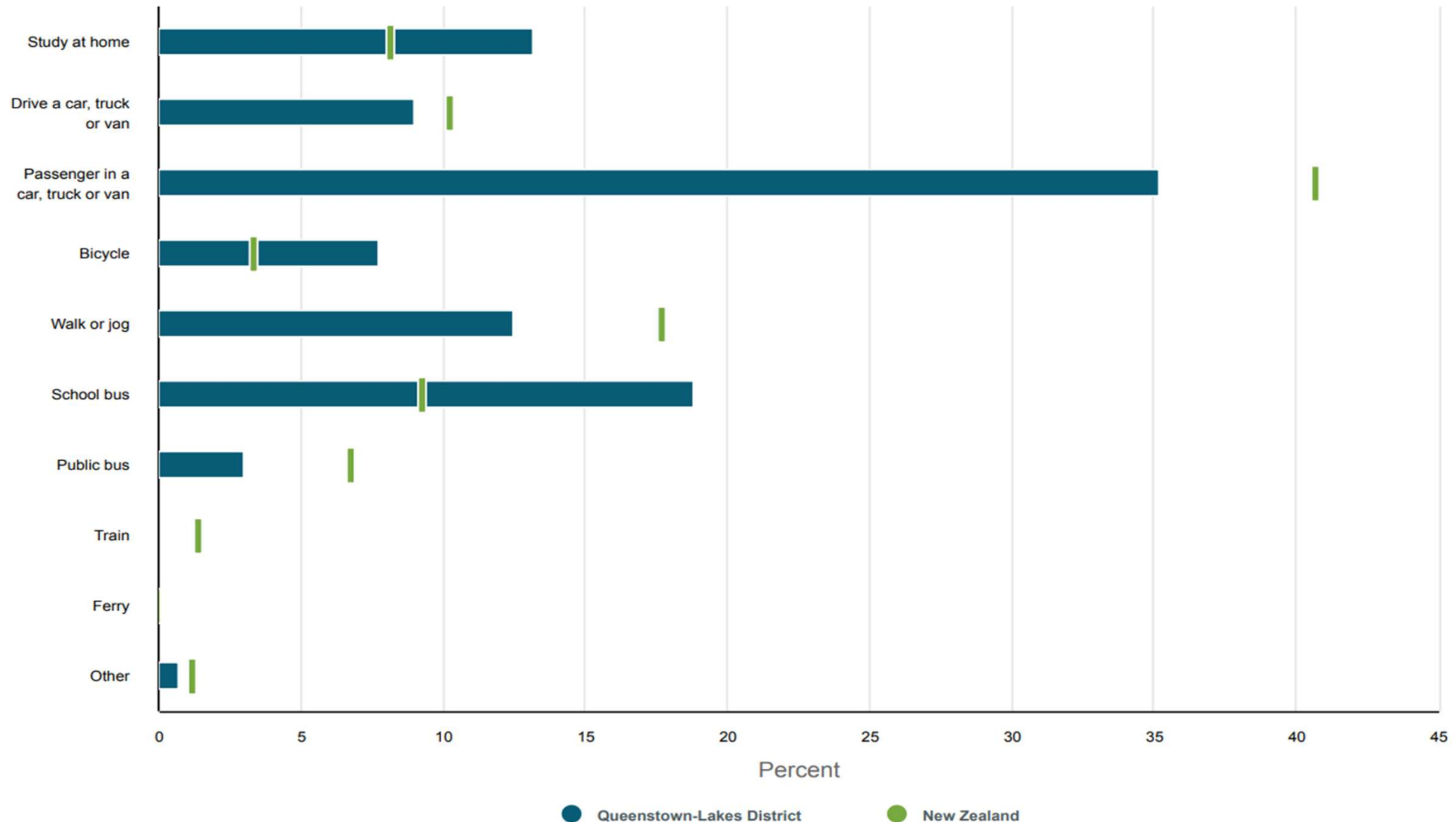


Mode Share for Journey to Education

78

► 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

79

- ▶ 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:

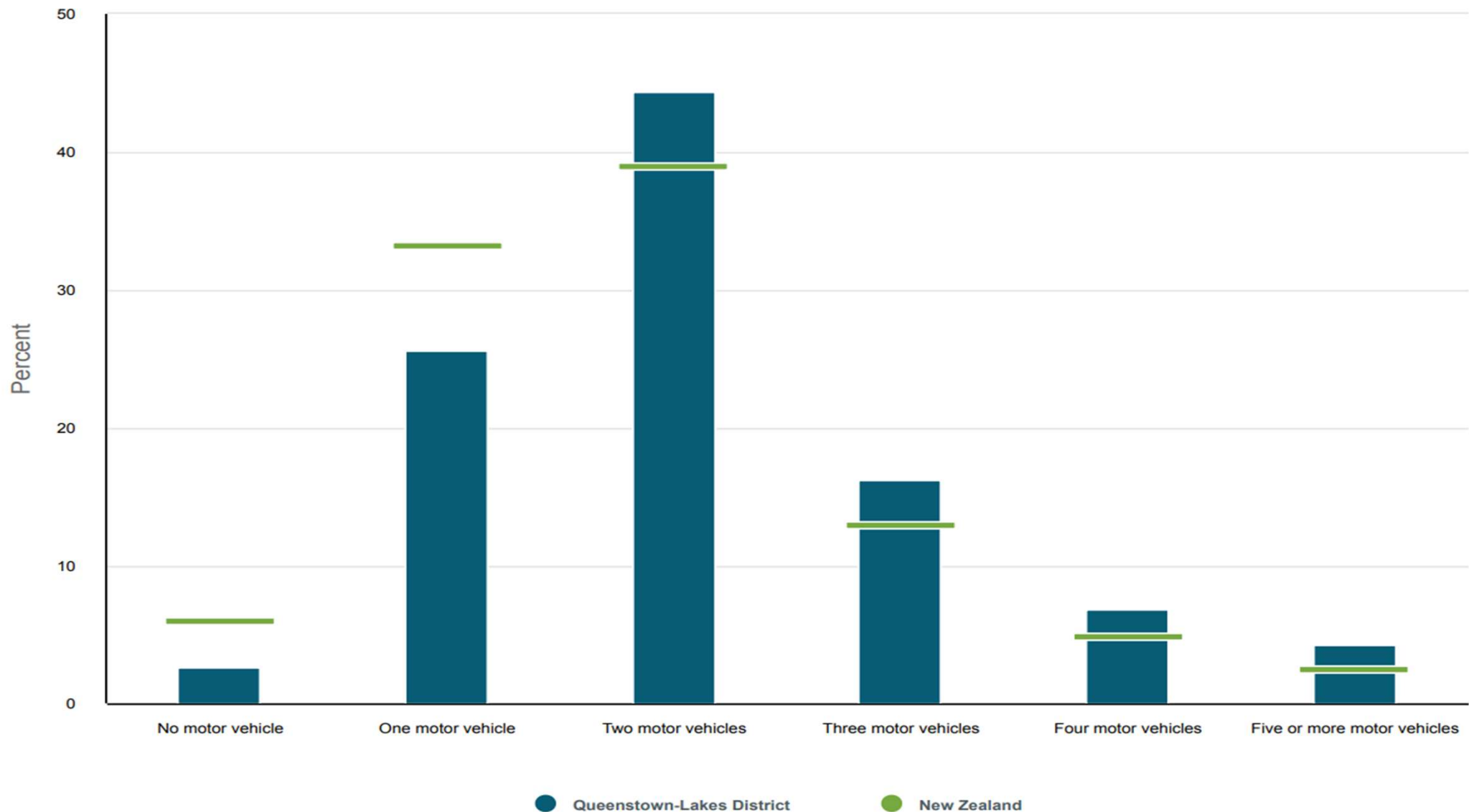
- ▶ Farm vehicles not licensed for road use
- ▶ Motorbikes or scooters
- ▶ Vehicles used only for business
- ▶ Vehicles that belong to visitors
- ▶ Vehicles occasionally borrowed from another household.

Number of motor vehicles per household

80

► Data sourced from Stats NZ 2023 Census

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



Mode of Transport to and from Queenstown Airport

81

	Monthly Average	% Share
SkyDrive	247	0.1%
EZI/CWA	501	0.3%
Bikes	620	0.4%
Park & Ride	1,017	0.6%
Uber/Other	1,160	0.7%
Super Shuttle	5,555	3.1%
Public Bus	7,181	4.1%
Large Coach	9,767	5.5%
Commercial Car Park	12,455	7.0%
20 minute parkers	17,569	9.9%
Public Car Park	24,621	13.9%
Rental Car Operators	29,541	16.7%
P2 Pick ups	30,439	17.2%
Taxi Lane	36,394	20.6%
	177,067	100.0%

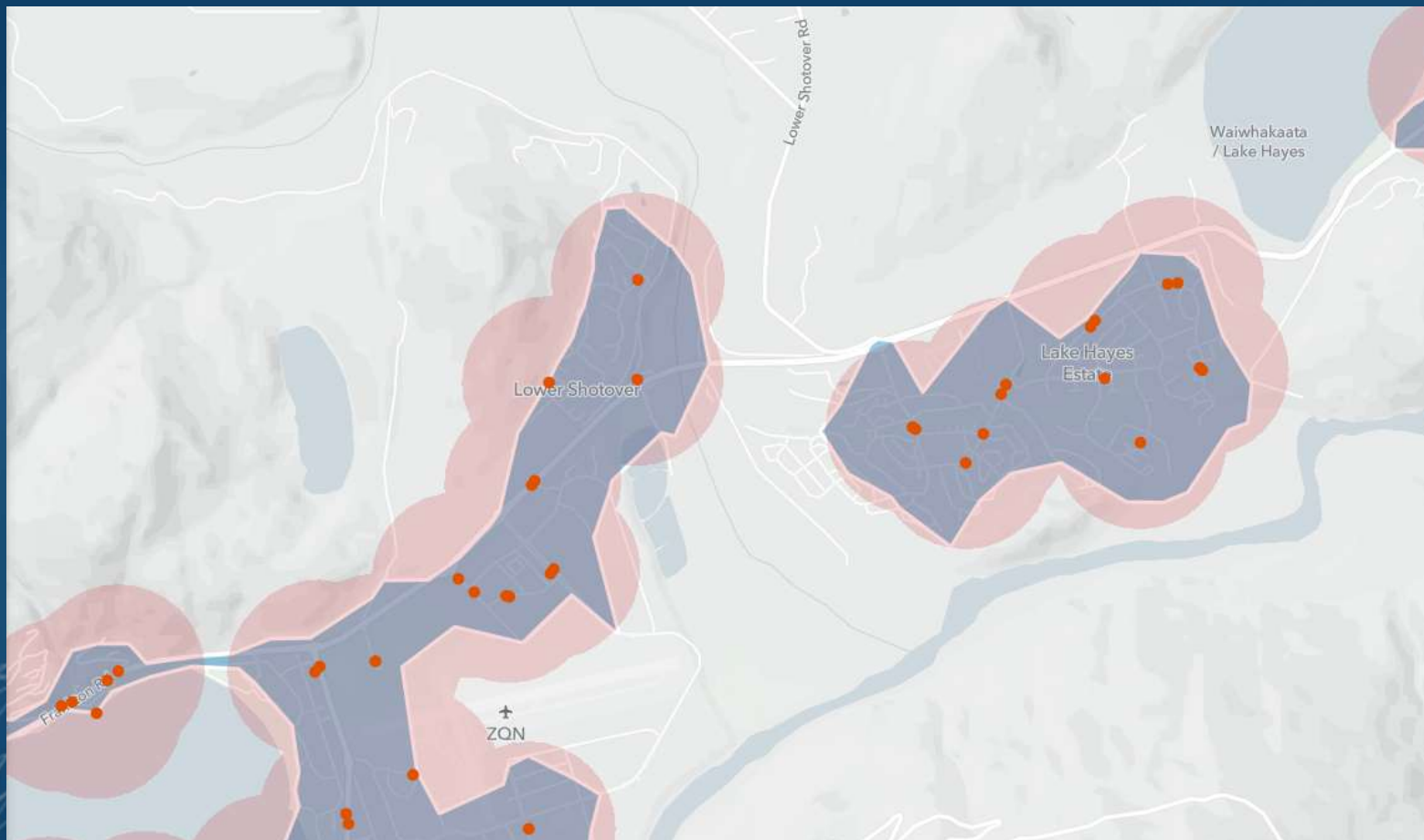
► Data showing monthly average from June 2023 – May 2024

► Data sourced from Queenstown Airport

PT Spatial Coverage

82

- ▶ Public transport spatial coverage – number of households within 500m
 - 6400 households within a 500m radius
 - However, only 4800 households within a 7min walkshed
- ▶ Walkshed is measured along the published pedestrian network, as illustrated below.



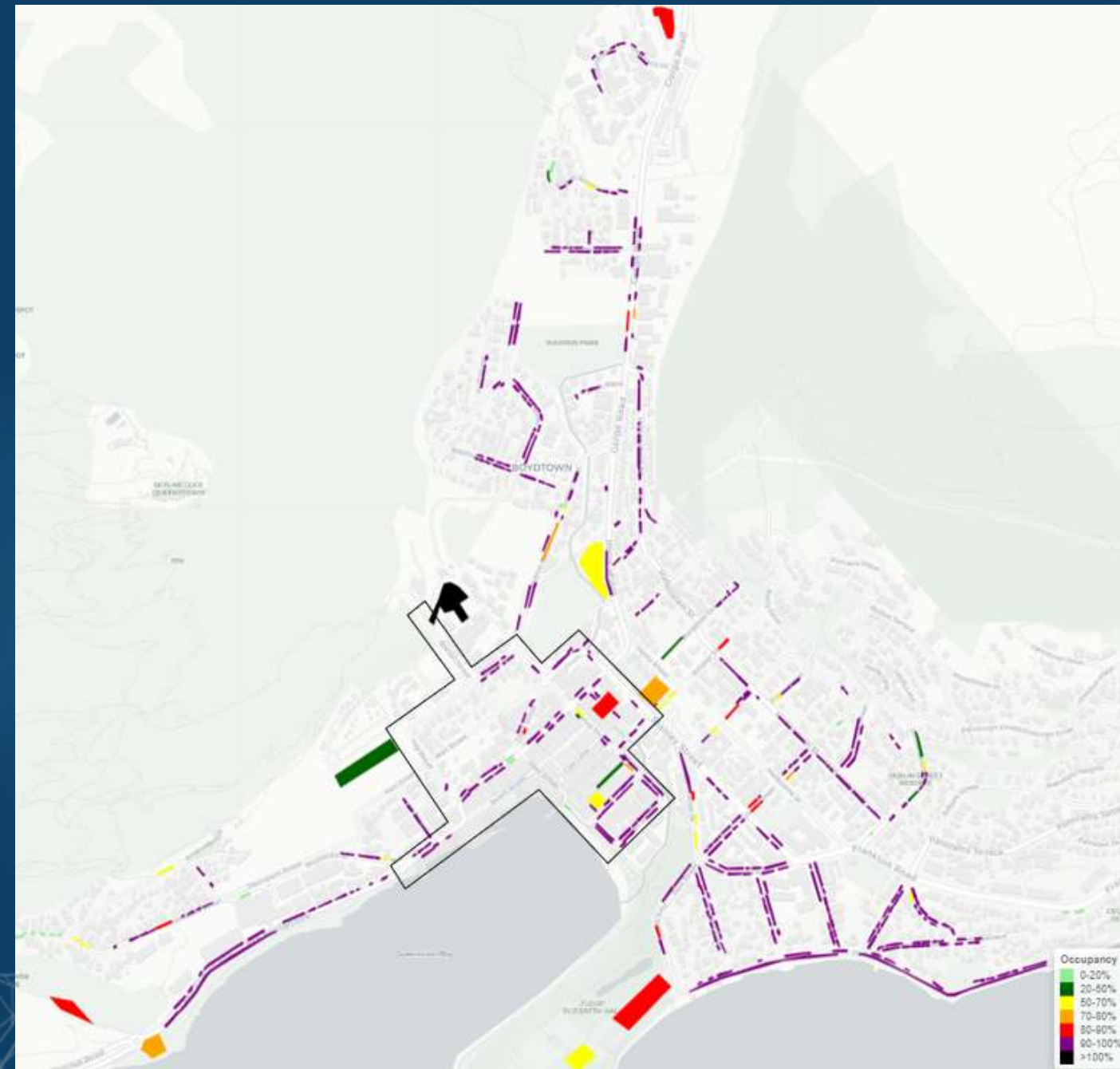
▶ Data sourced from ORC and is based on 2018 Census Survey

- ▶ Parking supply figures as of October 2023
 - ▶ Counts conducted in Queenstown, Frankton and Wānaka study areas as part of QLDC's Parking Strategy project
- ▶ Queenstown parking supply
 - ▶ 3,006 public parking spaces within Queenstown CBD area
 - ▶ 2,168 on street spaces and 838 off-street parks
 - ▶ Estimated 2,530 private parking spaces i.e. customer parking at supermarkets, hotels, local businesses, and private parking lots
- ▶ Frankton parking supply
 - ▶ 1,537 public parking spaces within Frankton
 - ▶ 1,497 on street spaces and 40 off-street parks
 - ▶ Estimated 1,560 private parking spaces i.e. customer parking at supermarkets, hotels and local businesses, (excluding airport parking)
- ▶ Wānaka parking supply
 - ▶ 2,091 public parking spaces within Wānaka CBD area
 - ▶ 1,620 on street spaces and 471 off-street parks
 - ▶ Estimated 984 private parking spaces i.e. customer parking at supermarkets, hotels, local businesses etc.

Parking Occupancy in Queenstown

84

- ▶ Peak parking demand recorded during parking surveys on Wednesday 21 February 2024 at 1pm
- ▶ Overall parking demand across survey area is 86%
- ▶ Parking demand in inner town centre is 76%
- ▶ Data sourced from QLDC's Parking Strategy project, including parking surveys conducted in Queenstown to form the Queenstown Parking Management Plan



Parking Occupancy in Queenstown

85

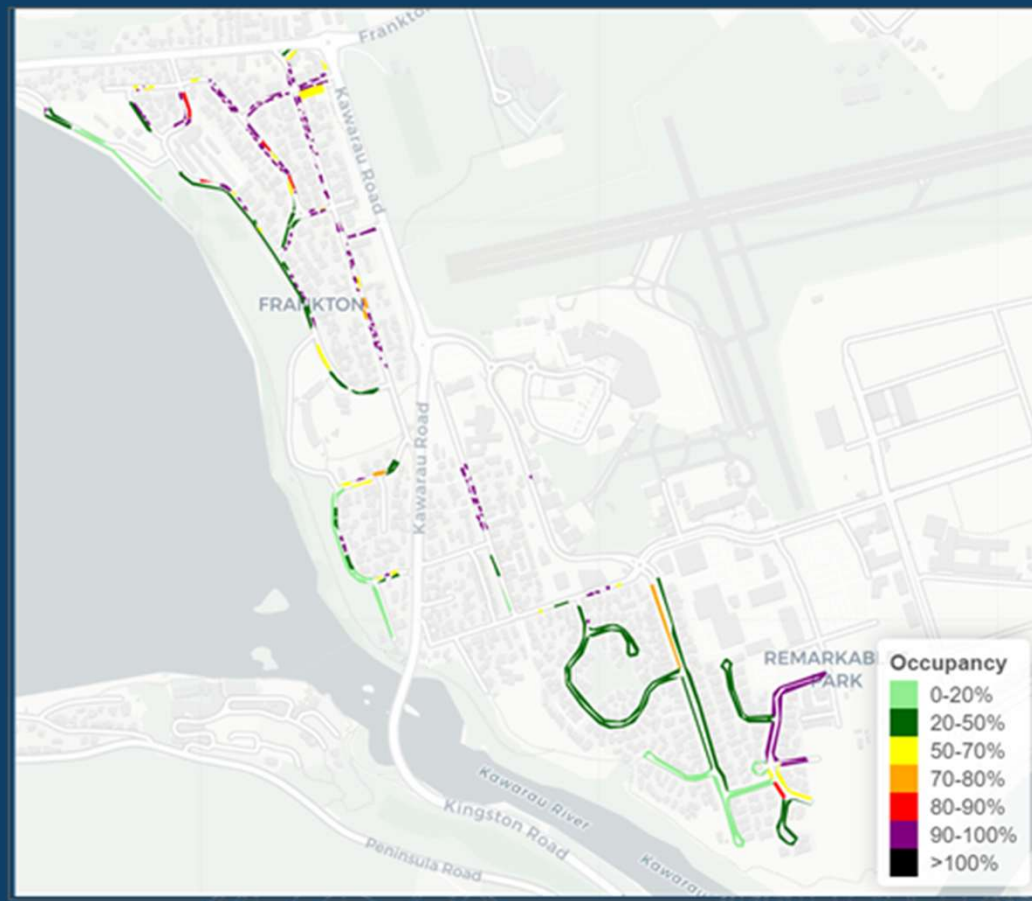
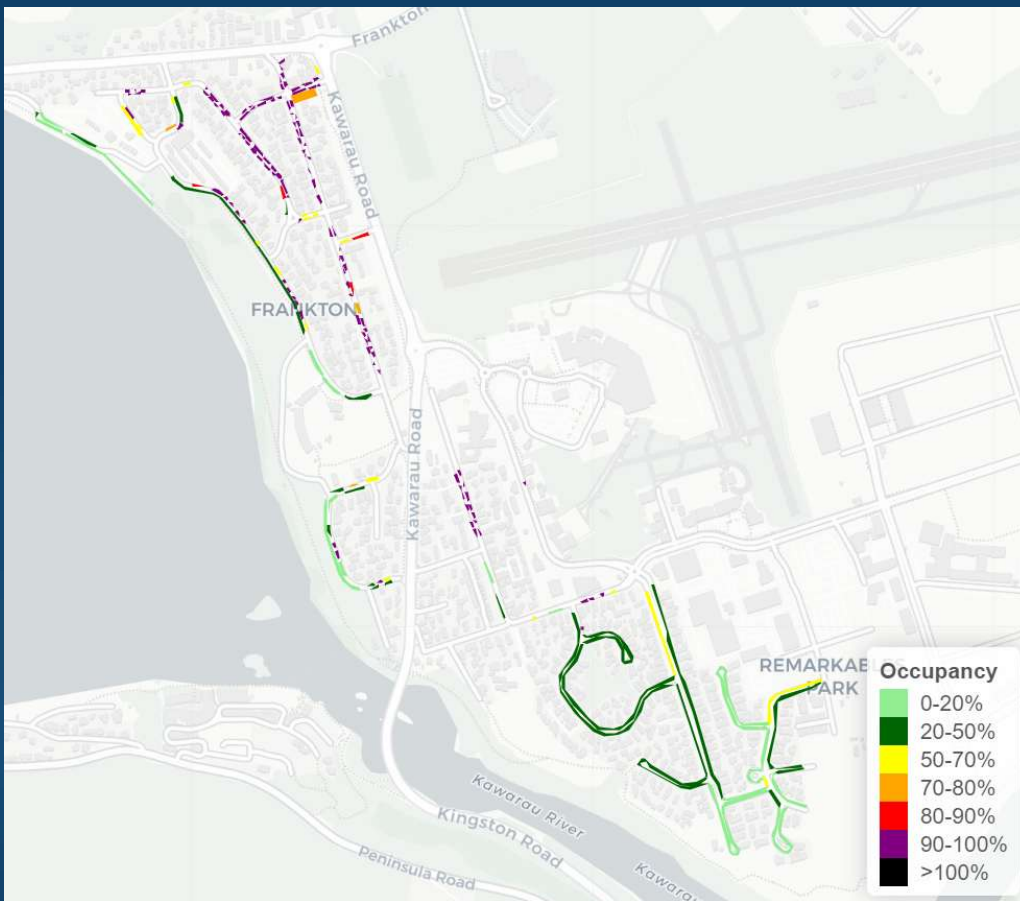
- Occupancy of public off-street car parks in Queenstown
 - Data recorded Wednesday 21 February 2024

									Restrictions	
Name	# car parks	700	900	1100	1300	1500	1700	1900	Time	Price (\$/hr)
Athol Street Car Park	52	4%	25%	73%	83%	81%	69%	85%	P240	\$6.20
Ballarat Street Car Park	45	22%	27%	53%	73%	71%	58%	82%	10P	\$3.10
Boundary Street Car Park	139	6%	45%	74%	65%	81%	55%	50%	10P	\$2.10
Brecon Street Car Park	56	41%	79%	95%	129%	91%	50%	48%	n/a	n/a
Church Street Car Park	110	19%	23%	29%	57%	55%	43%	51%	n/a	\$6.20
Gardens Carparks 1	60	15%	87%	87%	58%	72%	68%	20%	P240	n/a
Gardens Carparks 2	75	39%	85%	89%	85%	79%	88%	24%	P240	n/a
Industrial Car Park	65	97%	105%	114%	89%	85%	58%	32%	10P	n/a
Lake View Car Park	120	0%	3%	25%	48%	48%	29%	28%	10P	\$2.10
One Mile Carpark	40	3%	68%	100%	78%	83%	60%	63%	P240	n/a
One Mile Powerhouse	20	20%	55%	70%	80%	60%	40%	20%	n/a	n/a
Average		22%	50%	69%	73%	73%	56%	45%		

► Data sourced from QLDC's Parking Strategy project, including parking surveys conducted in Queenstown to form the Queenstown Parking Management Plan

Parking Occupancy in Frankton

86



► Peak parking demand – Wednesday 4 October 2023 at 1pm (school holidays)

► Peak parking demand – Monday 9 October 2023 at 11am (school term week)

► Data sourced from QLDC's Parking Strategy project, including parking surveys conducted in Frankton to form the Frankton Parking Management Plan

Parking Occupancy in Frankton

87

- ▶ Gray St carpark is the only public off-street carpark in Frankton (in study area for Parking Strategy project)
- ▶ Occupancy of public off-street car parks in Frankton
 - ▶ Data recorded October 2023
 - ▶ Week 1 is in school holidays, week 2 is in school term week

	Name	# car parks	700	900	1100	1300	1500	Restriction
Week 1	Gray Street Carpark	40	53%	83%	64%	69%	59%	10P
Week 2	Gray Street Carpark	40	29%	28%	33%	59%	31%	10P

▶ Data sourced from QLDC's Parking Strategy project, including parking surveys conducted in Frankton to form the Frankton Parking Management Plan

Parking Occupancy in Wānaka

88



▶ Peak parking demand recorded during parking surveys on Friday 23 February 2024 at 11am

▶ Overall parking demand across survey area is 74%

▶ Parking demand in inner town centre is 95%

▶ Data sourced from QLDC's Parking Strategy project, including parking surveys conducted in Wānaka to form the Wānaka Parking Management Plan

Parking Occupancy in Wānaka

89

- Occupancy of public off-street car parks in Wānaka
 - Data recorded Friday 23 February 2024

Name	# car parks	700	900	1100	1300	1500	Restriction
Brownston Street Carpark	75	56%	80%	83%	87%	73%	n/a
Dunmore Street Carpark	40	33%	100%	110%	73%	80%	P120
Lakefront Carpark	80	8%	49%	96%	109%	96%	P120
Pembroke Park Carpark	136	18%	52%	99%	87%	76%	P240
Roys Bay Carpark	70	10%	26%	27%	49%	39%	n/a
Watersports Carpark	70	21%	30%	53%	44%	53%	n/a
Average		23%	53%	79%	77%	70%	

► Data sourced from QLDC's Parking Strategy project, including parking surveys conducted in Wānaka to form the Wānaka Parking Management Plan

Vehicle Occupancy Counts

90

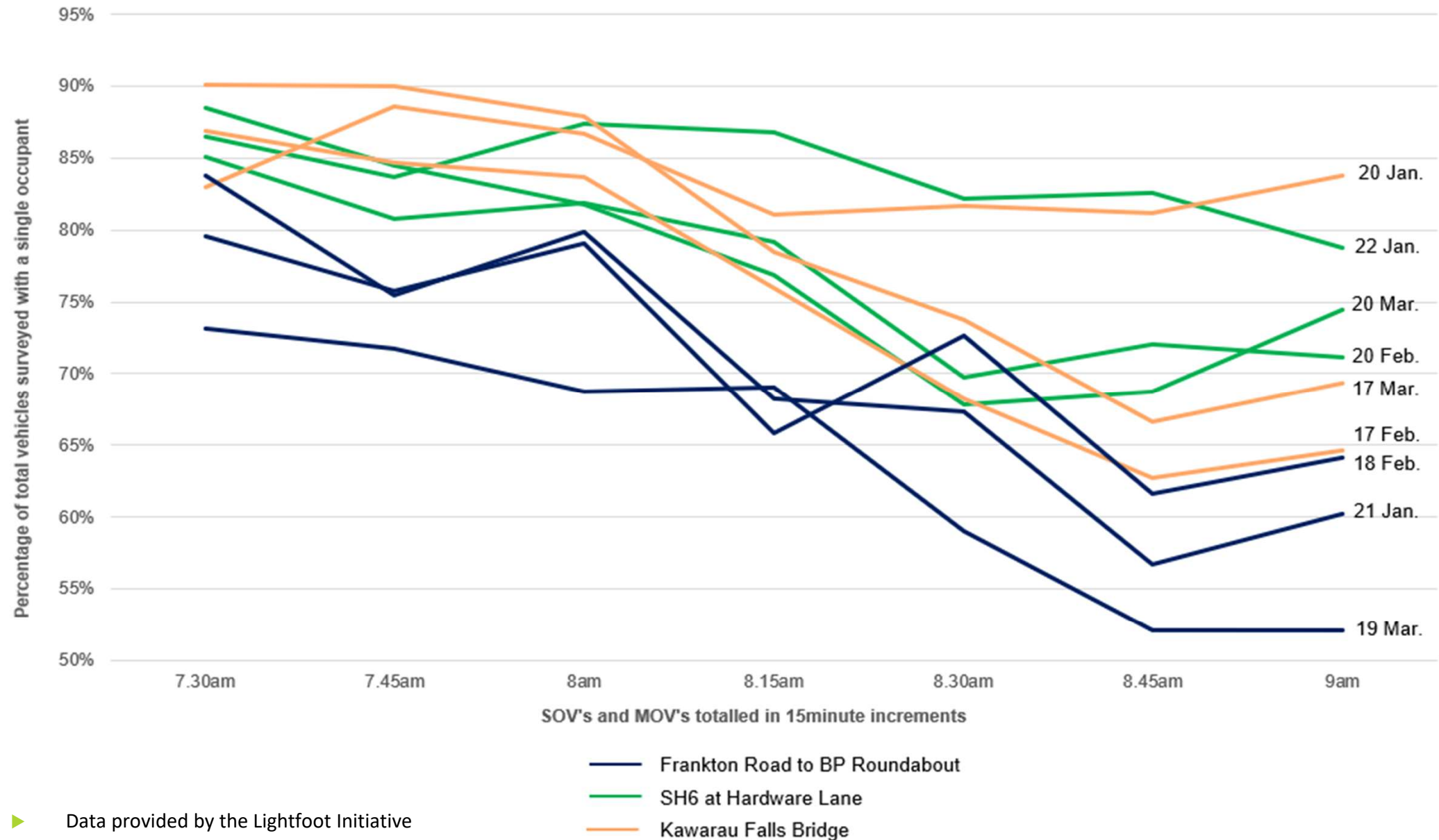
- ▶ Monthly vehicle occupancy counts at 3 sites in Queenstown have been conducted by the Lightfoot Initiative on 3 occasions each a month apart (January – March 2025).
 - ▶ SH6 at Hardware Lane
 - ▶ Frankton Road to BP Roundabout
 - ▶ Kawarau Falls Bridge
- ▶ Counts reflect the number of Single Occupancy Vehicles (SOV's) and Multi Occupant Vehicles (MOV's) moving past the manual survey counters from 7.15am – 9am.
 - ▶ Counts reflect number of SOV's and MOV's in 15-minute increments
- ▶ Buses, 2 wheeled vehicles, large trucks or any vehicle with a double rear wheelbase were excluded from this count.

Location	Date	Total SOV	% SOV	Total MOV	% MOV	Total Vehicles
SH6 at Hardware Lane	22/01/2025	2139	84%	405	16%	2544
	20/02/2025	2000	77%	595	23%	2595
	20/03/2025	2075	77%	608	23%	2683
Kawarau Falls Bridge	20/01/2025	1465	84%	282	16%	1747
	17/02/2025	1474	75%	497	25%	1971
	17/03/2025	1477	79%	394	21%	1871
Frankton Road to BP roundabout	21/01/2025	1126	71%	470	29%	1596
	18/02/2025	1148	71%	458	29%	1606
	19/03/2025	1028	64%	583	36%	1611

Vehicle Occupancy Counts

91

Single Occupancy Vehicles across three sites on three separate mornings



Vehicle Occupancy Counts

92

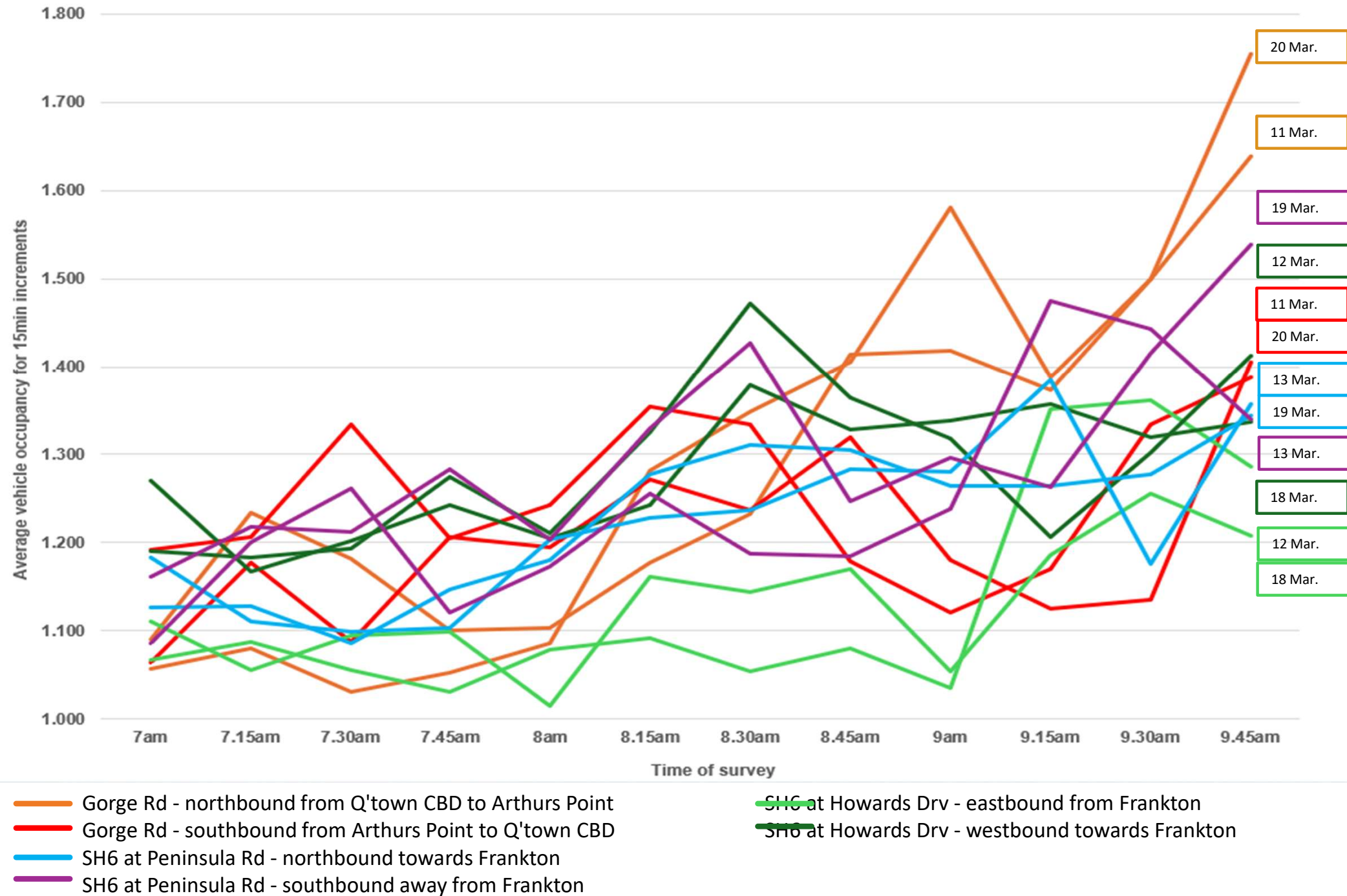
- ▶ QLDC commissioned a data collection exercise to capture general summer traffic patterns, in March 2025, including vehicle occupancy counts.
- ▶ Manual vehicle occupancy counts were therefore conducted at 3 sites:
 - ▶ Gorge Rd
 - ▶ SH6 at Howards Drive
 - ▶ SH6 at Peninsula Drive
- ▶ Counts were recorded separately for each direction of traffic
- ▶ Counts were recorded in both the morning (7am – 10am) and afternoon (3pm – 6pm) peaks, on two occasions for each site
- ▶ Includes cars, tradie-vans, SUVs (including tradie-use), people movers and vans used by the general public for what appeared to be personal use.
- ▶ Excludes campervans (eg Maui, Jucy), freedom camper vehicles, shuttle vans/buses (charter and for specific activities), trucks of any description, buses (charter & timetabled), motorcycles, and cyclists.

Total vehicles counted in each survey period				
	11/03/2025		20/03/2025	
	am	pm	am	pm
Gorge Rd northbound	483	1,021	663	1,089
Gorge Rd southbound	719	756	762	819
	12/03/2025		18/03/2025	
	am	pm	am	pm
SH6 at Howards Drv eastbound	1,181	1,711	1,013	1,481
SH6 at Howards Drv westbound	1,073	1,465	990	1,306
	13/03/2025		19/03/2025	
	am	pm	am	pm
SH6 at Peninsula Rd northbound	2,256	1,964	2,706	1,941
SH6 at Peninsula Rd southbound	1,575	2,706	1,552	2,647

Morning vehicle occupancy counts

93

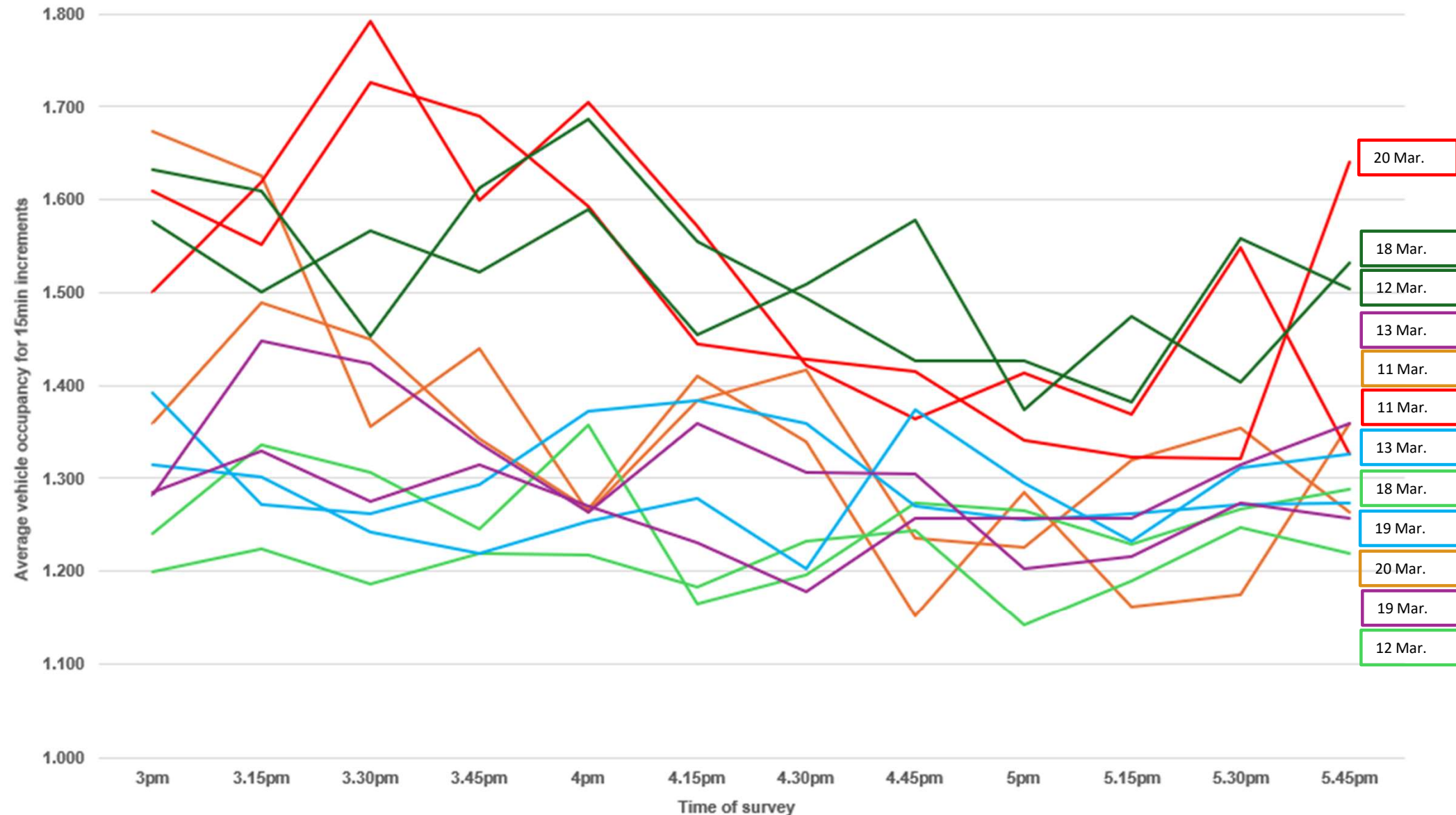
Average vehicle occupancy across 3 sites, in both directions on 2 occasions



Afternoon vehicle occupancy counts

94

Average vehicle occupancy across 3 sites, in both directions on 2 occasions



- Gorge Rd - northbound from Q'town CBD to Arthurs Point
- Gorge Rd - southbound from Arthurs Point to Q'town CBD
- SH6 at Peninsula Rd - northbound towards Frankton
- SH6 at Peninsula Rd - southbound away from Frankton

- SH6 at Howards Drv - eastbound from Frankton
- SH6 at Howards Drv - westbound towards Frankton

Transport Quarterly Monitoring Report

Prepared by the QLDC Transport Strategy Team

For more information, or for further detail on the data included, contact:

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Adrienne Hooper adrienne.hooper@qldc.govt.nz

A decorative graphic at the bottom of the slide consists of a series of interconnected white lines forming a wireframe mountain range against the dark blue background.