QUEENSTOWN LAKES DISTRICT COUNCIL

QLDC Transport Network Monitoring Snapshot Report

QUARTER 1 2025 / 26

1 JULY TO 30 SEPTEMBER 2025

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.

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Quarter 1 Report Overall Statement

- Total cycle counts on Active Travel route counters (new counters added for 2025/26) are 77,523 trips.
- Total pedestrian counts across the Active Travel route counters (new counters added for 2025/26) are 113,376 trips.
- Queenstown bus patronage for 2024/25* is 1,966,086 trips – representing an increase of 4% from 2023/24.
  - In comparison to growth across the district, the Whakatipu area had a 1.7% increase in resident population for 2024/25 from 2023/24.
- Queenstown ferry patronage for 2024/25 is 77,123 trips – representing a decrease of 4% from 2023/24.
- Bus reliability in Queenstown increased from an average of 88.03% in Q4 2023/24* to an average of 91.1% in Q4 2024/25.
- Traffic counts continue to increase with particularly noticeable increases at the SH6 between the BP roundabout and Airport, Kawarau Falls Bridge and SH6 south of Peninsula Rd counter sites.

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* At the time of report publication, ORC have only released data on public transport through to the end of the 2024/25 financial year

Contents

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Number of People on Bikes

- New counters have come online for the new year of reporting. This means that total counts are not directly comparable to 2024/25.
- Queenstown Cycle Counters Q1 total movements
  - Arthurs Point Trail * – 3,034
  - Cameron Place – 2,546 (13% ↑ on Q1 2024/25)
  - Frankton Beach – 9,698 (8% ↓ on Q1 2024/25)
  - Gorge Road – 4,276 (missing data for Q1 2024/25)
  - Malaghans Road – 1,114 (26% ↑ on Q1 2024/25)
- Wānaka Cycle Counters Q1 total movements
  - Anderson Road Shared Path * – 7,058
  - Aubrey Road Shared Path – 14,141 (4% ↓ on Q1 2024/25)
  - Ballantyne Rd Golf Course * - 6,010
  - Ballantyne Rd SH * - 10,158
  - Lakeside Road – 16,369 (6% ↑ on Q1 2024/25)
  - Lismore Shared Path * – 3,119
- **Total Cycle Counts for Q1 2025/26 – 77,523**

* New counter for 2025/26 reporting

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

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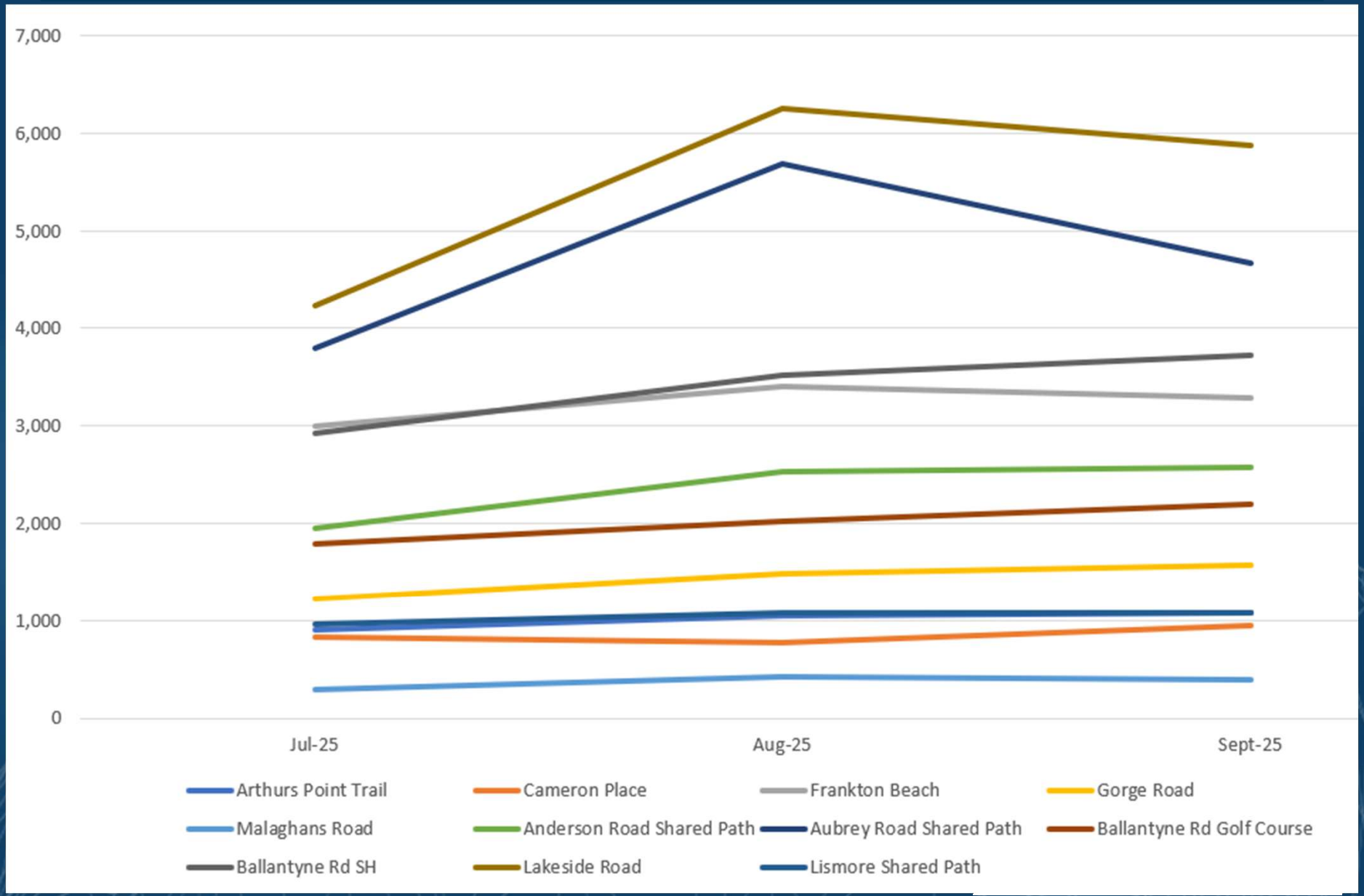
2025/26 Active Travel Routes Bike Counts



Number of People Walking

- New counters have come online for the new year of reporting. This means that total counts are not directly comparable to 2024/25.
- Queenstown Pedestrian Counters Q1 total movements
  - Arthurs Point Trail * – 6,653
  - Cameron Place – 6,032 (3% ↑ on Q1 2024/25)
  - Gorge Road – 6,898 (missing data for Q1 2024/25)
  - Malaghans Road – 1,400 (14% ↓ on Q1 2024/25)
- Wānaka Pedestrian Counters Q1 total movements
  - Anderson Road Shared Path * – 6,109
  - Aubrey Road Shared Path – 8,520 (8% ↓ on Q1 2024/25)
  - Ballantyne Rd Golf Course * - 6,497
  - Ballantyne Rd SH * - 22,877
  - Lakeside Road – 39,175 (10% ↑ on Q1 2024/25)
  - Lismore Shared Path * – 9,215
- **Total Pedestrian Counts for Q1 2025/26 – 113,376**

* New counter for 2025/26 reporting

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

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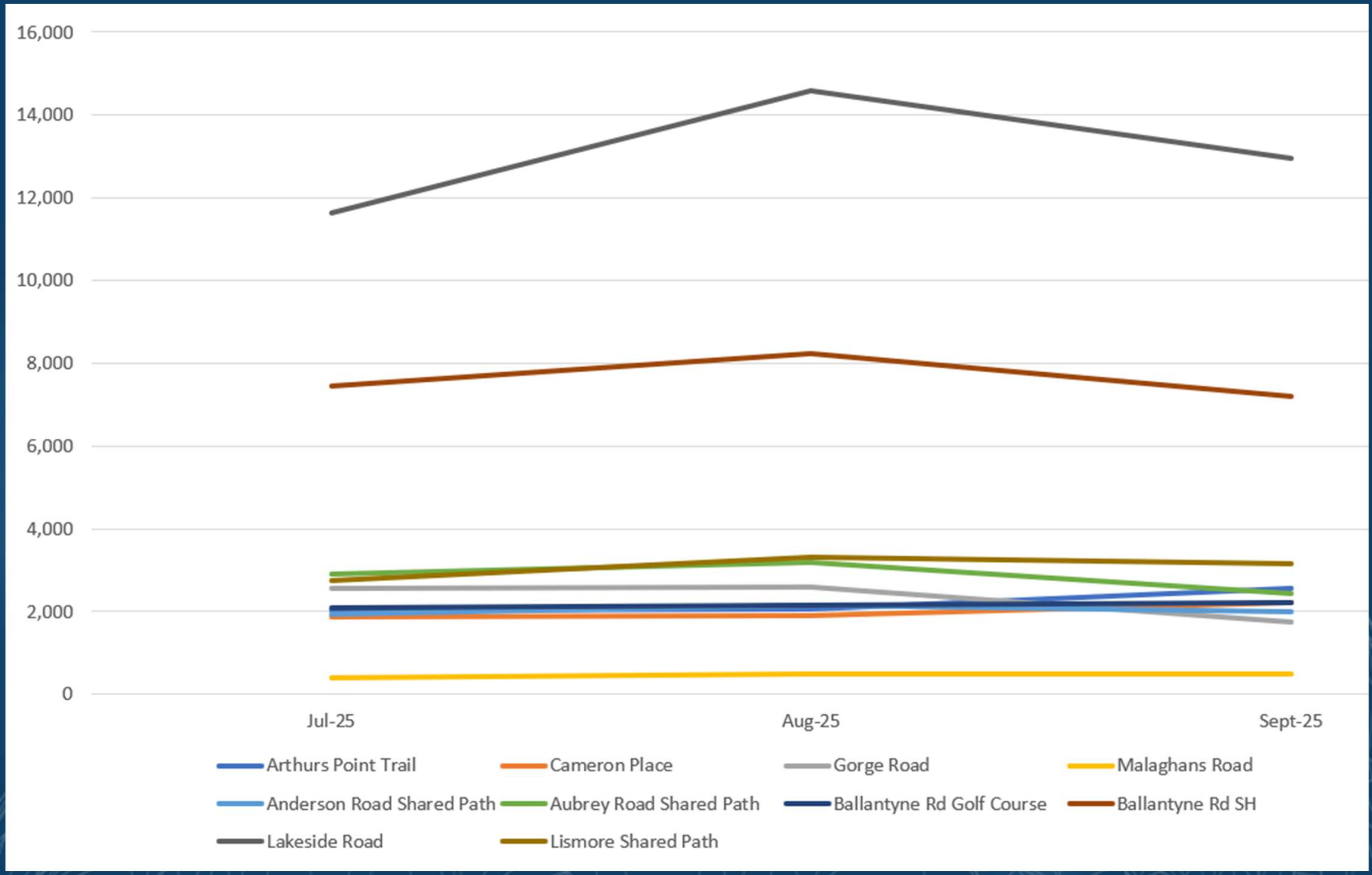
2025/26 Active Travel Routes Pedestrian Counts



Beam E-Scooters

- 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

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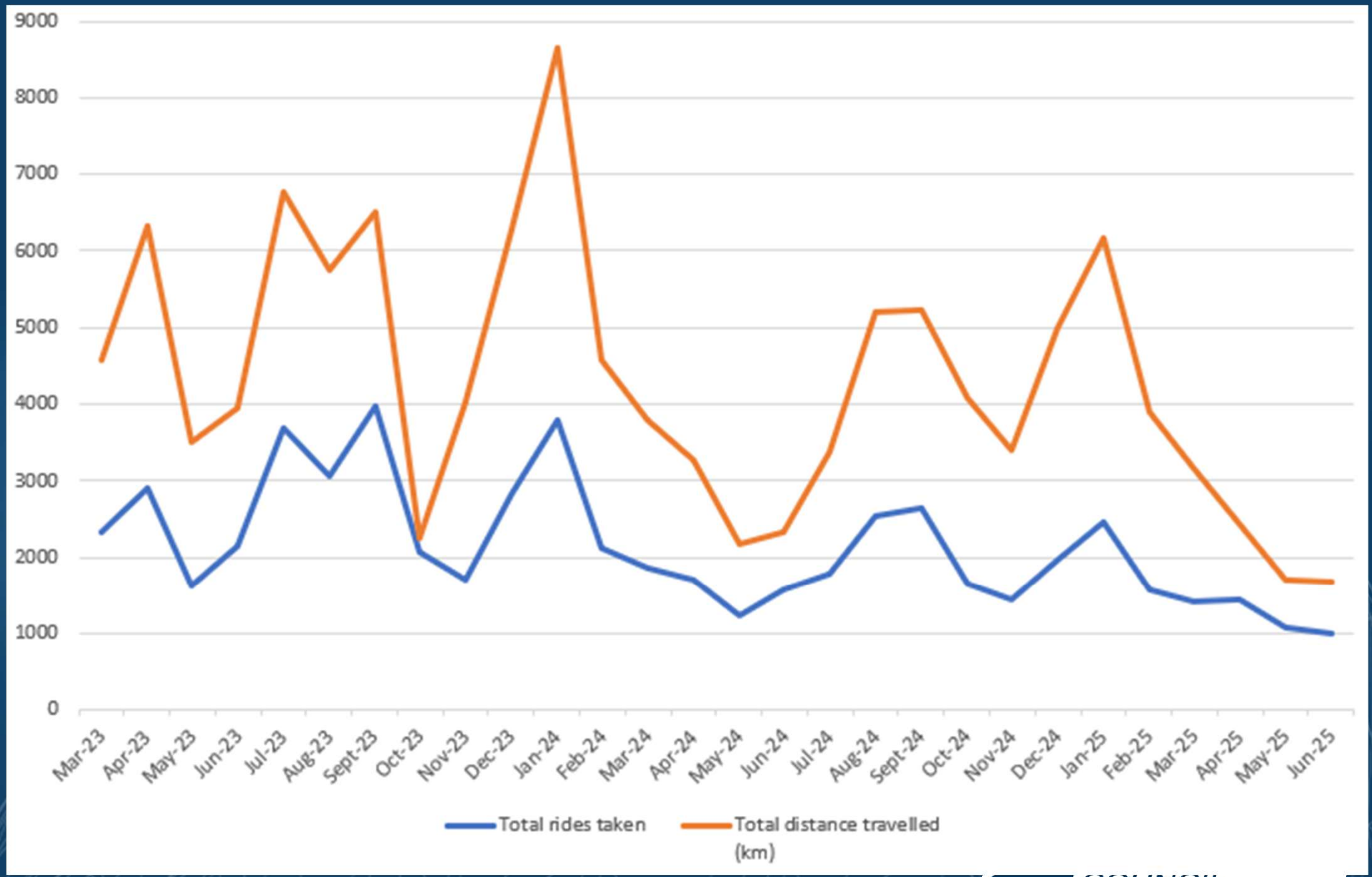
- Data sourced from monthly reports provided by Beam to QLDC

Beam E-Scooter Monthly Trips and Distance Travelled



Data sourced from monthly reports provided by Beam to QLDC

Public Transport in Queenstown

- The following 8 slides include data reported by Otago Regional Council (ORC)
- This is the most recent data provided by ORC as presented at the Public and Active Transport Committee meeting on 3 September 2025
- Therefore, whilst included in this Q1 report, this data from ORC represents data through to the end of Q4 2024/25 (30 June) only.
- Data includes:
  - Bus patronage
  - Bus reliability
  - Ferry patronage
  - PT network feedback

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Bus Patronage in Queenstown

Queenstown Bus Service

- Queenstown bus patronage for 2024/25 is 1,966,086 trips – representing an increase of 4% from 2023/24.
- Orbus patronage data for 10 of the 12 months of the year was at a record high for the Queenstown network, with the remaining 2 months (February and March 2025) both at 99% of the previous patronage records.
- The annual total is also a record for Queenstown, with almost 2 million passenger trips.
- While patronage continues to perform strongly, year-on-year *growth* is at a lower level than 2023/24 due to the very high rate of growth in that Financial Year.

- Data reported by Otago Regional Council at Public and Active Transport Committee 3 September 2025

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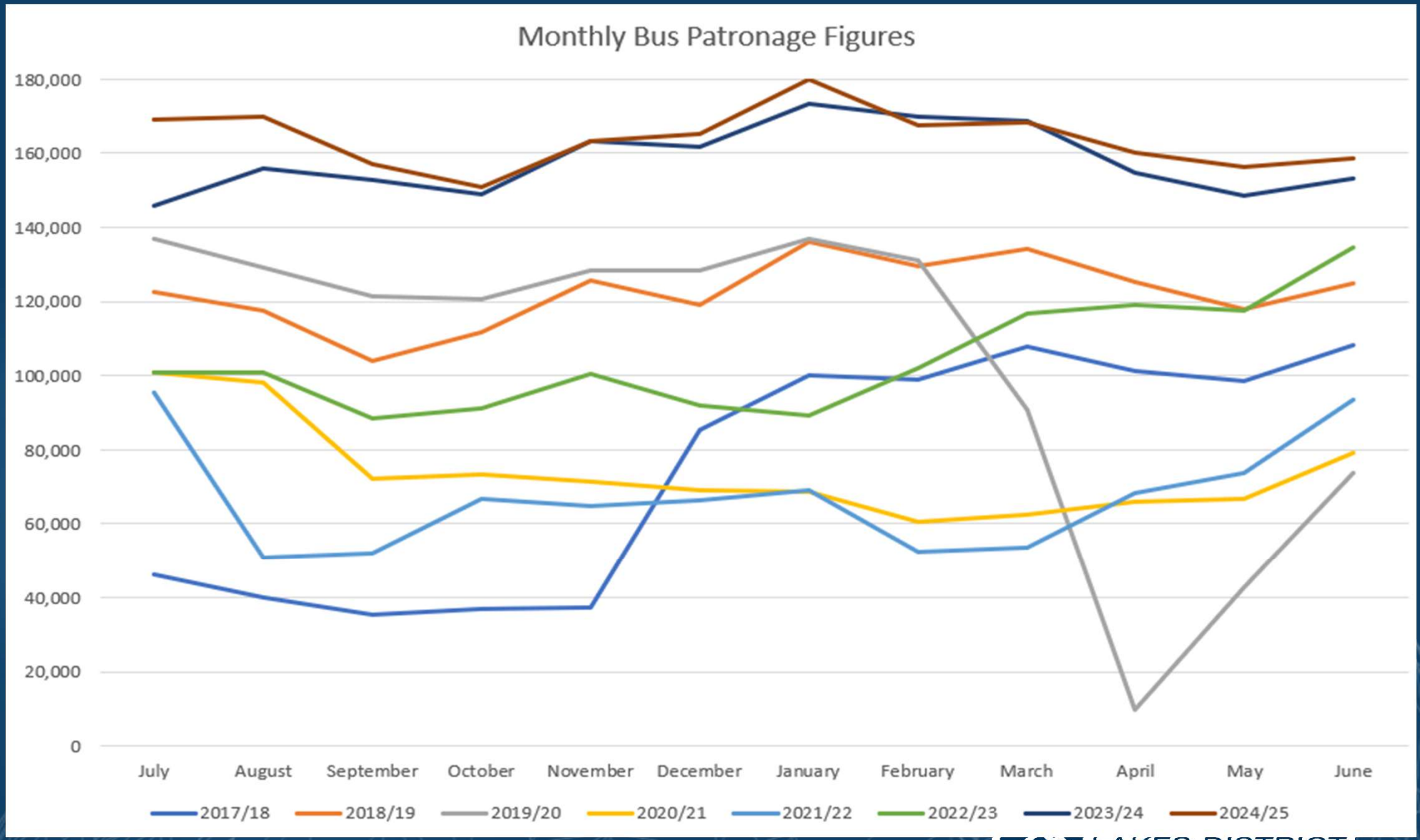
Monthly Orbus Patronage in QT



- Data reported by ORC at PATC 3 September 2025
- Data is for the public transport Orbus bus network in Queenstown

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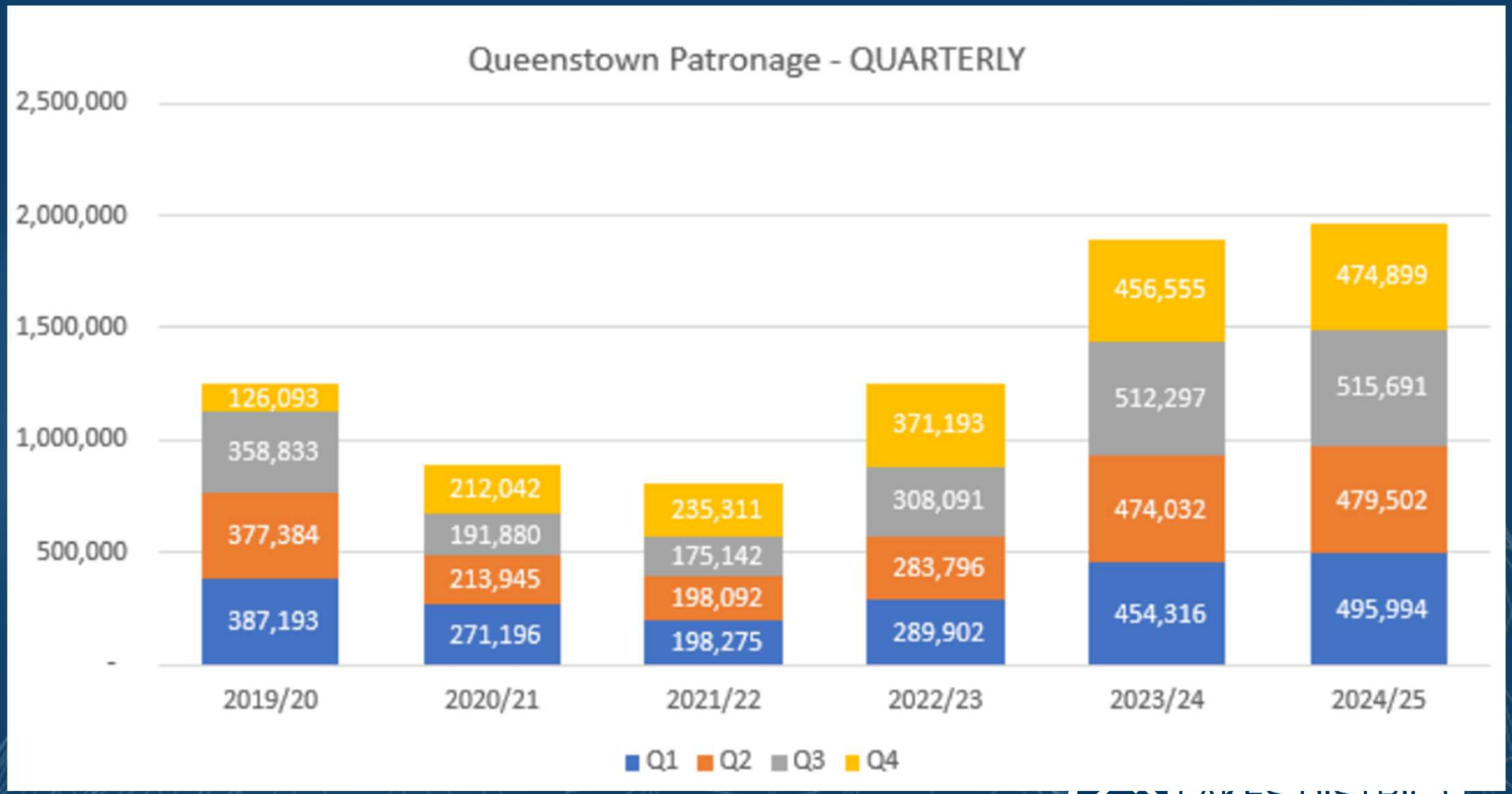
YoY Annual PT Orbus Patronage

- Patronage colour coded by quarter, illustrating quarter-by-quarter patronage gains to date.



- Data reported by ORC at PATC 3 September 2025
- Data is for the public transport Orbus bus network in Queenstown

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Orbus Public Transport Reliability

- 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.

Over the 2024/25 year:

- Average reliability is 89.8%
- Punctuality saw an big increase in the last quarter, going from an average of 37.8% over Quarter 1 – 3 to an average of 90.8% in Quarter 4
- A total of 605 trips were cancelled

Summary	Jul-24	Aug-24	Sept-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Scheduled trips	8,879	8,888	8,600	8,879	8,601	8,595	8,871	8,027	8,887	8,588	9,159	8,180
Operated trips	8,816	8,851	8,509	8,832	8,547	8,547	8,811	7,965	8,843	8,569	9,098	8,161
Depart on Time	8,062	7,956	7,841	8,101	7,551	7,641	7,770	6,915	8,067	7,683	8,435	7,510
Arrive on Time	3,307	3,539	3,408	3,266	3,212	3,159	3,376	2,952	3,135	7,372	8,536	7,561
Reported cancellations	63	37	91	47	54	48	60	62	44	19	61	19
Reliability	**90.8%**	**89.5%**	**91.2%**	**91.2%**	**87.8%**	**88.9%**	**87.6%**	**86.1%**	**90.8%**	**89.5%**	**92.1%**	**91.8%**
Punctuality	**37.5%**	**40.0%**	**40.1%**	**37.0%**	**37.6%**	**37.0%**	**38.3%**	**37.1%**	**35.5%**	**86.0%**	**93.8%**	**92.6%**
Cancellations	**0.7%**	**0.4%**	**1.1%**	**0.5%**	**0.6%**	**0.6%**	**0.7%**	**0.8%**	**0.5%**	**0.2%**	**0.7%**	**0.2%**

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

Ferry Patronage in Queenstown

Queenstown Ferry Service

- Total Queenstown ferry patronage for 2024/25 is 71,123 trips – representing a decrease of 4% from 2023/24.
- Whilst this is continuing the downward pattern of patronage, a result of the impact of the withdrawal of half price fares, the rate of decline is flattening. November, February, April and May patronage exceeded the previous year, with December, January and March very close.
- Bee Card fares on the Ferry have been fixed at $10 since July 2023, following most of the previous Financial Year at the 50% reduced price of $5. Cash fares are $14, having previously been $7. Therefore, the impact of the return to full fares is more keenly felt in dollar terms on the ferry service than the bus service.

- Data reported by Otago Regional Council at Public and Active Transport Committee 3 September 2025

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PT Network Feedback

- For Q1 – Q4 2024/25 ORC recorded 3,364 points of feedback relating to the Orbus Network, representing 0.06% of the number of trips across the year.
- The figure on the next slide represents the combined customer feedback for the Orbus network (Dunedin & Queenstown) split by month and feedback type (suggestion, praise, incident) for Q1- Q4 2024/25.
- Driver behaviour remains the dominant category of feedback. This covers subjects such as perceived driving errors, customer service – including praise and general conduct.

- Data reported by ORC at PATC 3 September 2025

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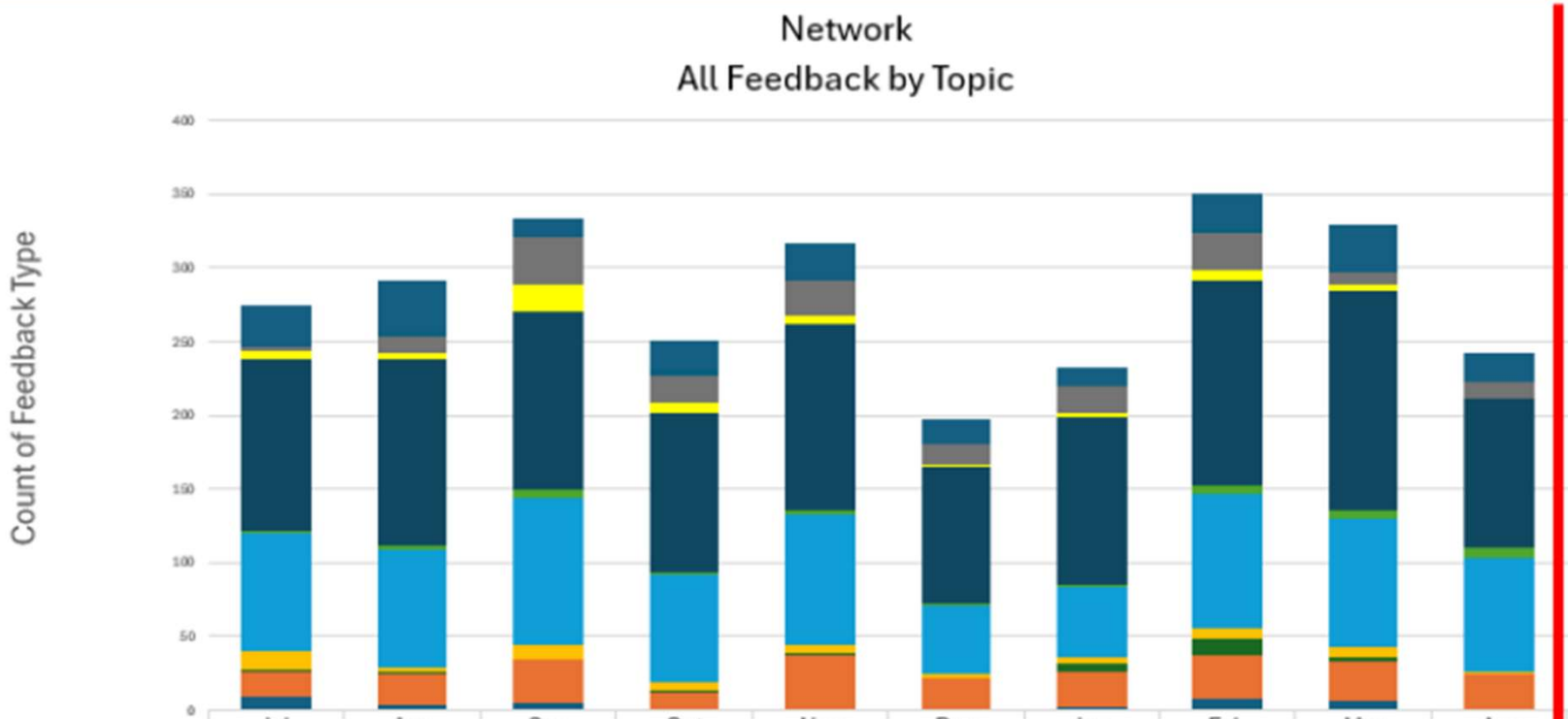
PT Network Feedback

- Combined network customer PT feedback by topic
- This figure highlights the feedback for the 2024/25 Q1- Q4 period split by topic.



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Timeliness and Cancellations	27	35	11	20	24	16	13	24	31	19	42	91
RTI Tracking and App	1	3	1	4	2	1		3	1	1	3	3
Route and Timetable	3	11	33	19	24	13	19	25	8	11	42	56
Passenger Behaviour	6	4	17	7	5	2	2	6	4		4	4
Other	116	127	121	107	127	93	114	139	150	101	11	1
Fares and Bee Card	2	2	6	2	3	1	2	6	5	7	5	8
Driver Behaviour	80	81	100	73	88	46	47	91	87	77	71	71
Damage and Safety	13	2	10	6	5	3	5	7	7	1	27	17
Capacity	1	1		1	2		5	12	3	1	5	3
Bus and Stop Infrastructure	17	21	29	12	37	21	24	30	27	24	11	53
Alerts, Website, and Comms	9	4	5			1	2	7	6		19	

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 9 sites across the State Highway network in Wakatipu
  - The header for each graph reflects the location of the counter on SH6 or SH6A
  - This Quarter 1 report reflects counts through to 21 September 2025
- Some key noticeable trends:
  - The Stanley St (SH6A) by Millenium Hotel counter is the only counter to show a substantial drop in traffic recorded - due to the opening of Stage 1 of the Arterial route at the end of January 2025.
    - There is also a slight decrease in Ladies Mile traffic counts,
  - Peak season traffic volumes on Frankton Road are reaching and exceeding the theoretical capacity.
  - The Southern Corridor counters are showing distinct increases in traffic volumes. Namely:
    - Kawarau Falls Bridge: For 1 January – 21 September 2025 the average daily traffic count is 21,126 vehicles, which is a 12.7% increase on the same period in 2024 which had an average of 18,746 vehicles per day.
      - In comparison to the same period in 2019 (pre-covid) this is an 81% increase.
    - SH6 South of Peninsula Road: For 1 January – 21 September the average daily traffic count increased by 14% from 14,928 in 2024 to 17,400 in 2025.

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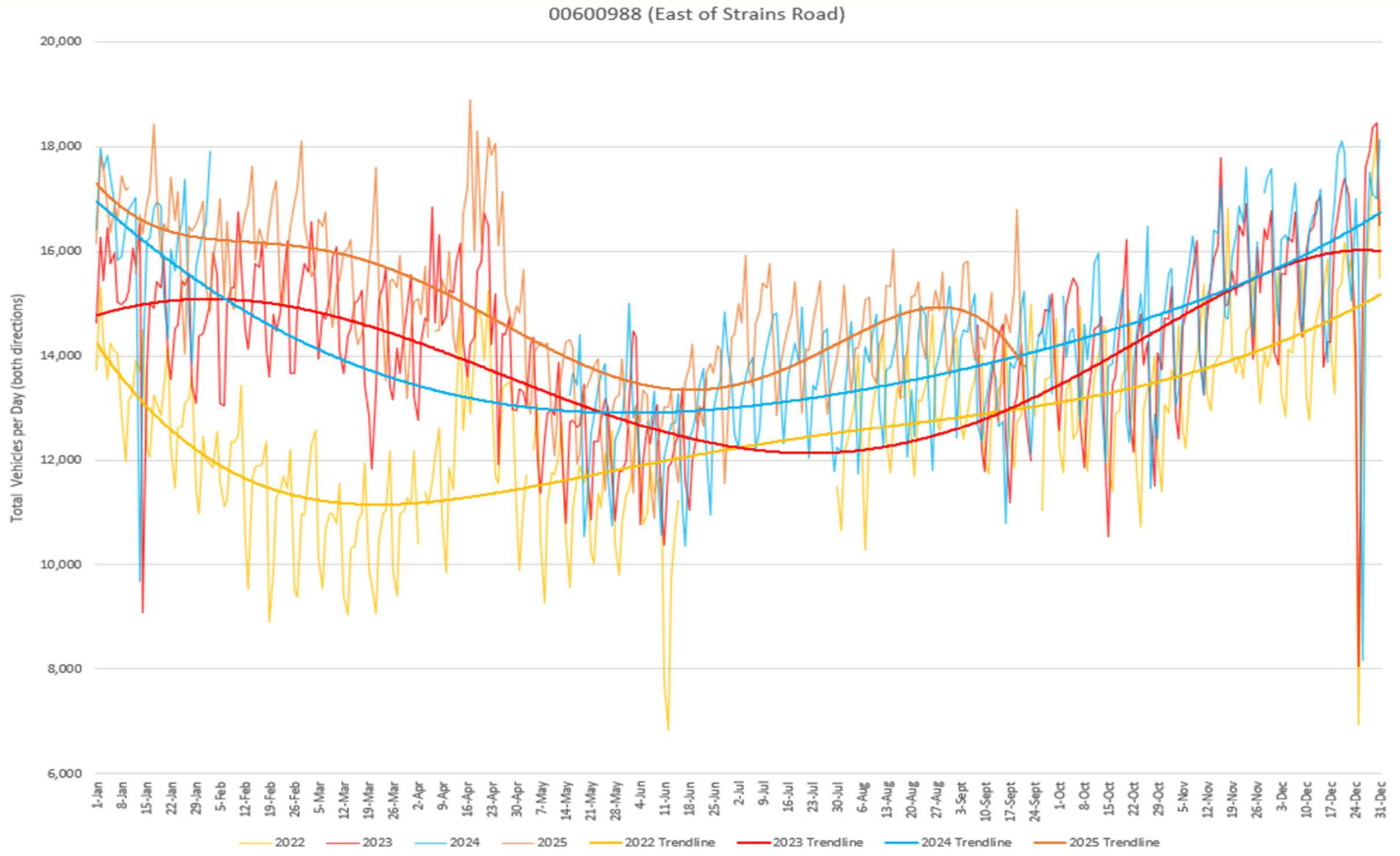
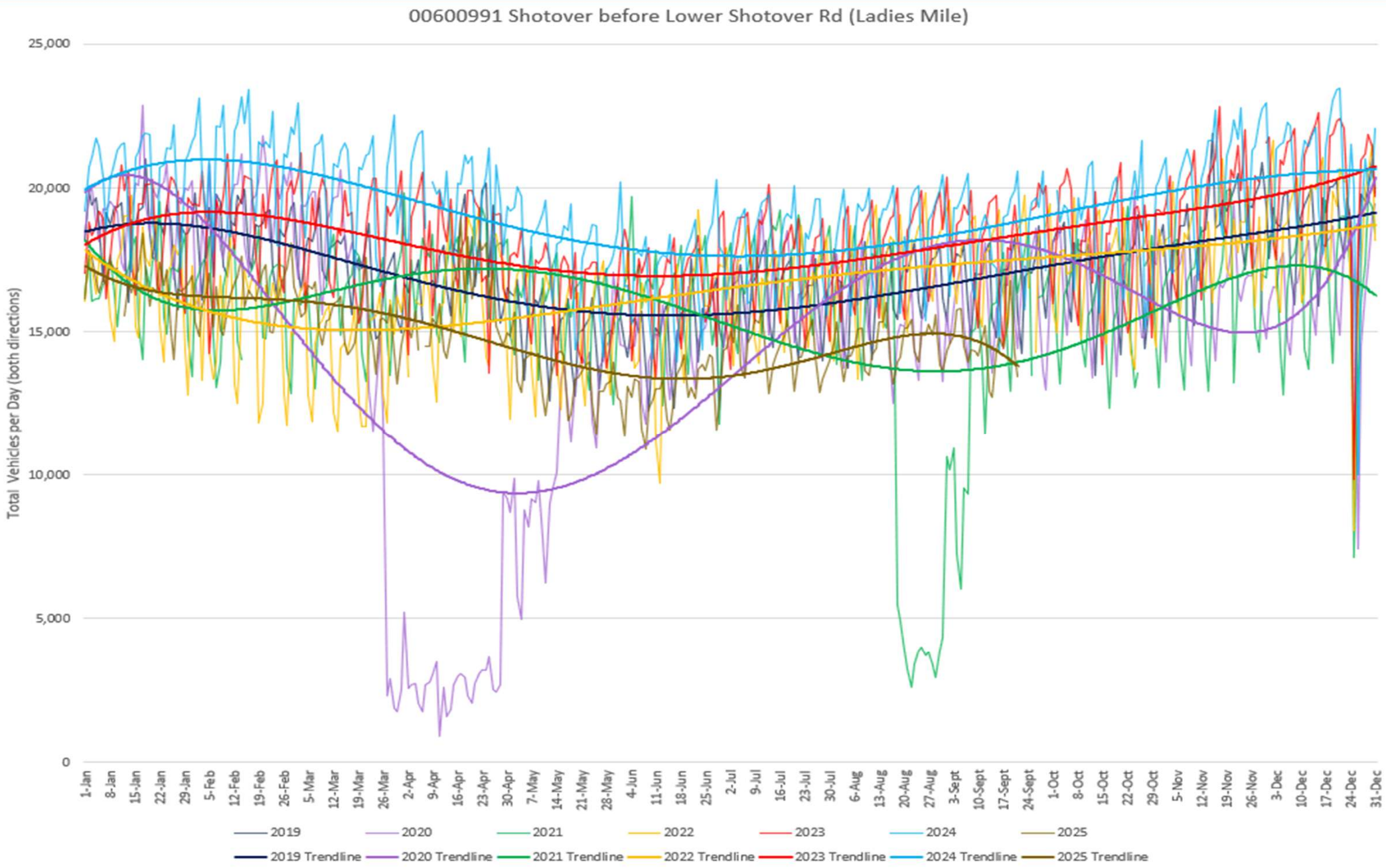
NZTA Traffic Counter Locations

- The below map shows the location of the 9 NZTA traffic counters located in the Whakatipu basin

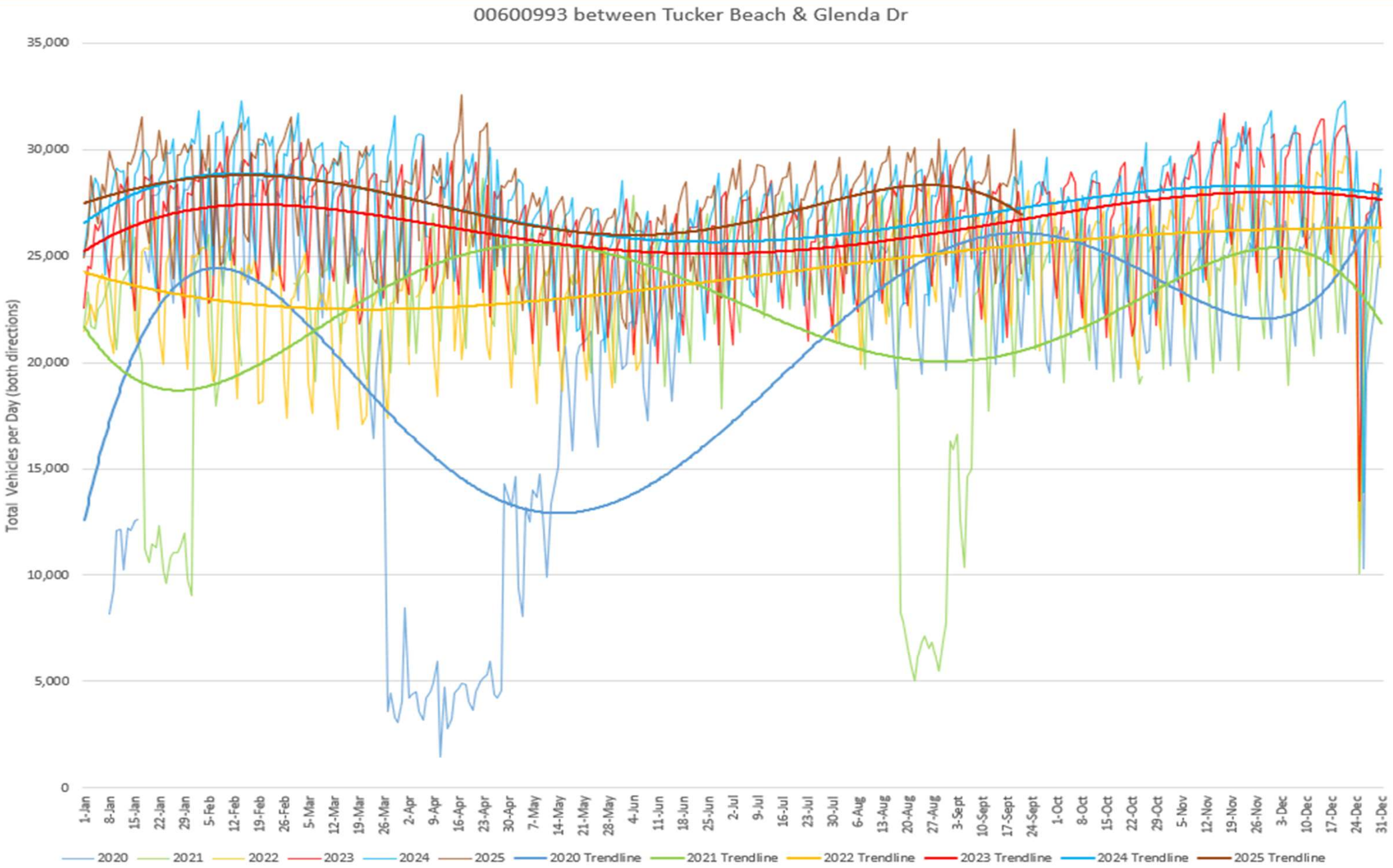
SH6 - East of Strains Rd



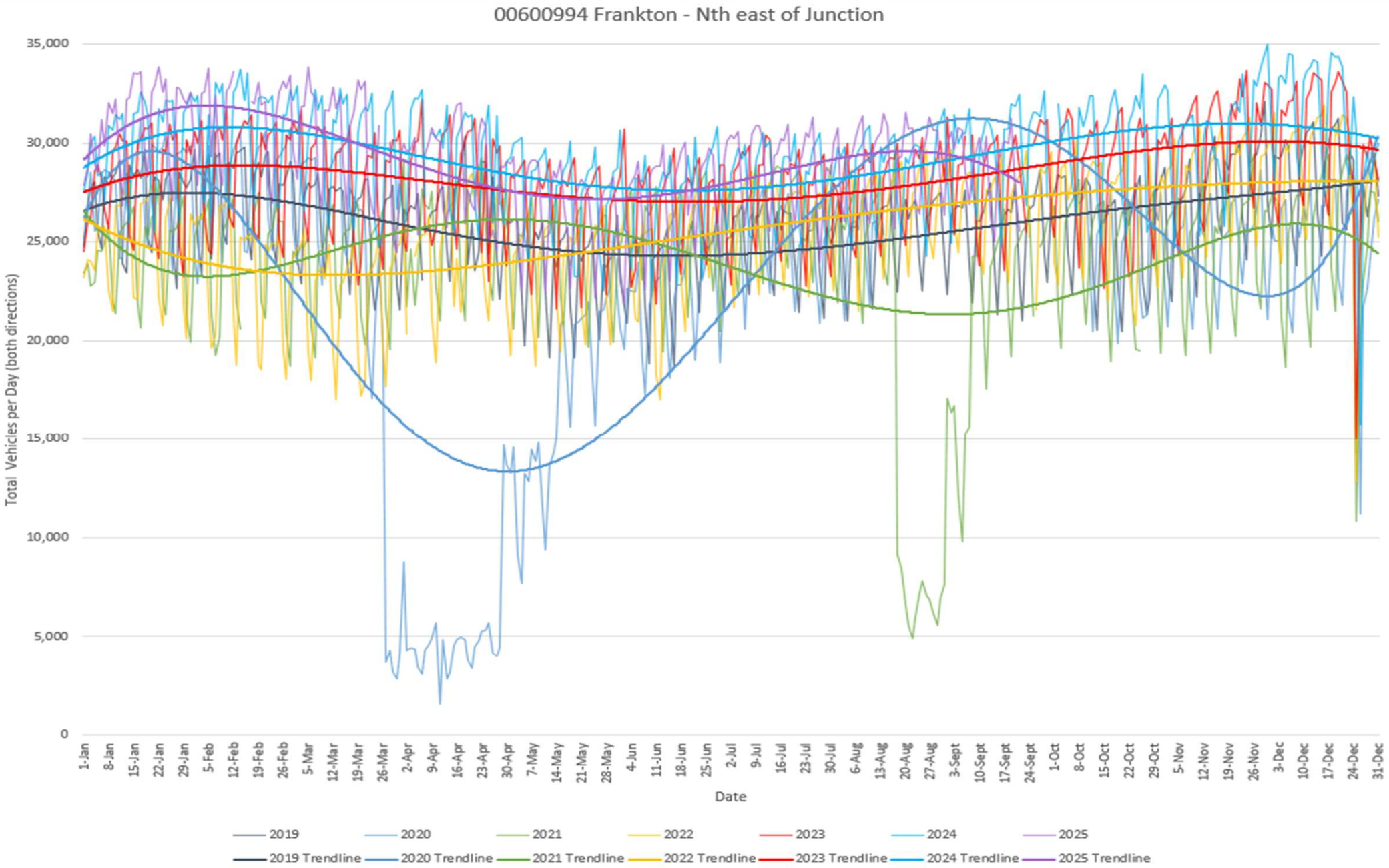
SH6 – Ladies Mile (East of Lower Shotover Rd)



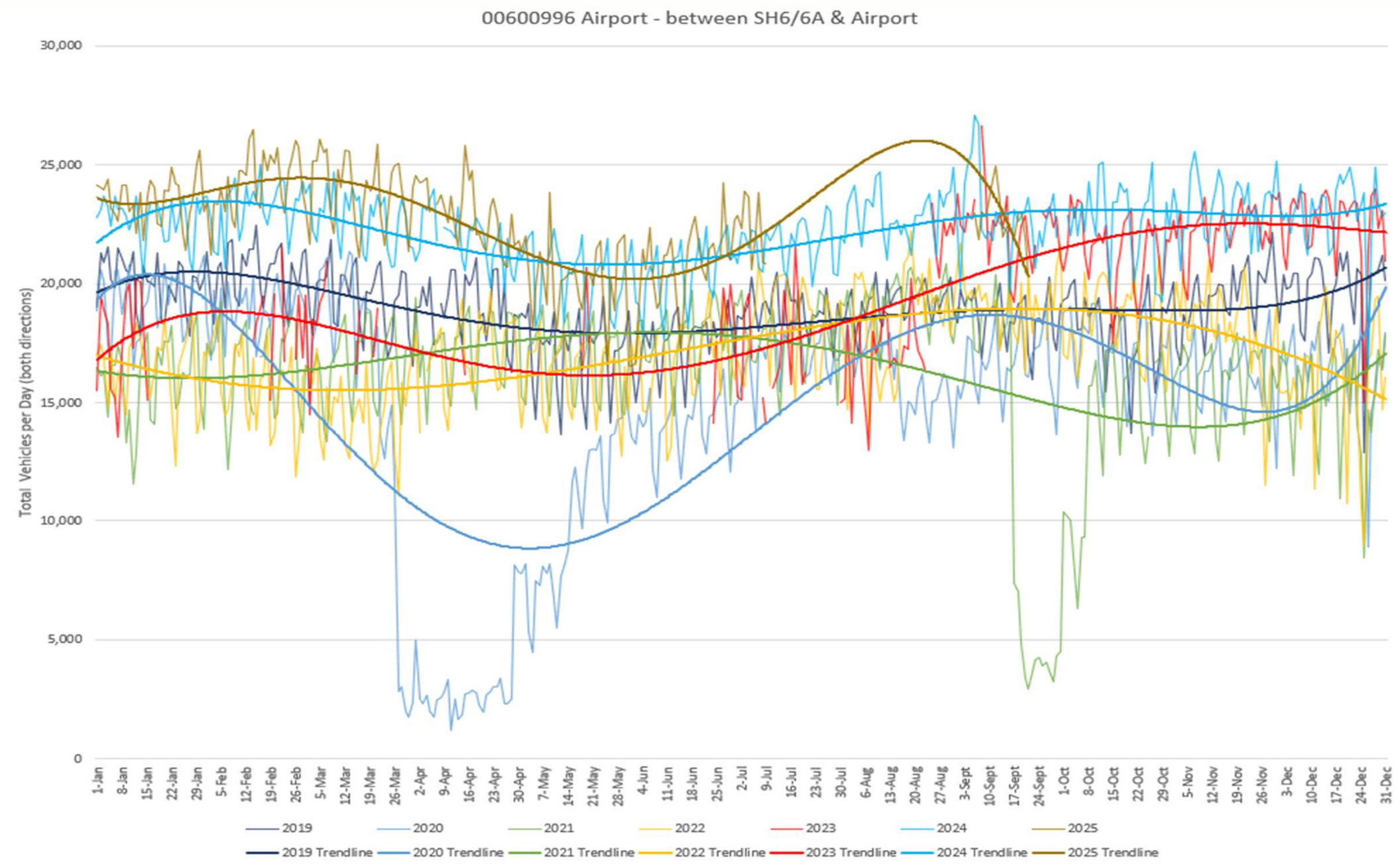
SH6 - Between Tucker Beach Rd and Glenda Drv



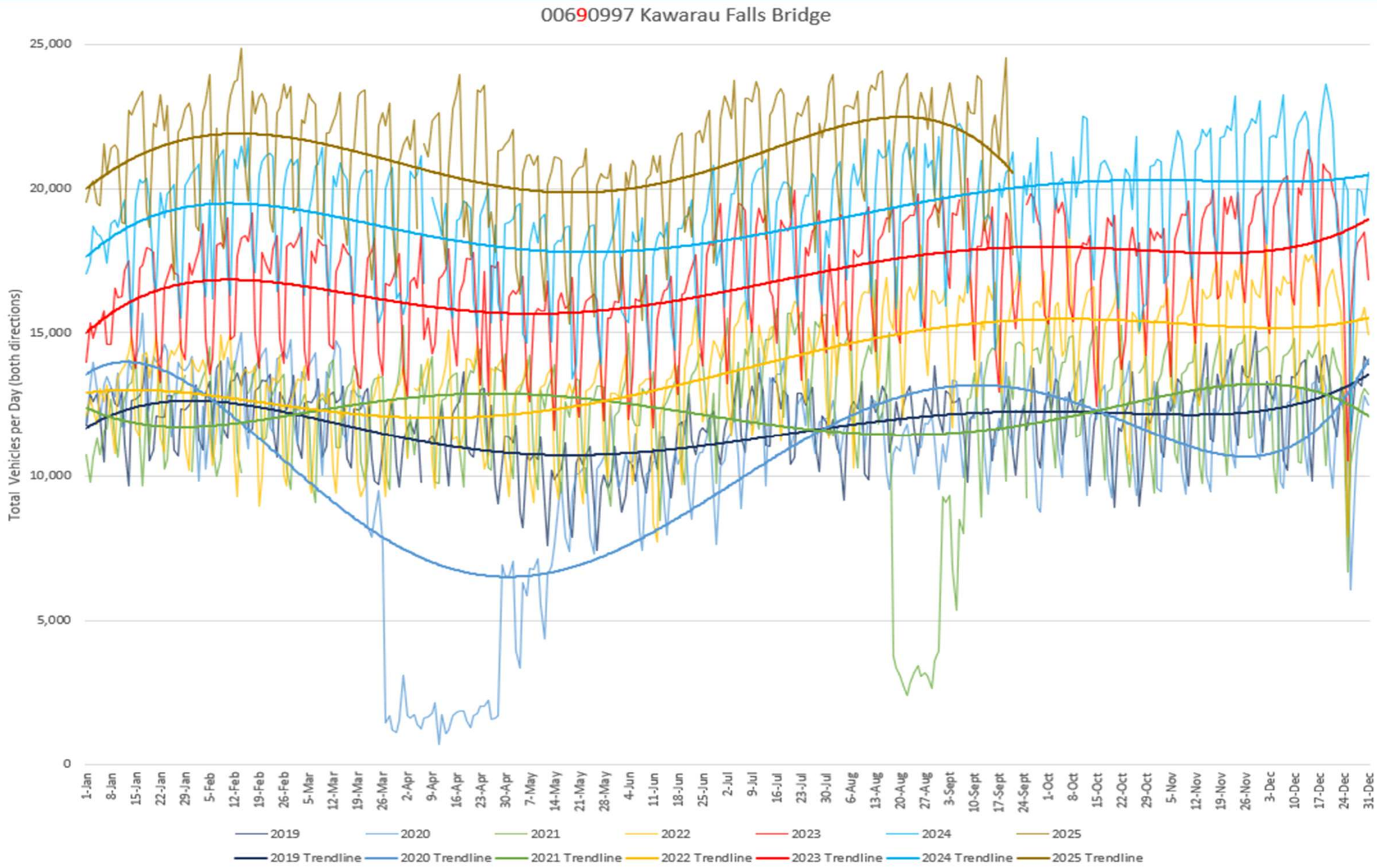
SH6 – Frankton, North East of SH6 / 6A Junction



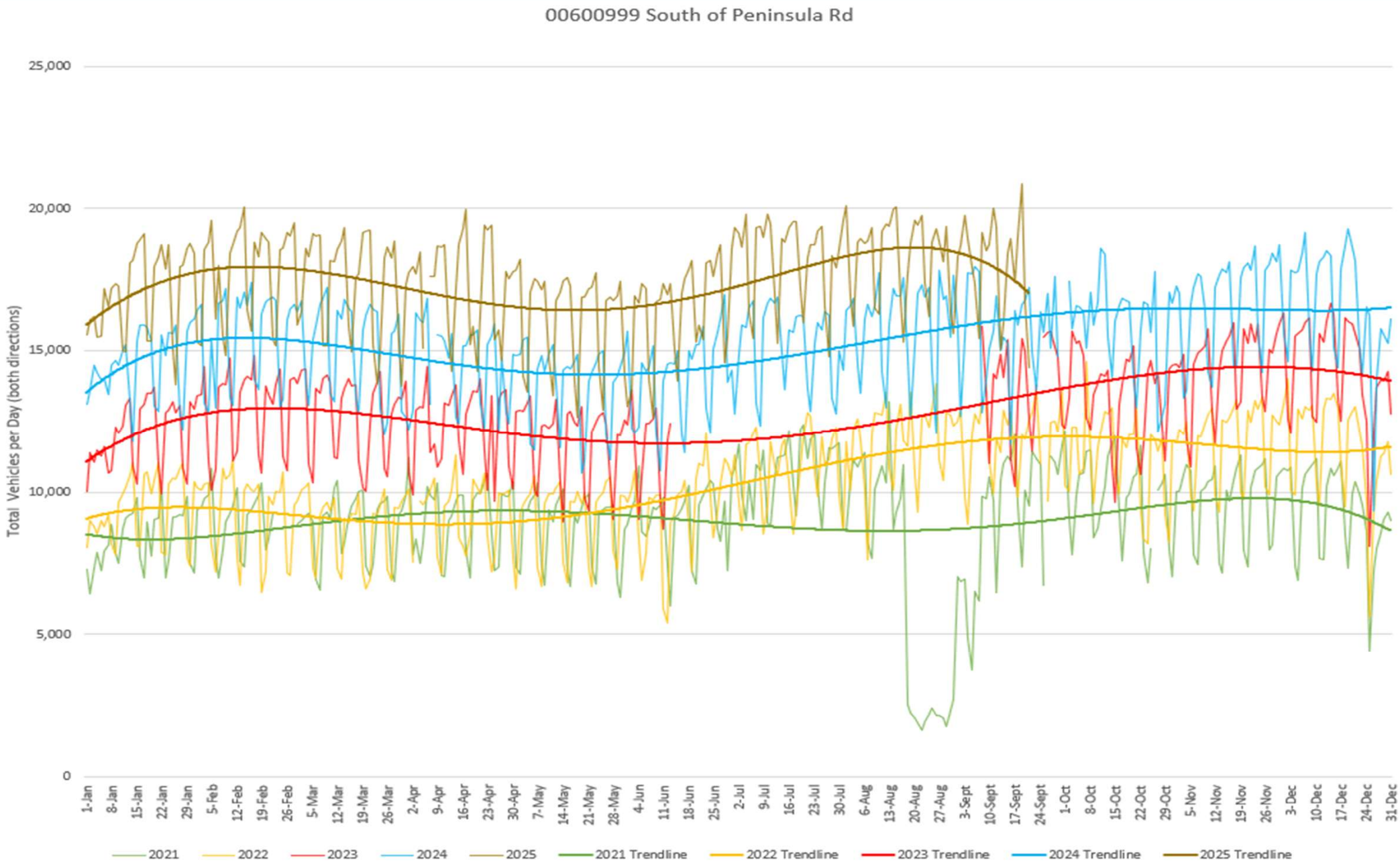
SH6 – Airport, Between SH6 / 6A & Airport



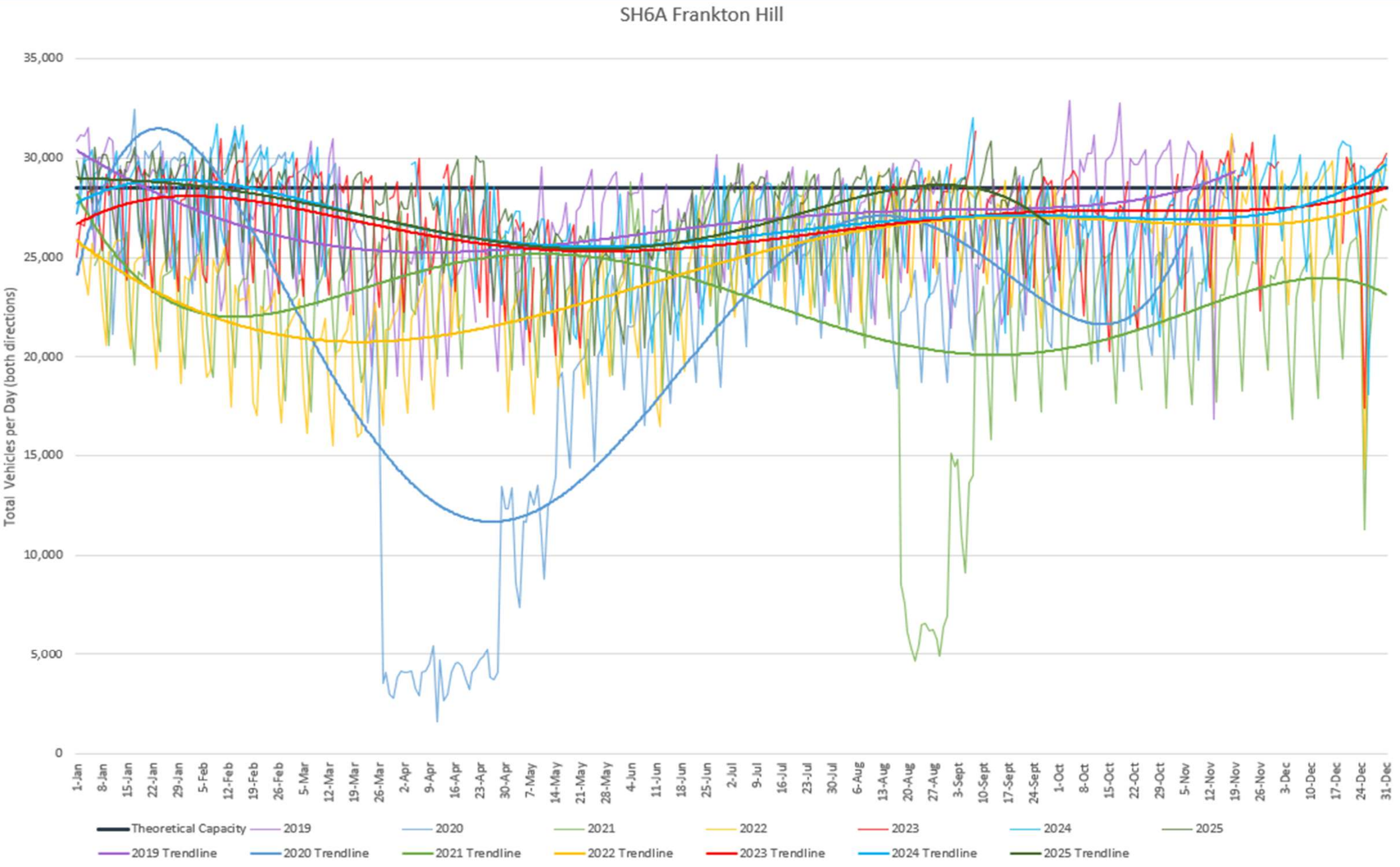
SH6– Kawarau Falls Bridge



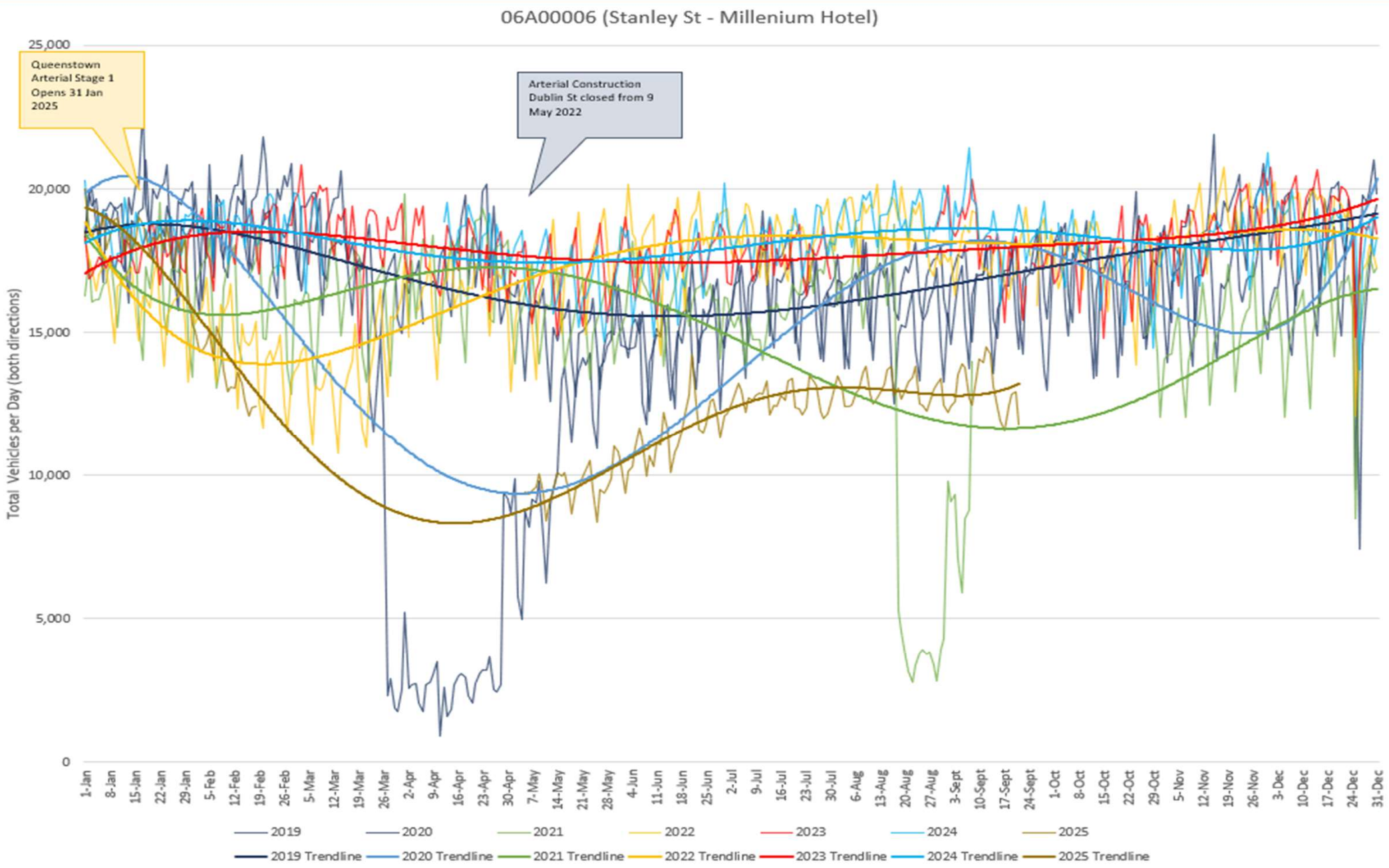
SH6 – South of Peninsula Rd



SH6A – Frankton Road



SH6A - Stanley St by Millenium Hotel



Travel time data

- The graphs on the next 6 slides highlight the variability in travel time into and out of Queenstown via SH6 and SH6A Frankton Road for each month of the quarter
- Data is measured through Bluetooth software using Bliptrack
- 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

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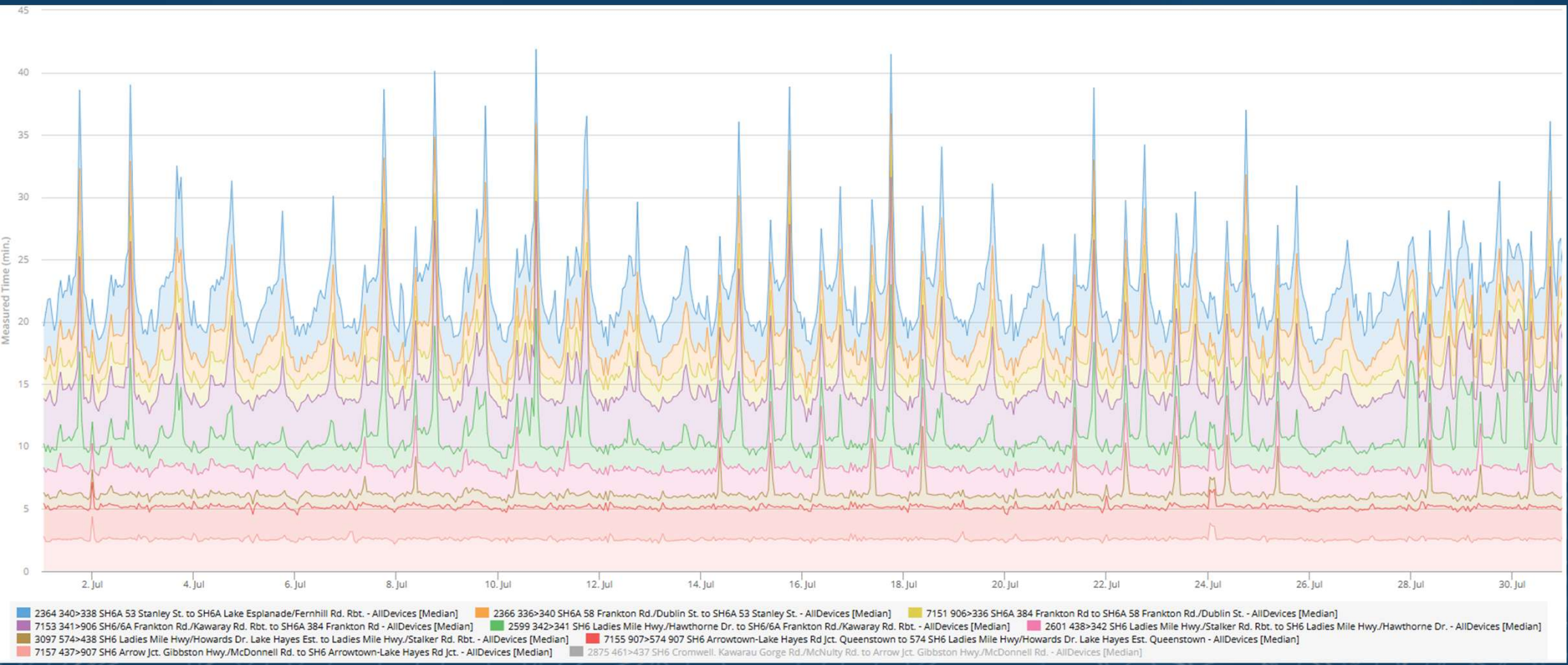
Travel time towards Queenstown - July

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

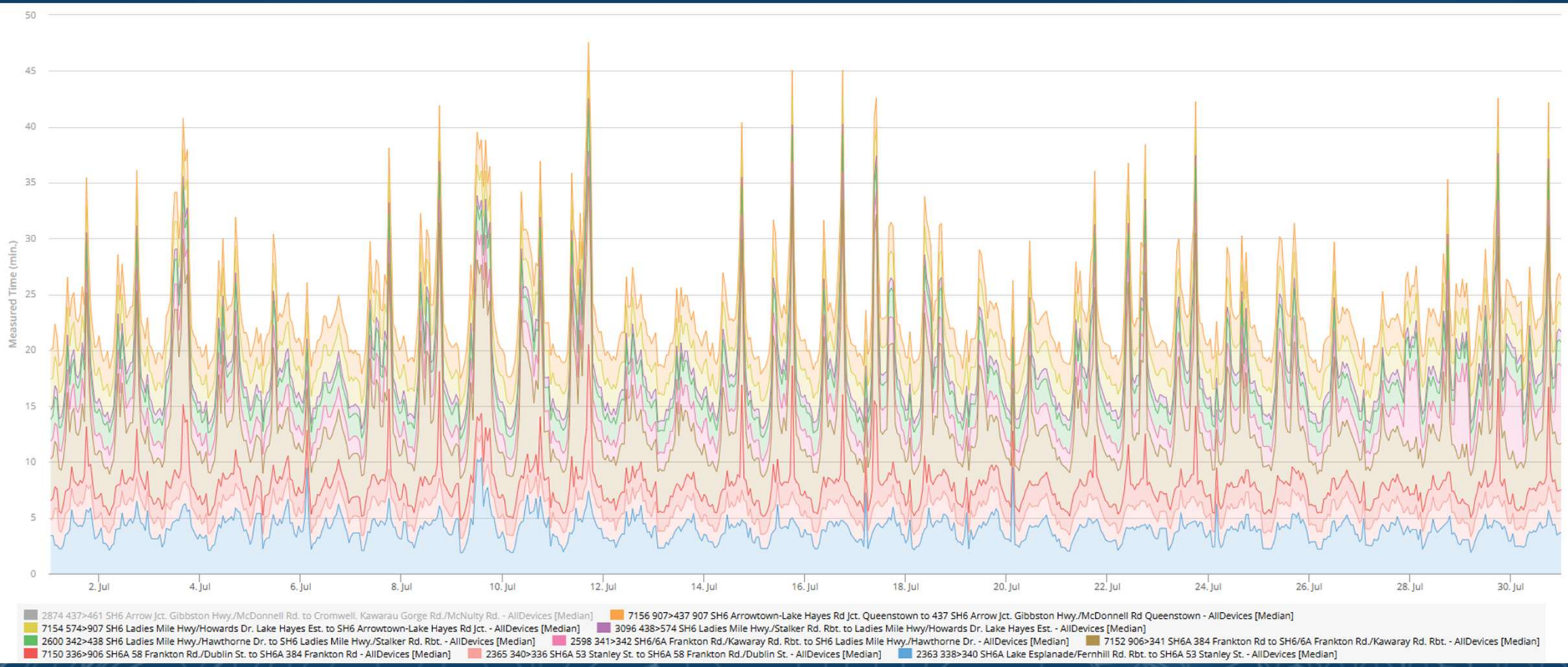
- Very defined week day evening peaks between 5pm – 6pm for first 2 weeks of the month
- Morning weekday peaks become more defined from the 14th July which coincides with the start of the school term
- Evening peaks are typically higher than in August



Travel time from Queenstown - July

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

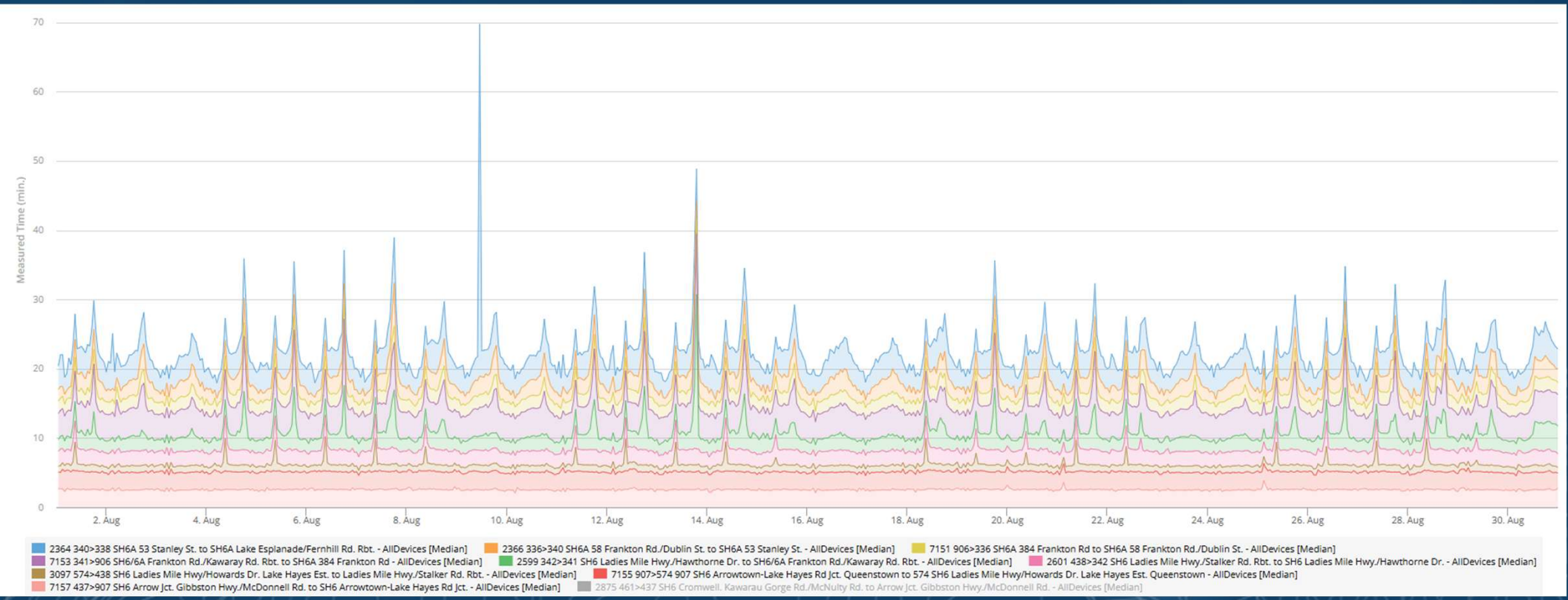
- Weekday evening peaks are higher than the morning peaks



Travel time towards Queenstown – August

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

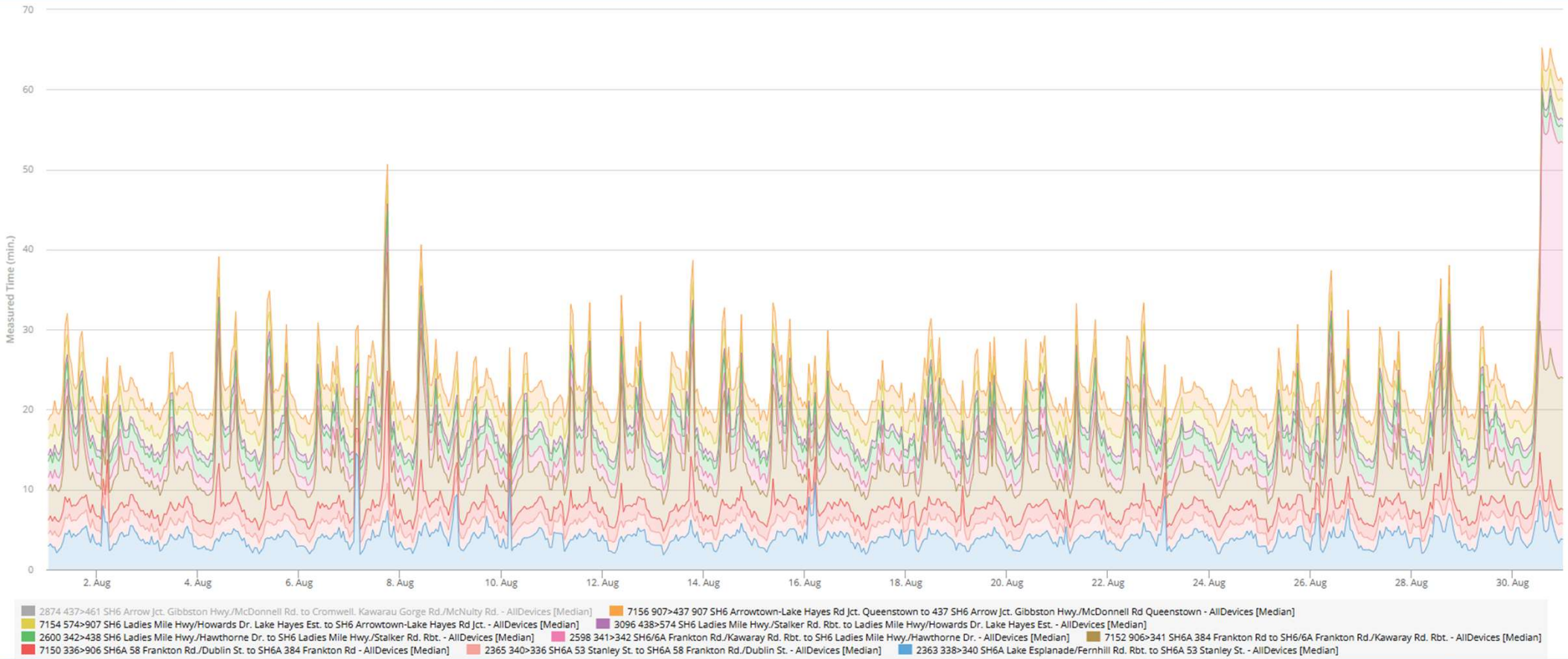
- Large peak on Saturday 9 August due to issue between Stanley St and One Mile roundabout
- Below graph shows morning and afternoon peak traffic weekdays, with Fridays typically having less defined peaks and retaining faster travel times than other week days
- Week day evening peaks were higher in the first 2 weeks of August
- Weekends show just one peak which is occurring in the early evening



Travel time from Queenstown - August

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

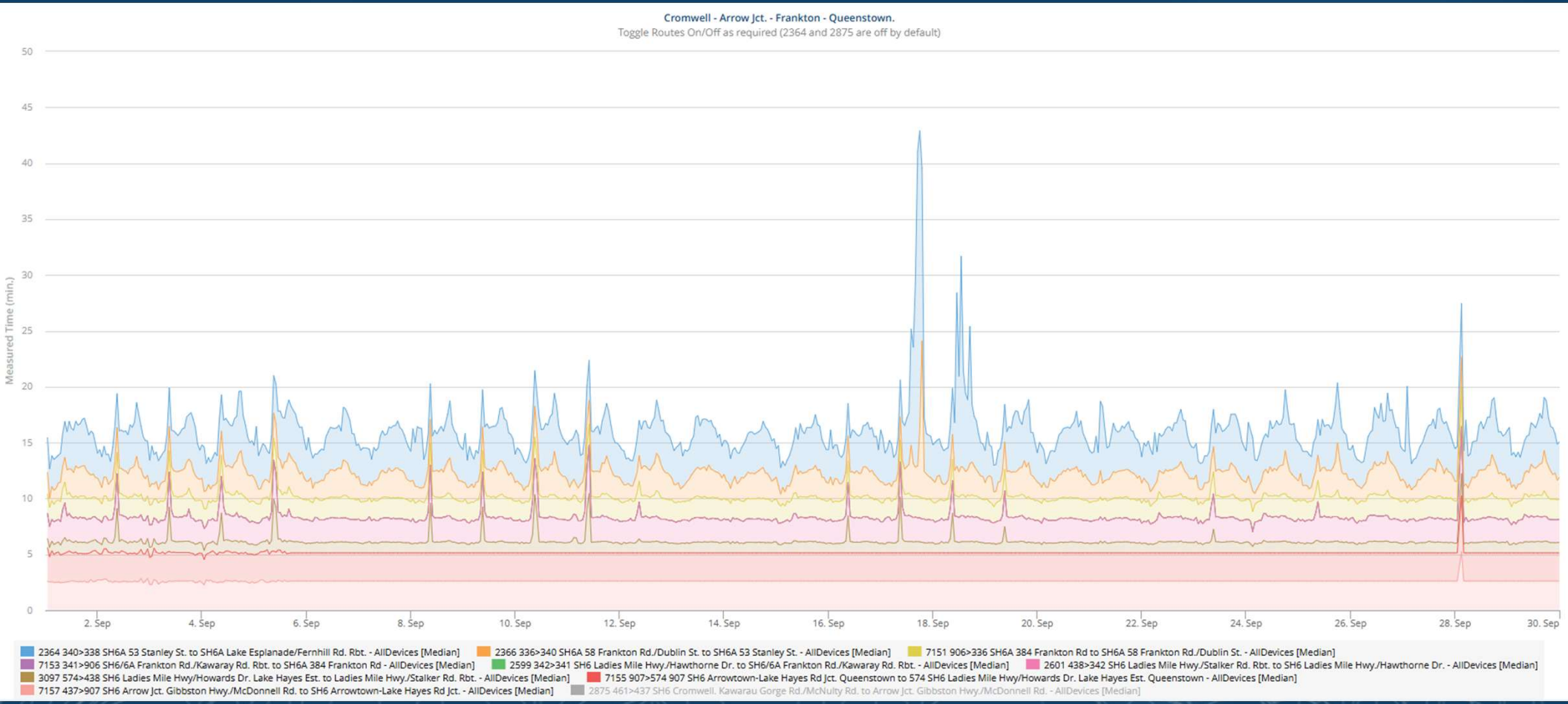
- Below graph shows morning and afternoon peak traffic weekdays, with Fridays typically having less defined peaks and retaining faster travel times than other week days
- Week day morning peaks are typically slightly higher than evening rush hour
- Weekends show that travel times is usually longest in the mornings



Travel time towards Queenstown - September

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

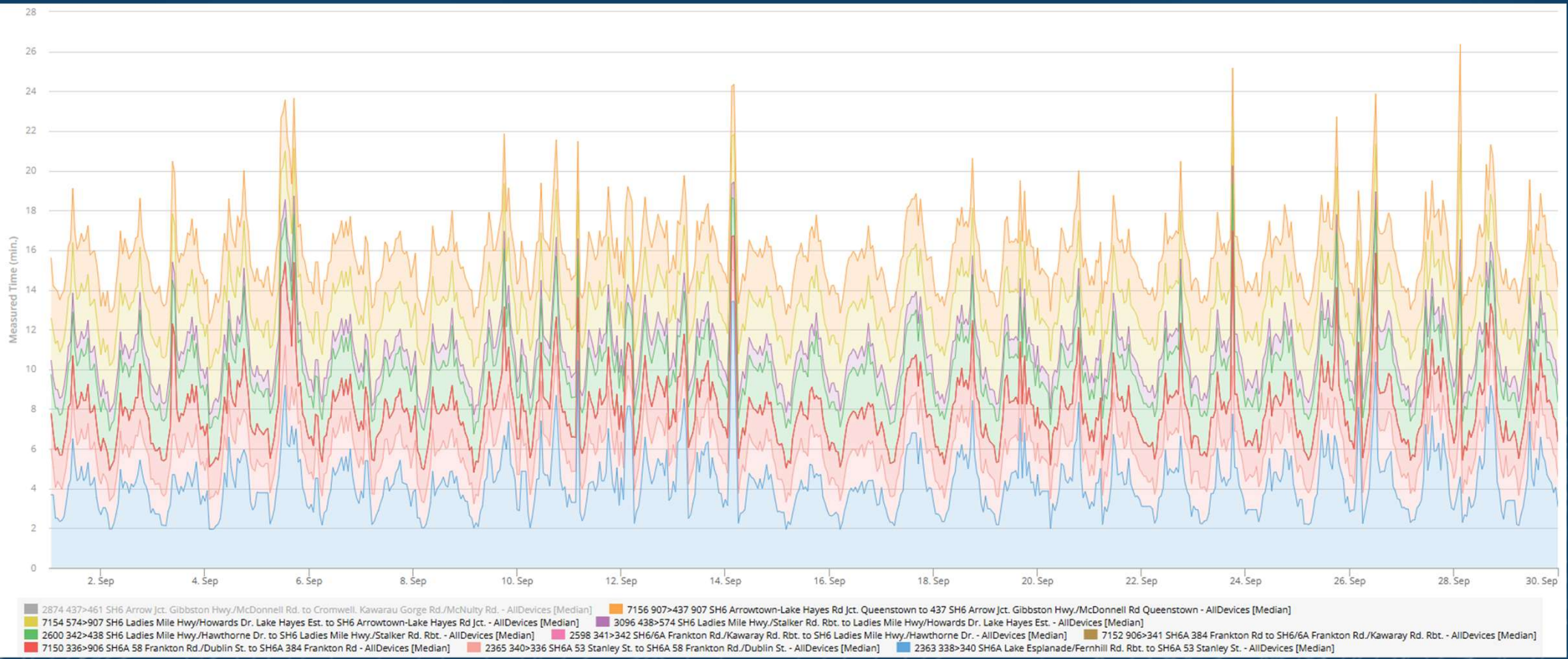
- September sees less fluctuations in travel time into Queenstown in comparison to July and August
- The first two weeks see the morning rush hour having a longer travel time than the evening
- The exceptionally high evening peak on the 17th September is due to a flooding event which saw the One Mile roundabout close



Travel time from Queenstown - September

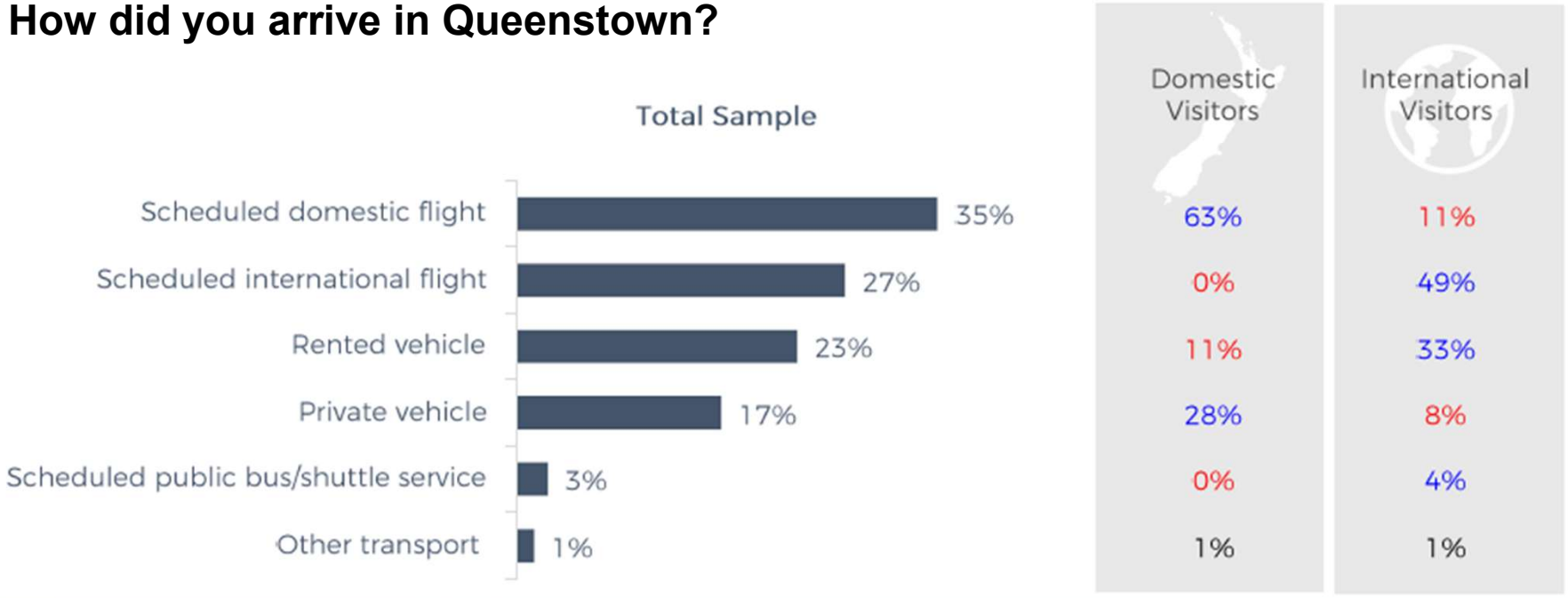
- Travel time from One Mile roundabout to Arrow Junction (SH6 & SH6A Eastbound)

- September sees less fluctuations in travel time and less high travel time peaks in comparison to July and August



Visitor Mode of Transport - Queenstown

How did you arrive in Queenstown?



- 80% of North Island residents arrived by plane, whilst 79% of South Island residents drove their own vehicles.
- Australians primarily arrived on direct trans-Tasman flights (65%) while other international visitors used a mix of flights, rented vehicles, private vehicles and buses / shuttles.
- Half of all visitors, both domestic and international, rented a vehicle for travel within the region.
- 51% of visitors reduced their carbon emissions by using public transport or walking / cycling in Queenstown.

- Data from 1 July 2024 – 30 June 2025
- n = 841 (Domestic visitors = 339, International visitors = 502)
- Data sourced from Queenstown & Wānaka Visitor Experience Survey, conducted by Angus & Associates, interpreted by Destination Queenstown
- To note, from July 2024 onward, survey responses were collected separately for Queenstown and Wānaka, based on where visitors spent the most time.

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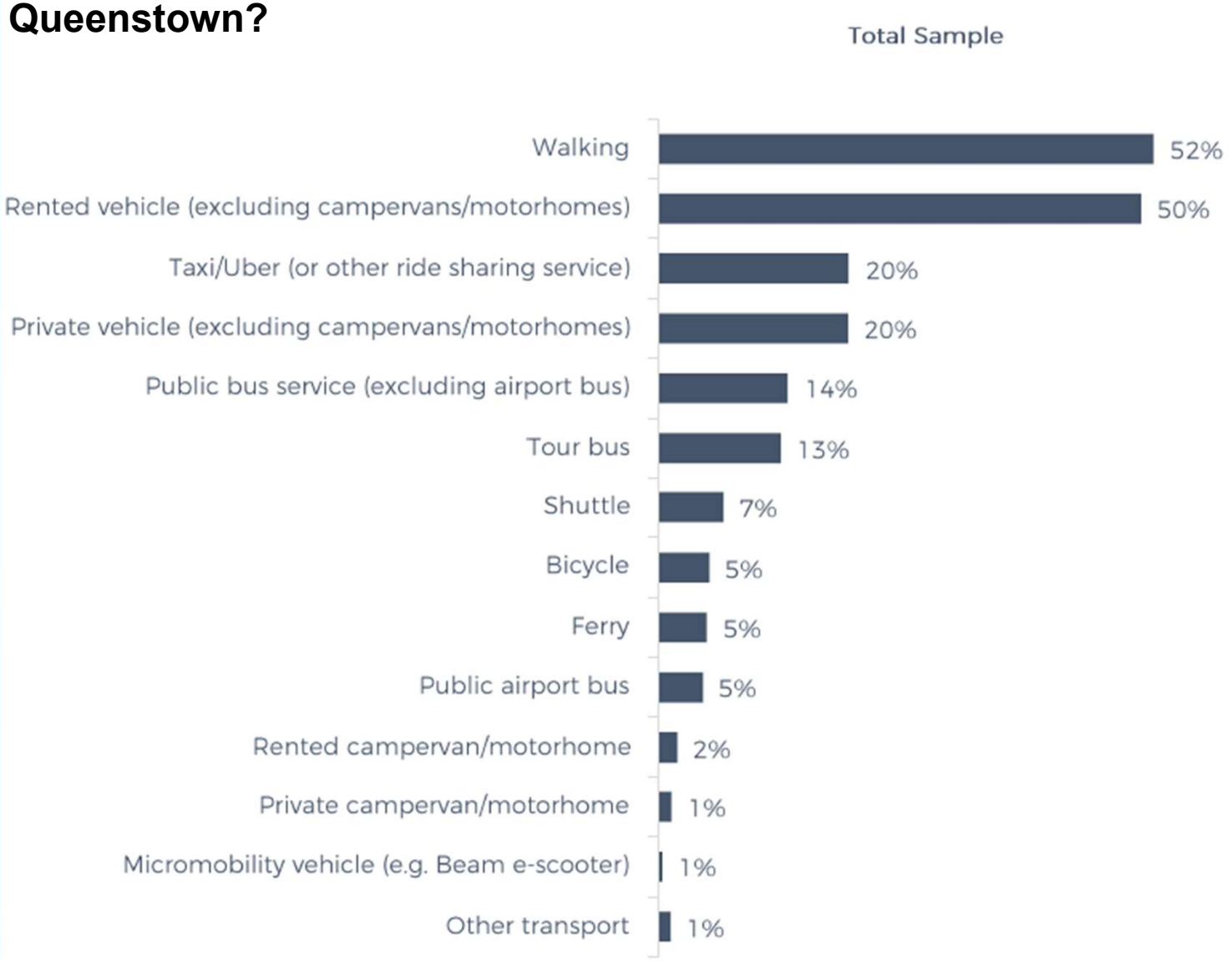
Visitor Mode of Transport - Queenstown

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



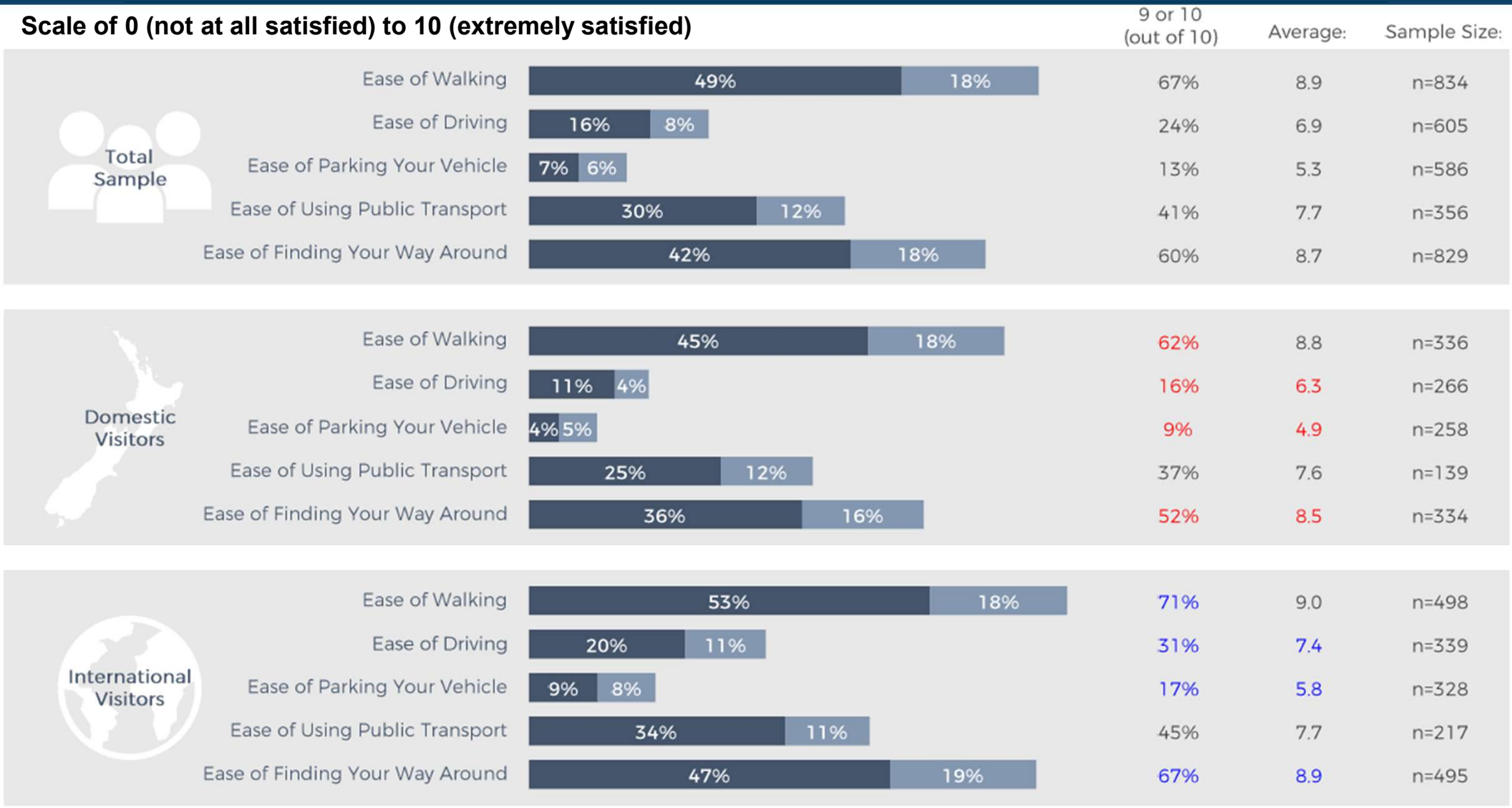
	Domestic Visitors	International Visitors
Walking	47%	55%
Rented vehicle (excluding campervans/motorhomes)	45%	55%
Taxi/Uber (or other ride sharing service)	17%	22%
Private vehicle (excluding campervans/motorhomes)	32%	10%
Public bus service (excluding airport bus)	14%	13%
Tour bus	7%	17%
Shuttle	6%	8%
Bicycle	6%	5%
Ferry	4%	6%
Public airport bus	4%	5%
Rented campervan/motorhome	1%	3%
Private campervan/motorhome	2%	1%
Micromobility vehicle (e.g. Beam e-scooter)	1%	0%
Other transport	1%	1%

Base: Queenstown Visitors – Total Sample (n=841); Domestic Visitors (n=339); International Visitors (n=502)

Visitor Satisfaction - Queenstown

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

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



- Data from 1 July 2024 – 30 June 2025
- Data sourced from Queenstown & Wānaka Visitor Experience Survey, conducted by Angus & Associates, interpreted by Destination Queenstown

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Visitor Satisfaction

Queenstown

- Visitors rate ease of walking (8.9/10) and ease of navigation (8.7/10) highly, but parking (5.3/10) is a key point.
- The most frequent themes mentioned for improving the visitor experience included:
  - Parking – availability, cost and time limits
  - Traffic management – improving flow and reducing congestion
  - Minimising road works and construction disruptions
  - Public transport (availability / frequency, cost, info / signage)

Wānaka

- Visitors rate ease of walking (9.3/10) and ease of navigation (8.9/10) highly
- Ease of public transport (7/10) and ease of parking (7.6/10) receive lower ratings
- International visitors are more satisfied with ease of driving, ease of parking, and ease of navigating (winding your way around) than domestic visitors.
- Opportunities for improvement:
  - Traffic management in Wānaka is a key concern for domestic visitors but was not mentioned as frequently by international visitors.
  - Other suggestions for improving the visitor experience included increasing the availability of public transport and improving parking.

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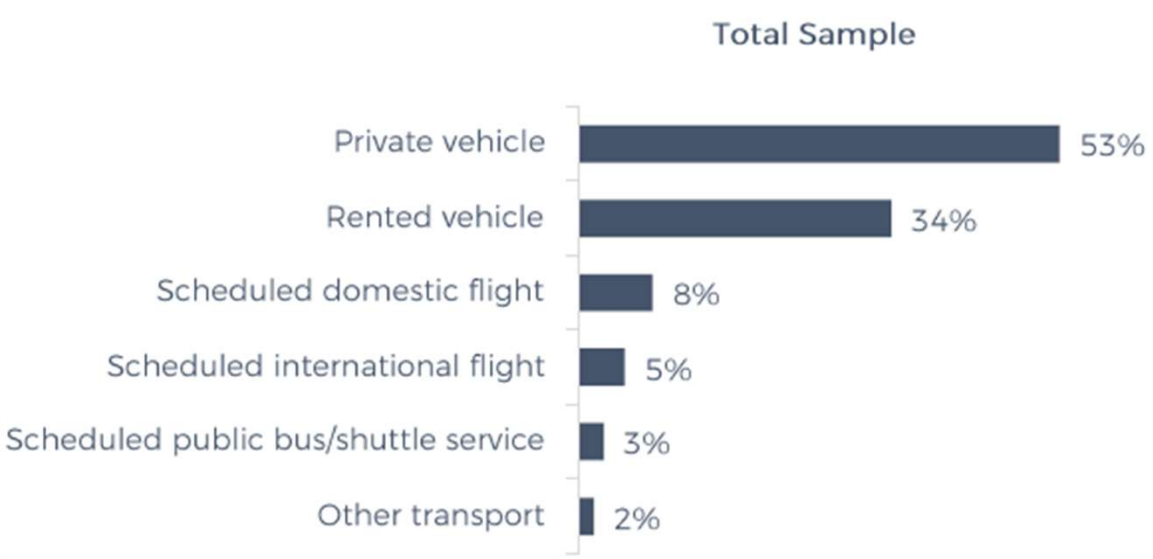
Visitor Mode of Transport – Wānaka

How did you arrive in Wānaka?



	Domestic Visitors	International Visitors
Private vehicle	72%	24%
Rented vehicle	15%	63%
Scheduled domestic flight	13%	1%
Scheduled international flight	0%	13%
Scheduled public bus/shuttle service	2%	4%
Other transport	1%	2%

- Most visitors to Wānaka relied on their own transportation, either a rented or privately owned vehicle, to explore the region.
- Half of all international visitors rented a car to get around.
- 50% of visitors reduced their carbon emissions by using public transport or walking / cycling in Wānaka.

- Data from 1 July 2024 – 30 June 2025
- n = 357 (Domestic visitors = 190, International visitors = 167)
- Data sourced from Queenstown & Wānaka Visitor Experience Survey, conducted by Angus & Associates, interpreted by Destination Queenstown
- To note, from July 2024 onward, survey responses were collected separately for Queenstown and Wānaka, based on where visitors spend the most time.

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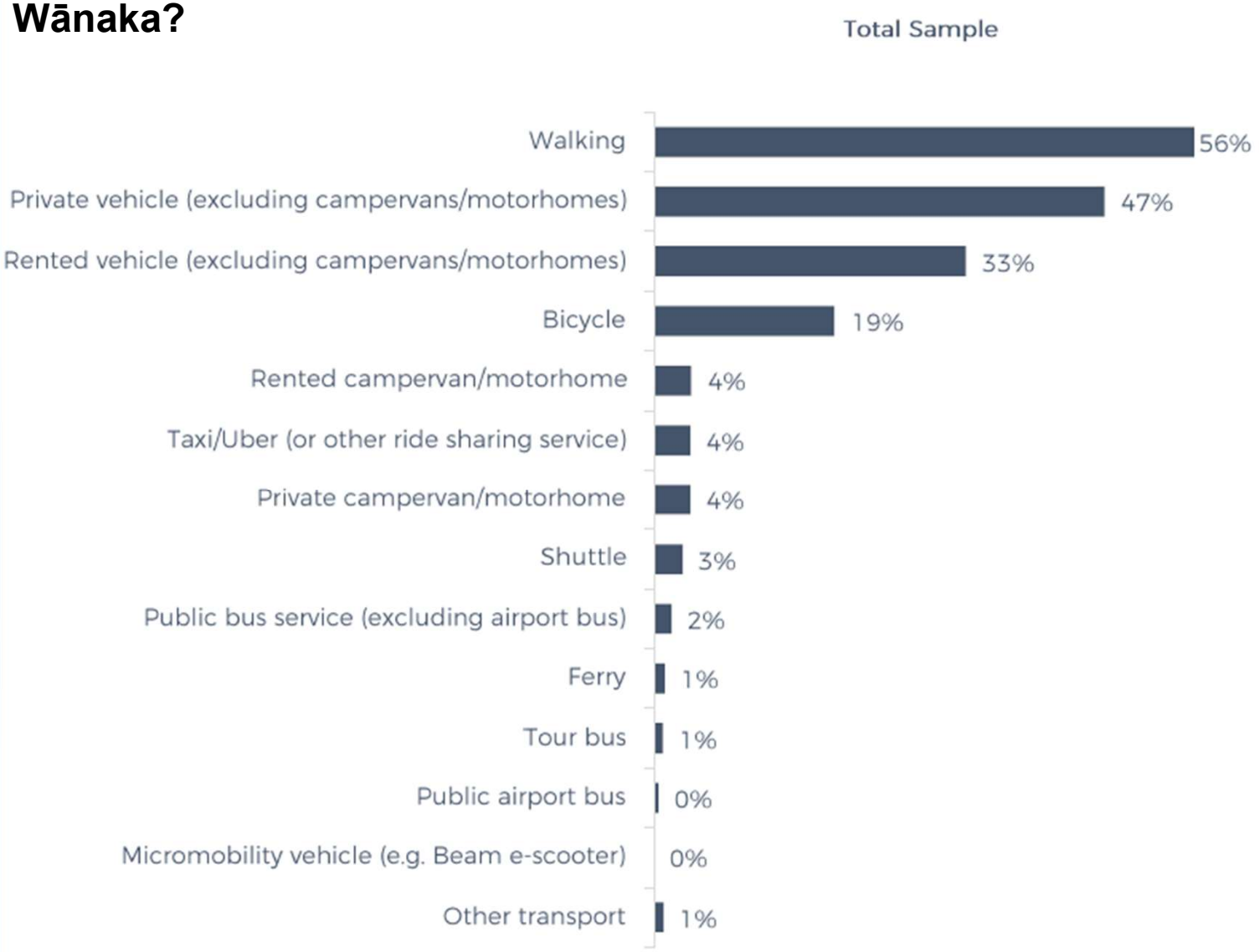
Visitor Mode of Transport – Wānaka

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



	Domestic Visitors	International Visitors
Walking	59%	53%
Private vehicle (excluding campervans/motorhomes)	65%	20%
Rented vehicle (excluding campervans/motorhomes)	20%	51%
Bicycle	23%	13%
Rented campervan/motorhome	1%	9%
Taxi/Uber (or other ride sharing service)	3%	5%
Private campervan/motorhome	3%	5%
Shuttle	3%	4%
Public bus service (excluding airport bus)	1%	3%
Ferry	1%	1%
Tour bus	0%	2%
Public airport bus	0%	1%
Micromobility vehicle (e.g. Beam e-scooter)	0%	0%
Other transport	1%	2%

Base: Wānaka Visitors – Total Sample (n=357); Domestic Visitors (n=190); International Visitors (n=167)

Visitor Satisfaction – Wānaka

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	Ease of Walking	57% 23%	79%	9.3	n=353
	Ease of Driving	34% 17%	50%	8.3	n=297
	Ease of Parking Your Vehicle	23% 15%	38%	7.6	n=297
	Ease of Using Public Transport	28% 12%	41%	7.0	n=81
	Ease of Finding Your Way Around	47% 18%	65%	8.9	n=355
Domestic Visitors	Ease of Walking	55% 26%	80%	9.3	n=188
	Ease of Driving	23% 17%	40%	8.0	n=161
	Ease of Parking Your Vehicle	16% 17%	34%	7.3	n=161
	Ease of Using Public Transport	28% 13%	41%	6.9	n=39*
	Ease of Finding Your Way Around	42% 18%	60%	8.8	n=189
International Visitors	Ease of Walking	60% 18%	78%	9.3	n=165
	Ease of Driving	50% 15%	65%	8.9	n=136
	Ease of Parking Your Vehicle	33% 12%	45%	8.0	n=136
	Ease of Using Public Transport	29% 12%	40%	7.1	n=42*
	Ease of Finding Your Way Around	54% 17%	71%	9.1	166

- Data from 1 July 2024 – 30 June 2025
- Data sourced from Queenstown & Wānaka Visitor Experience Survey, conducted by Angus & Associates, interpreted by Destination Queenstown

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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

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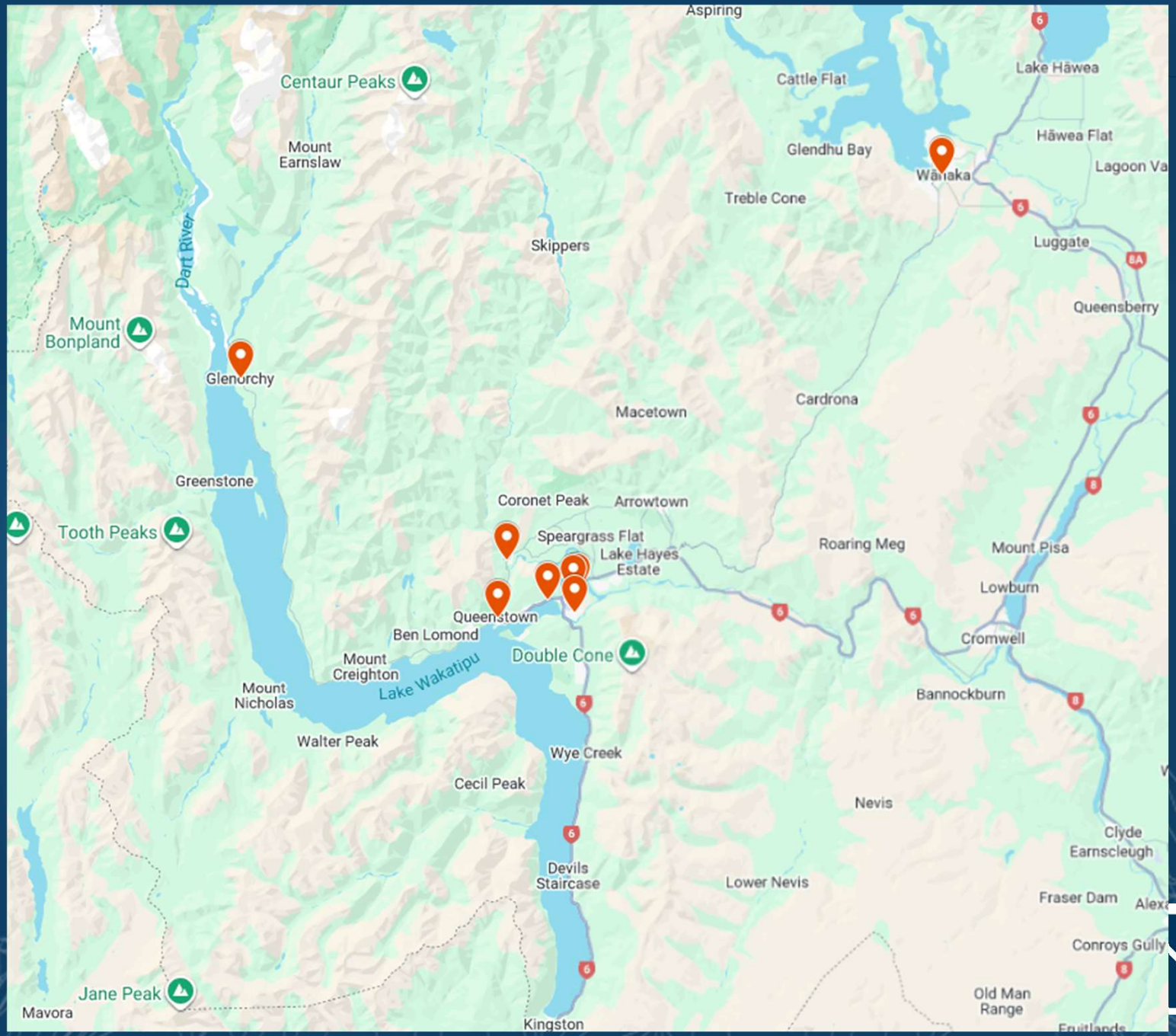
Public EV Chargers - locations



- Data sourced from EECA Public EV Charger Dashboard

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Transport Choices Delivery

- Following the completion of the Schools to Pool (S2P) and Arthurs Point to Queenstown (Southerland Track) routes, community engagements and activations took place to encourage and inspire local communities to explore and embrace these new routes.
- Wao (community non-profit based in the Upper Clutha) engaged with schools, businesses and volunteers in Wānaka to promote S2P, with the Lightfoot Initiative (charitable trust based in Queenstown) doing the same in Queenstown in support of the Southerland Track.
- Delivery was funded through NZTA's Transport Choices and these campaigns outlined the powerful impact of community led and supported active transport initiatives. Enabling community groups to deliver these kind of programmes creates meaningful behaviour change as well as inspiring confidence, connection and climate-conscious choices.
- Partnering with trusted community groups helps to ensure awareness and momentum for active travel projects continues to grow. It is crucial to have longevity in these programmes and sustainable funding mechanisms so that behaviour change initiatives can continue to be delivered, changing mindsets and ensuring active transport remains a fun, inclusive and integral part of the district's future.

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Activation of Schools to Pool Route by Wao

- Love Your Bike Workshops
  - 4 schools + home school students
  - 9 workshops held
  - 207 primary students involved
- Bike for Books
  - 5,470 individual trips recorded
  - Covering 12,034km
- Bike Bus
  - 42 children took part in the Bike Bus which ran 6 times
- Hackathon involving 103 high school students
  - Working through ideas as to how to get more students using active transport to get to school
- 2 Community Rides (Easter and Matariki rides)
  - 103 people taking part across the 2 rides
- Faces of Change campaign
  - Using social media to profile a diverse range of locals who choose to bike, walk or scoot as part of their daily routine

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Activation of Southerland Track by the Lightfoot Initiative

- Arthurs Point Bike Bus
  - 11 rides, with 168 trips by children, and 73 trips by parents. Total of 241 rides along the track
- 6 Coffee and Kai Pit Stops
  - 325 children and adults stopping in to enjoy the pitstops
- 10 Pop Up Pit Stops
  - 160 people stopped in at these pitstops
- Matakauri Scavenger Hunt
  - Total of 73 participants (43 children / 30 parents)
- Biking Bunny Easter Scavenger Hunt
  - Total of 55 participants (35 children / 20 adults)
- Zoom and Bloom E-Bike Trial – Women's Bike Event
  - 16 participants
- Bright Night Community Glow Ride
  - 115 plus participants
- Facilitation of Bike Bus Community Conversation

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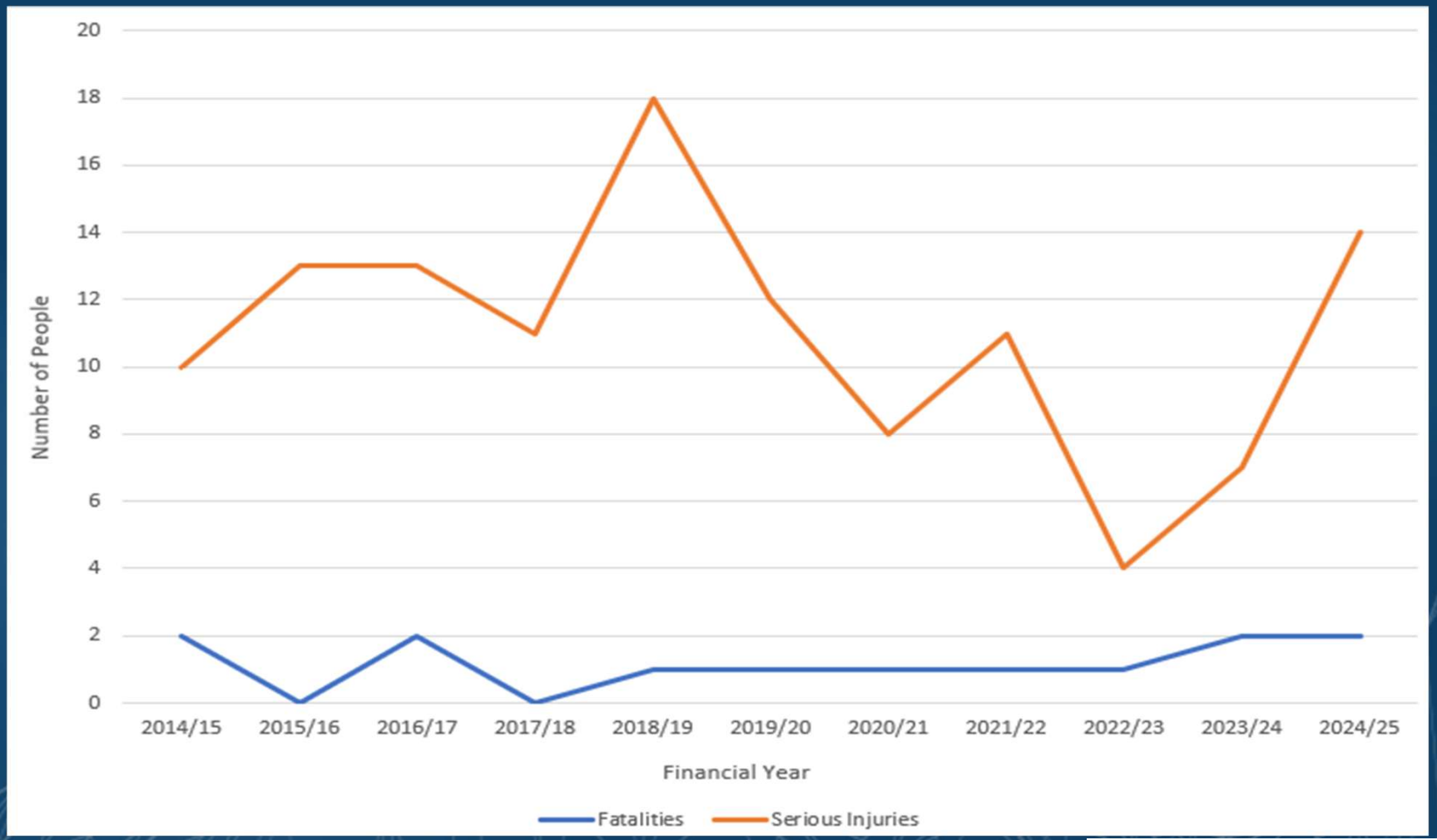
DSI's on the Network

- 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 or on State Highways

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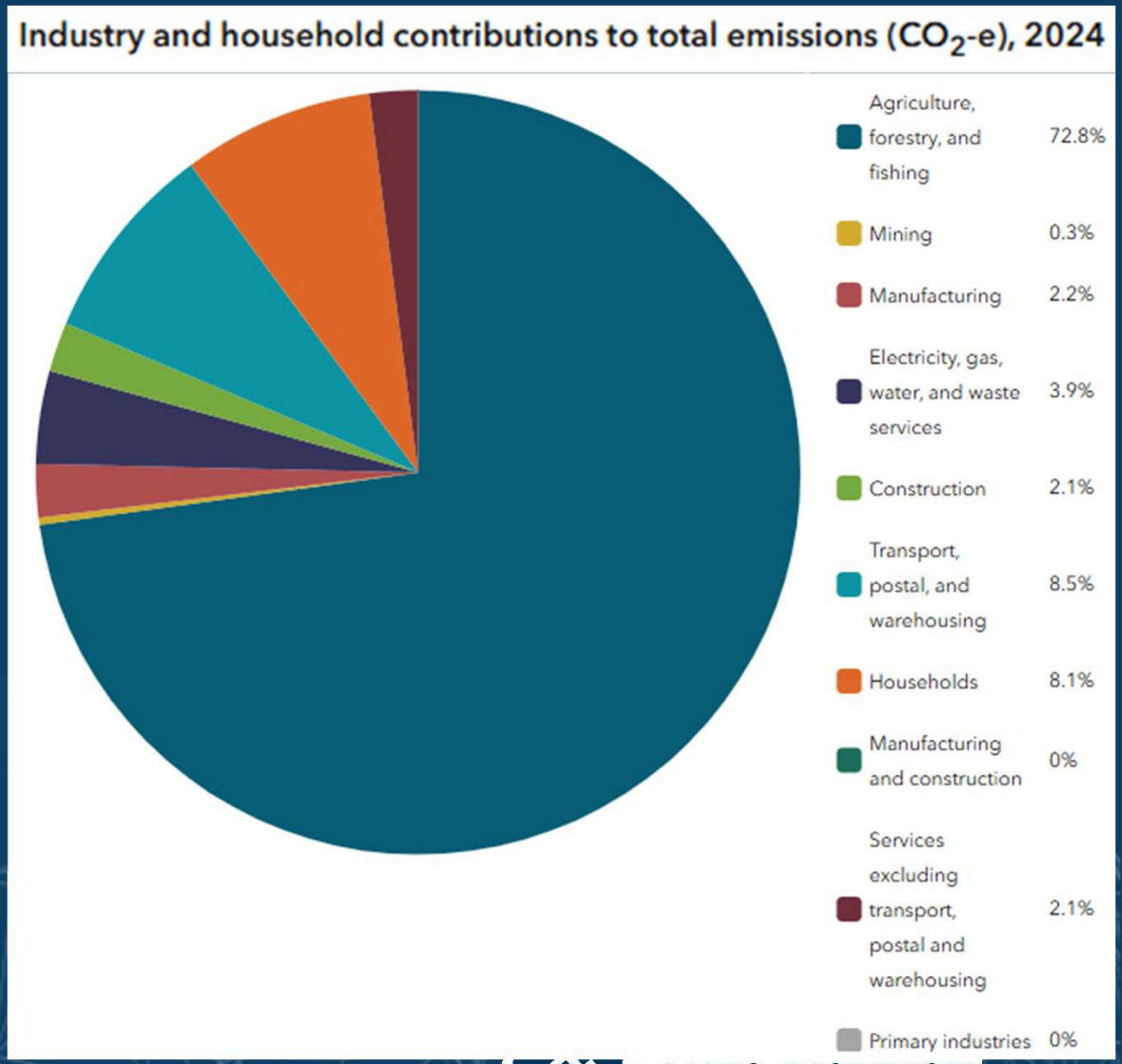
2024 Regional Transport Emissions

- 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

LAKES DISTRICT COUNCIL

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.

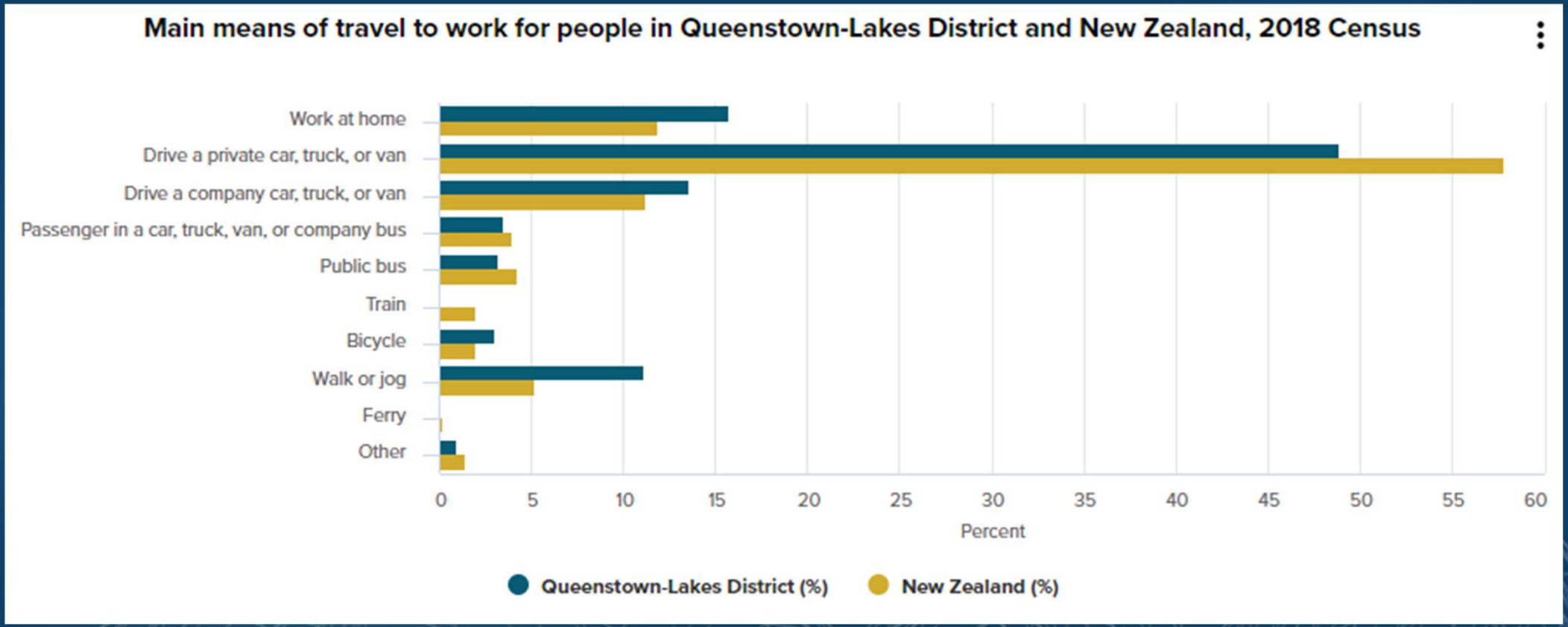
Reporting from Census Data

- 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



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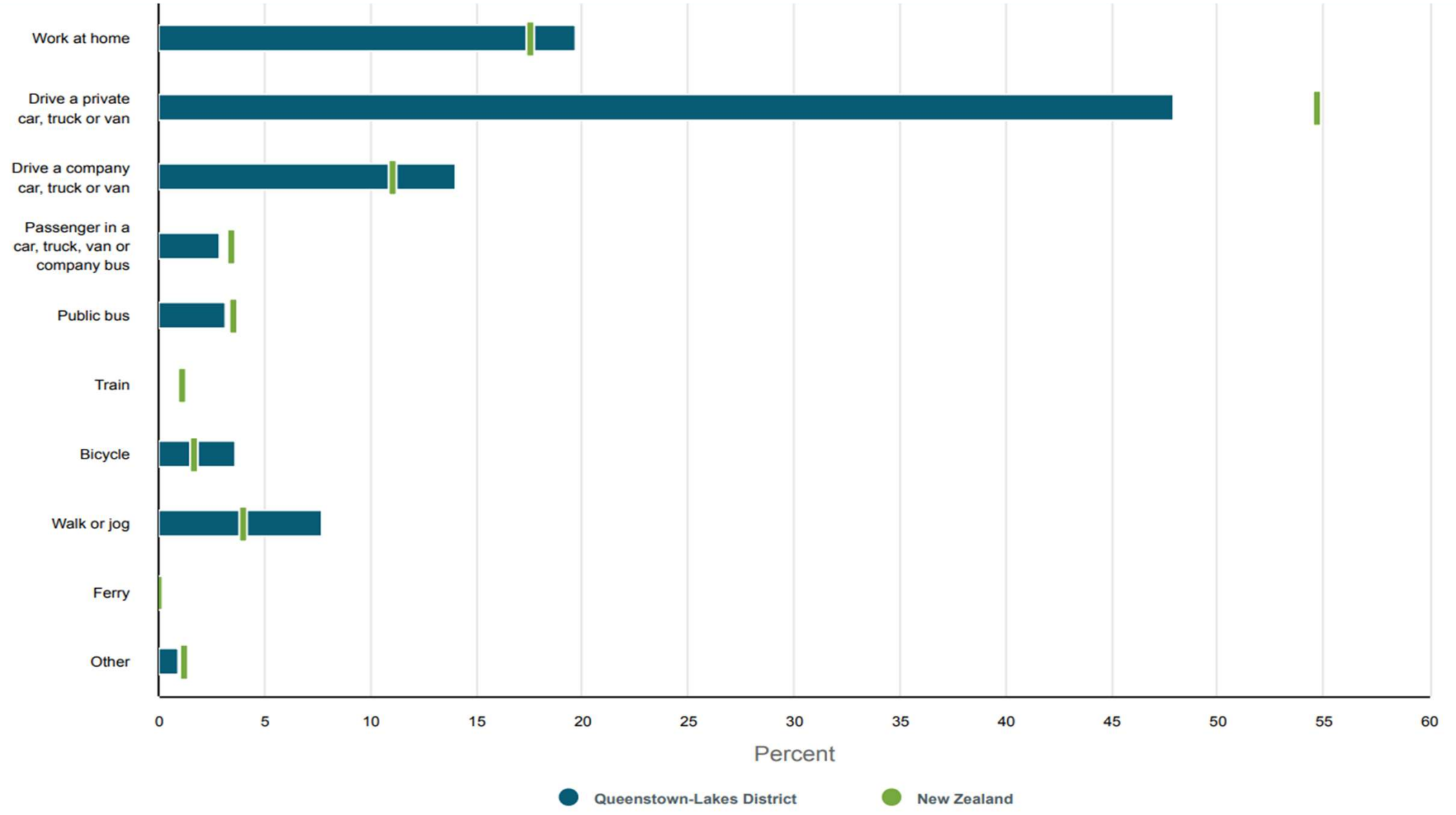
Mode Share for Journey to Work

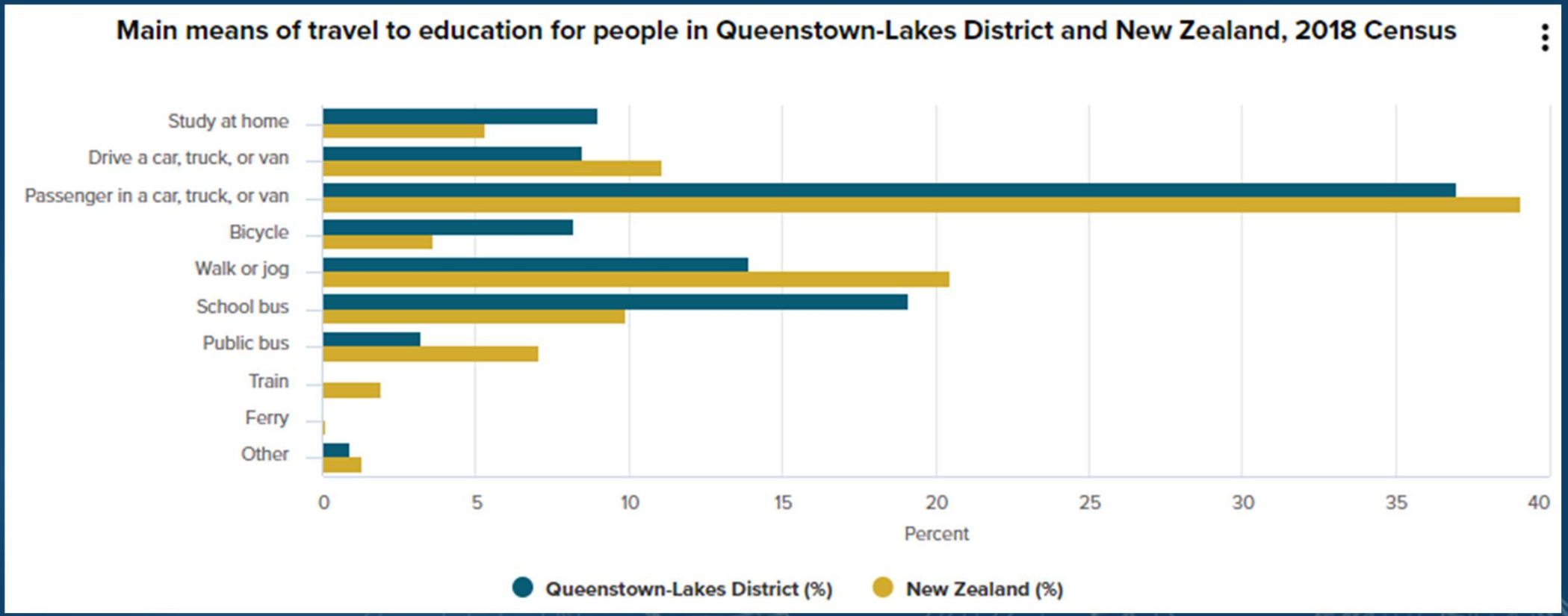
- Data from Stats NZ 2023 Census

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



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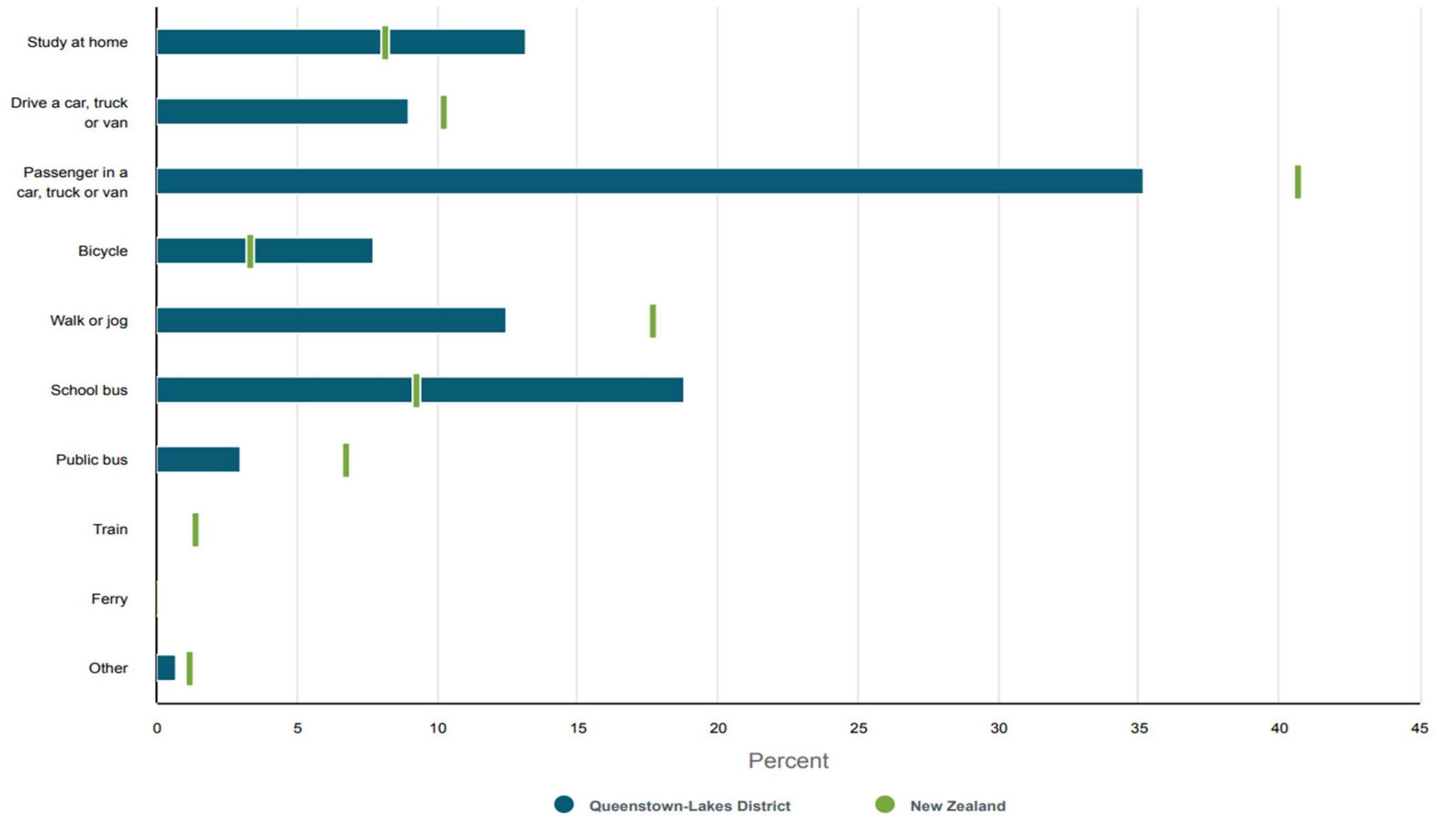
Mode Share for Journey to Education

- 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:

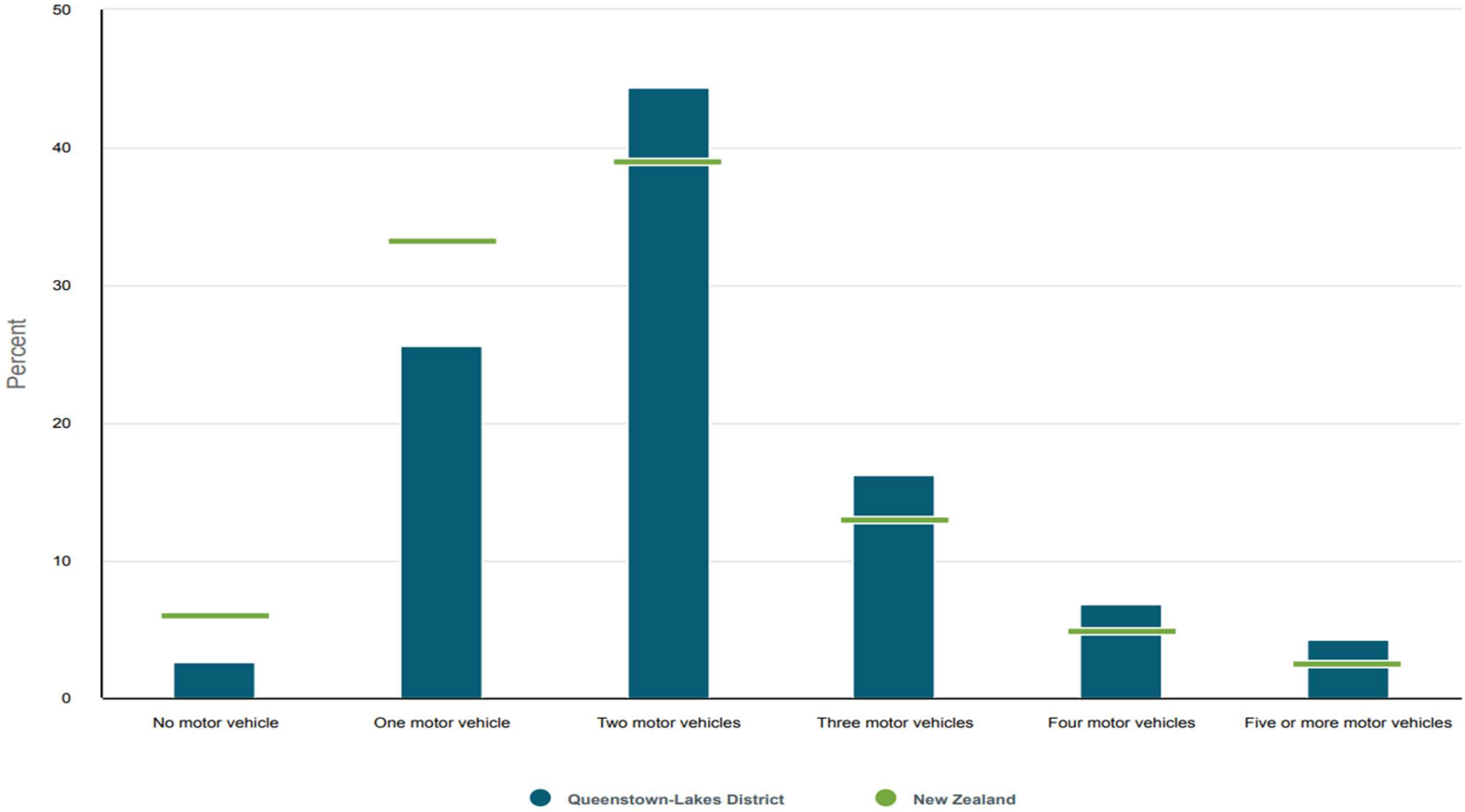
- Farm vehicles not licensed for road use
- Motorbikes or scooters
- Vehicles used only for business
- Vehicles that belong to visitors
- Vehicles occasionally borrowed from another household.

QUEENSTOWN LAKES DISTRICT COUNCIL

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



Mode of Transport to and from Queenstown Airport

	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

QUEENSTOWN LAKES DISTRICT COUNCIL

Showcase – Summer in Wānaka

The 2024/25 holiday season saw record use on Wānaka's biking and walking infrastructure.

For the four weeks 23 December 2024 to 19 January 2025, people walking and biking were:

- **Up 8%** on the Lakefront Shared Path (57,000 people movements over the month including a phenomenal 4,500 on 31 Dec)
- **Up 4.5%** on the Aubrey Rd Shared Path
- **Up 10%** on the Anderson Road Shared Path
- **Up 18%** on Schools to Pool (Lismore Park)
- **Up 21%** on the Millenium track (heading to Edgewater, just past The Wānaka Tree)

- Data sourced from pedestrian and scooter counters on the network.
- Percent increase is measured against the same four weeks from 23 December 2023 to 19 January 2024

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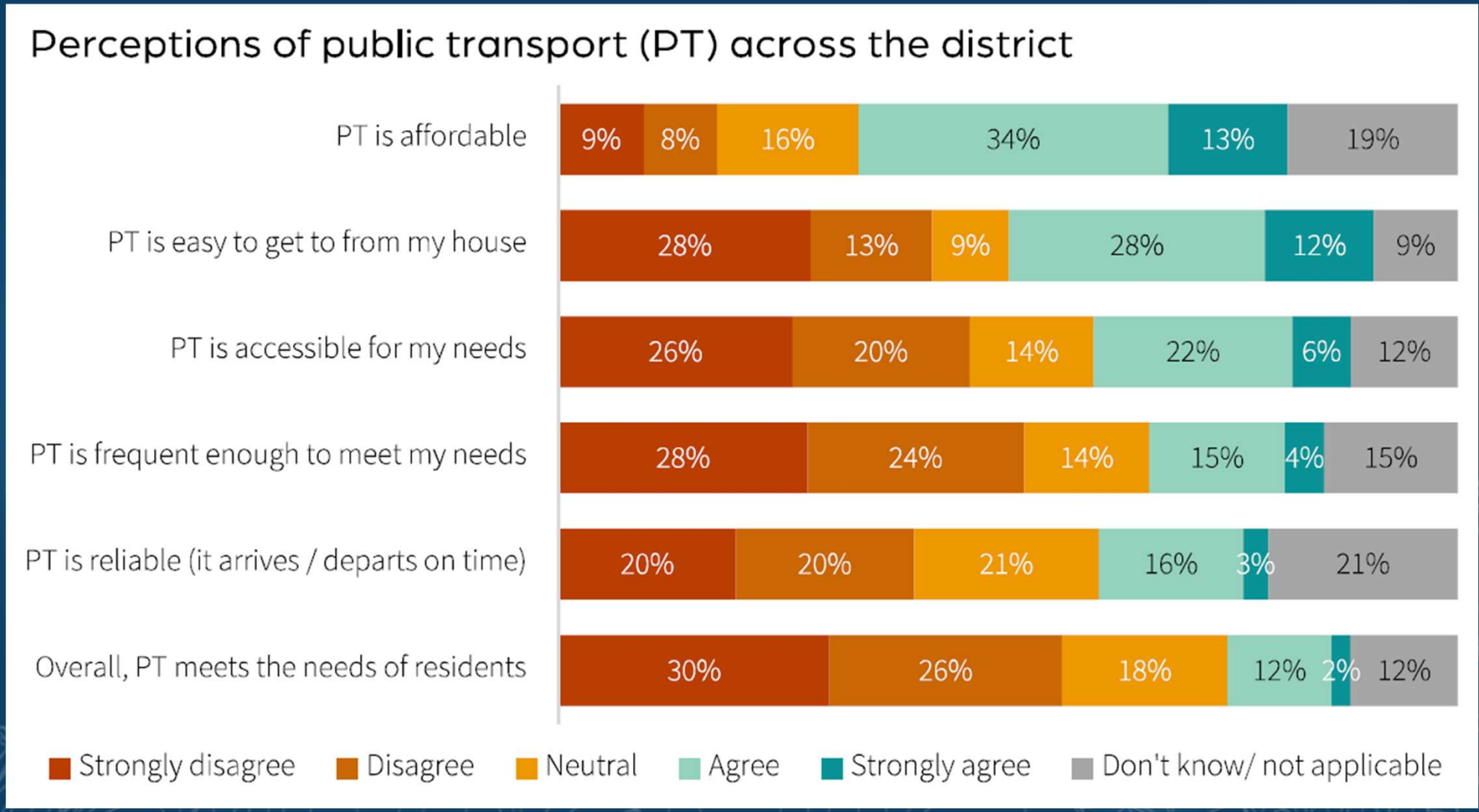
QLDC's Quality of Life Survey

- 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 2024 QoL survey are shared over the next 11 slides.

Perceptions of Public Transport

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



Perceptions of Public Transport

- 47% of respondents agree that public transport is affordable, while 40% agree it is easy to access from their house.
- Agreement with most other statements is much lower, with high levels of disagreement. The lowest levels of agreement relate to the frequency (19%) and reliability (19%) of the PT system, with only 14% of respondents agreeing that the transport system meets the needs of the district.
- Perceptions of transport have declined over time, and although there have been slight lifts in perceptions this year for some measures, most views are markedly lower than when monitoring commenced in 2018.
- There was a slight uptick in those agreeing that PT was reliable and frequent enough, however affordability and accessibility reduced year on year.

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

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

- Bold figures indicate the 2024 result is significantly higher or lower than the 2023 result
- N = 1000

QUEENSTOWN LAKES DISTRICT COUNCIL

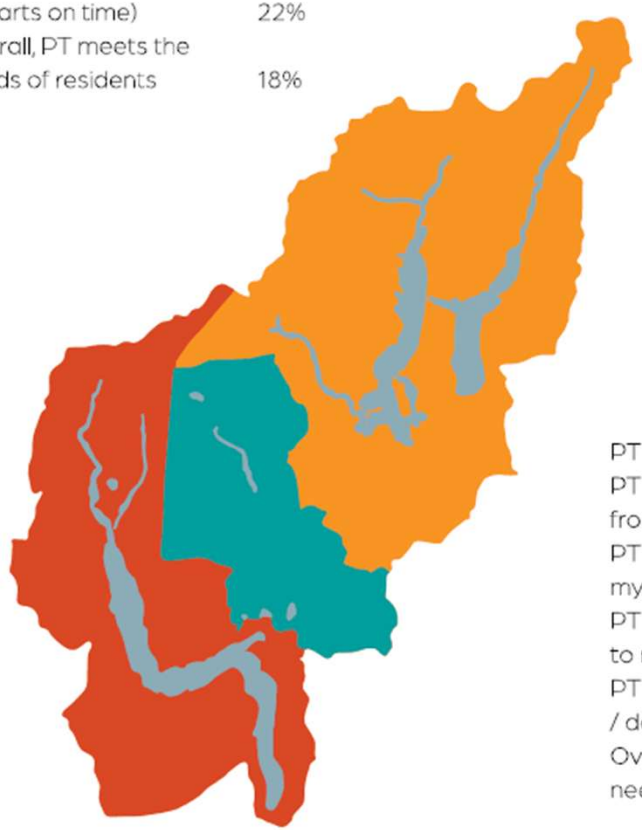
Perceptions of PT by Location

ARROWTOWN–KAWARAU WARD

PT is affordable	**66%**
PT is easy to get to from my house	**58%**
PT is accessible for my needs	**39%**
PT is frequent enough to meet my needs	23%
PT is reliable (it arrives / departs on time)	22%
Overall, PT meets the needs of residents	18%

WĀNAKA–UPPER CLUTHA / MATA–AU WARD

PT is affordable	9%
PT is easy to get to from my house	4%
PT is accessible for my needs	4%
PT is frequent enough to meet my needs	3%
PT is reliable (it arrives / departs on time)	8%
Overall, PT meets the needs of residents	2%



QUEENSTOWN–WHAKATIPU WARD

PT is affordable	**65%**
PT is easy to get to from my house	**57%**
PT is accessible for my needs	**40%**
PT is frequent enough to meet my needs	**30%**
PT is reliable (it arrives / departs on time)	**25%**
Overall, PT meets the needs of residents	**20%**

- Respondents from Queenstown-Whakatipu Ward and Arrowtown-Kawarau Ward have more positive perceptions of PT, while those in the Wānaka-Upper Clutha Ward have much poorer perceptions, most likely as there are no services in this area.
- At a community level, results are much higher among respondents from Frankton and Arthur's Pt, Lake Hayes and Shotover Country, Queenstown and Sunshine Bay – Fernhill.
- The results are significantly lower among respondents from Hāwea and Hāwea Flat, Albert Town, Wānaka, Other Wānaka and Other Whakatipu areas.

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

QUEENSTOWN LAKES DISTRICT COUNCIL

Perception of PT by Location

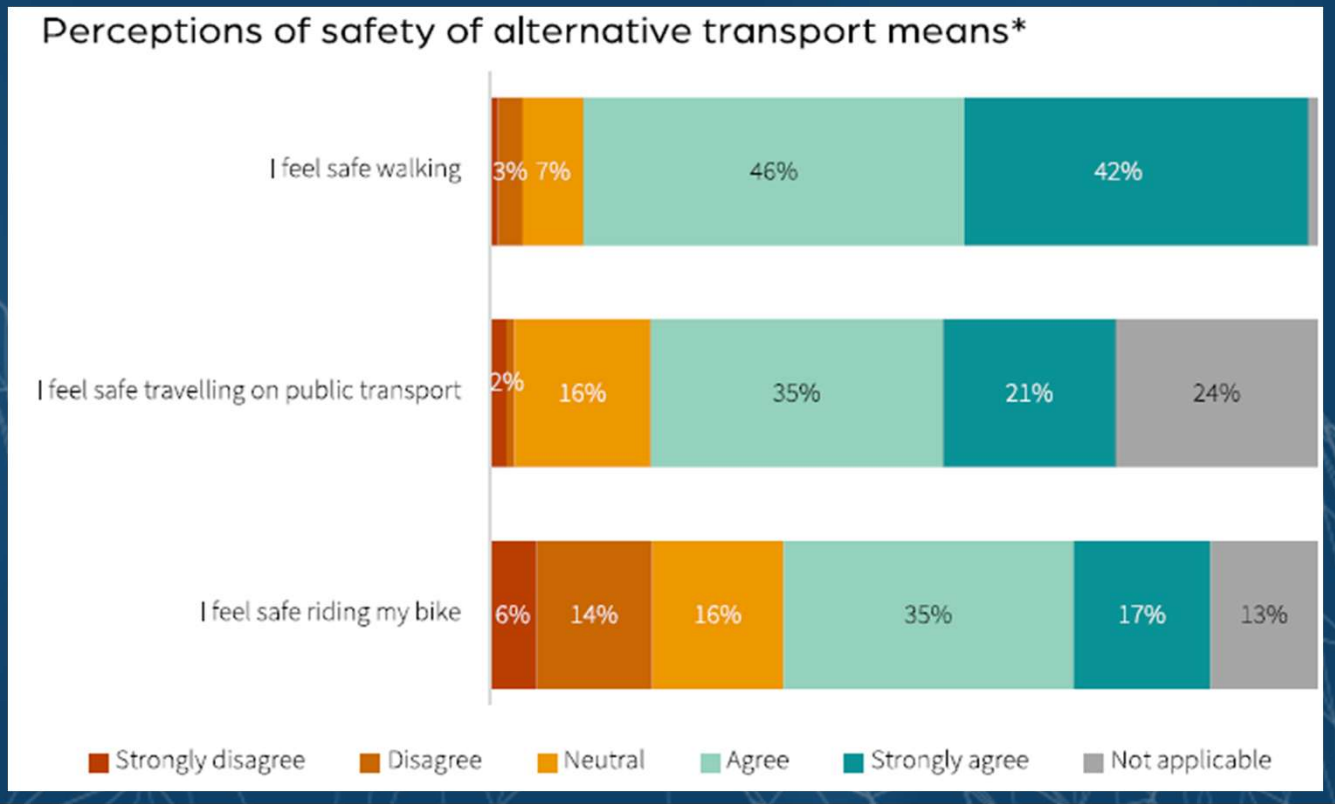
- This table shows the percentage of residents in each area who indicated they use buses at least occasionally who agree with the PT statements. The highest level of satisfaction was with residents of Sunshine Bay-Fernhill.

Area	Affordable	Easy to get to	Accessible for my	Frequent	Reliable	Overall
Queenstown	80%	36%	27%	71%	53%	24%
Frankton	77%	44%	34%	72%	57%	25%
Jacks Point	69%	13%	21%	47%	29%	12%
Sunshine Bay-Fernhill	85%	66%	56%	83%	66%	46%
Arrowtown	76%	41%	41%	61%	56%	24%
LHE and SC	76%	25%	26%	74%	46%	20%
Arthurs Point	84%	32%	40%	84%	64%	28%
Whakatipu Basin	77%	31%	15%	38%	38%	31%
Other Whakatipu	53%	12%	18%	0%	12%	12%
Wānaka	23%	4%	31%	8%	12%	4%
Hāwea and Hāwea Flat	0%	0%	0%	0%	0%	0%
Albert Town	20%	20%	20%	20%	20%	20%
Other Wānaka	25%	13%	13%	0%	0%	0%

Safety Perceptions

- New question in the QoL survey – asking resident's perception of safety while walking, biking or taking public transport as a means of transport
- The majority of respondents, 88%, agree that they feel safe when walking, 56% agree that they feel safe travelling on public transport, and 52% state they feel safe riding their bike.
- For those that do not feel safe travelling on PT, 60% state that there is no PT or that it is irregular / unreliable (12%). Those who do not feel safe cycling state that the roads are unsafe for cyclists (45%), that there are no cycle lanes (12%), that there is a need for more bike trails (8%), and that dangerous drivers or constant road cones cause safety issues (7% each).
- The top reasons for feeling unsafe walking are the lack of footpaths (23%), rude / entitled cyclist (17%), inconsiderate or dangerous drivers (12%) and bikers travelling on footpaths or walking tails (10%).

- **Question:** Thinking about the following alternate modes of transport, how strongly do you agree or disagree with following statements as a means of transport?
- n = 1000



Safety Perceptions

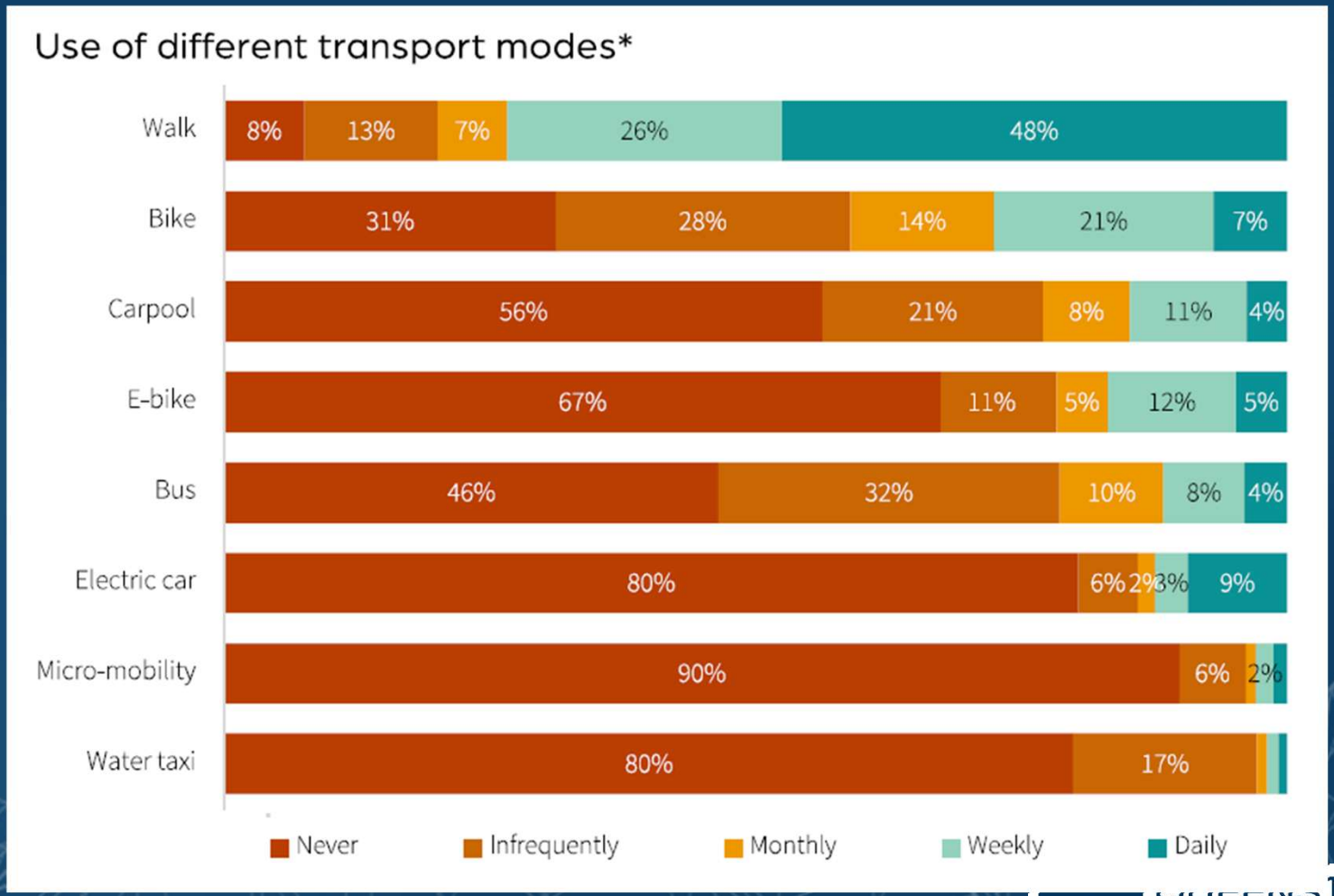
- By area, 46% of those in Jacks Point felt unsafe riding a bike, followed by those in the smaller areas of both the Whakatipu and Upper Clutha regions. Those in the Whakatipu Basin were more likely to feel unsafe walking, followed by those in Jacks Point.
- Those that responded that they felt unsafe were asked to elaborate on their reasons. For residents of Jacks Point this was overwhelmingly due to the lack of a dedicated cycle path linking Jacks Point / Hanleys Farm to Frankton, while for the more rural areas this was due to unsafe roads due to a combination of lack of footpaths and inconsiderate drivers.

Percentage of residents who feel unsafe...(not applicable responses excluded)			
	On public transport	Riding a bike	Walking
Queenstown	0%	21%	2%
Frankton	3%	19%	5%
Jacks Point	5%	46%	11%
Sunshine Bay-Fernhill	4%	25%	0%
Queenstown-Whakatipu	**3%**	**29%**	**5%**
Arrowtown	4%	10%	7%
LHE and SC	0%	14%	3%
Arthurs Point	0%	27%	7%
Whakatipu Basin	0%	25%	13%
Arrowtown-Kawarau	**1%**	**17%**	**6%**
Other Whakatipu	3%	42%	4%
Wānaka	13%	19%	2%
Hāwea and Hāwea Flat	9%	18%	2%
Albert Town	14%	27%	4%
Other Wānaka	5%	38%	4%
Wānaka-Upper Clutha	**12%**	**22%**	**3%**

QUEENSTOWN LAKES DISTRICT COUNCIL

Alternative Transport Usage

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



- n = 1000

Alternative Transport Modes by Year

- The most common form of alternative transport is walking, with this year seeing a significant increase in the percentage of residents who indicated they walked as a means of transport at least monthly rising from 64% to 81%. The use of e-bikes also increased year on year (14% to 22%),
- The next most commonly used transport modes are biking (42%), carpooling (23%) and e-biking or bussing (22% each).
- Respondents under 25 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 micro-mobility or bike at least monthly.

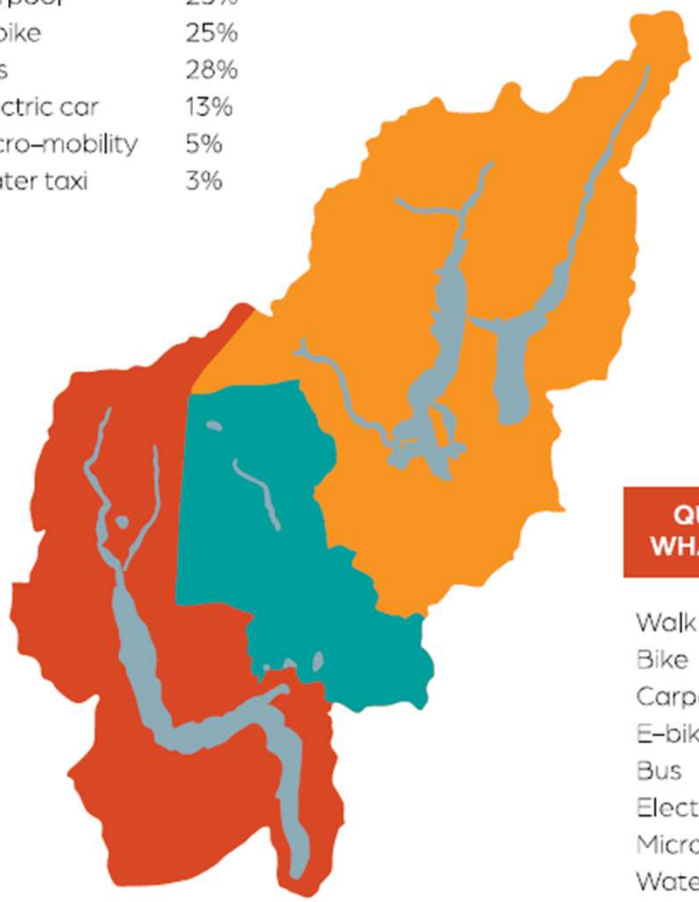
Use of different transport modes: By year (use at least monthly)

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

- Bold figures indicate the 2024 result is significantly higher or lower than the 2023 result.

LAKES DISTRICT COUNCIL

Alternative Transport Use by Location



ARROWTOWN–KAWARAU WARD

Walk	76%
Bike	45%
Carpool	23%
E-bike	25%
Bus	28%
Electric car	13%
Micro-mobility	5%
Water taxi	3%

WĀNAKA–UPPER CLUTHA / MATA-AU WARD

Walk	85%
Bike	47%
Carpool	24%
E-bike	23%
Bus	2%
Electric car	**19%**
Micro-mobility	5%
Water taxi	1%

QUEENSTOWN–WHAKATĪPU WARD

Walk	79%
Bike	34%
Carpool	23%
E-bike	18%
Bus	**32%**
Electric car	11%
Micro-mobility	2%
Water taxi	4%

- This image shows the use of alternative modes of transport (combined monthly, weekly and daily use) across the district's wards.
- Respondents from all 3 wards are frequent walkers, with those in Queenstown-Whakatipu Ward also more likely to use a bus. Respondents from Wānaka-Upper Clutha are significantly more likely to use an electric vehicle, and far less likely to use a bus.
- At a community level, respondents from Sunshine Bay-Fernhill (53%), Frankton and Arthur's Pt (49% each) are significantly more likely to use a bus. In comparison, respondents from Jack's Pt are significantly more likely to use a water taxi (10%). Respondents from Whakatipu Basin are more frequent users of both e-bikes (51%) and micro-mobility options (23%).

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

QUEENSTOWN LAKES DISTRICT COUNCIL

Alternative Transport Usage

- By area, Fernhill and Arthurs Point residents are more likely to use the bus, Arthurs Point and Albert Town residents are more likely to ride, while those in Queenstown are more likely to carpool.

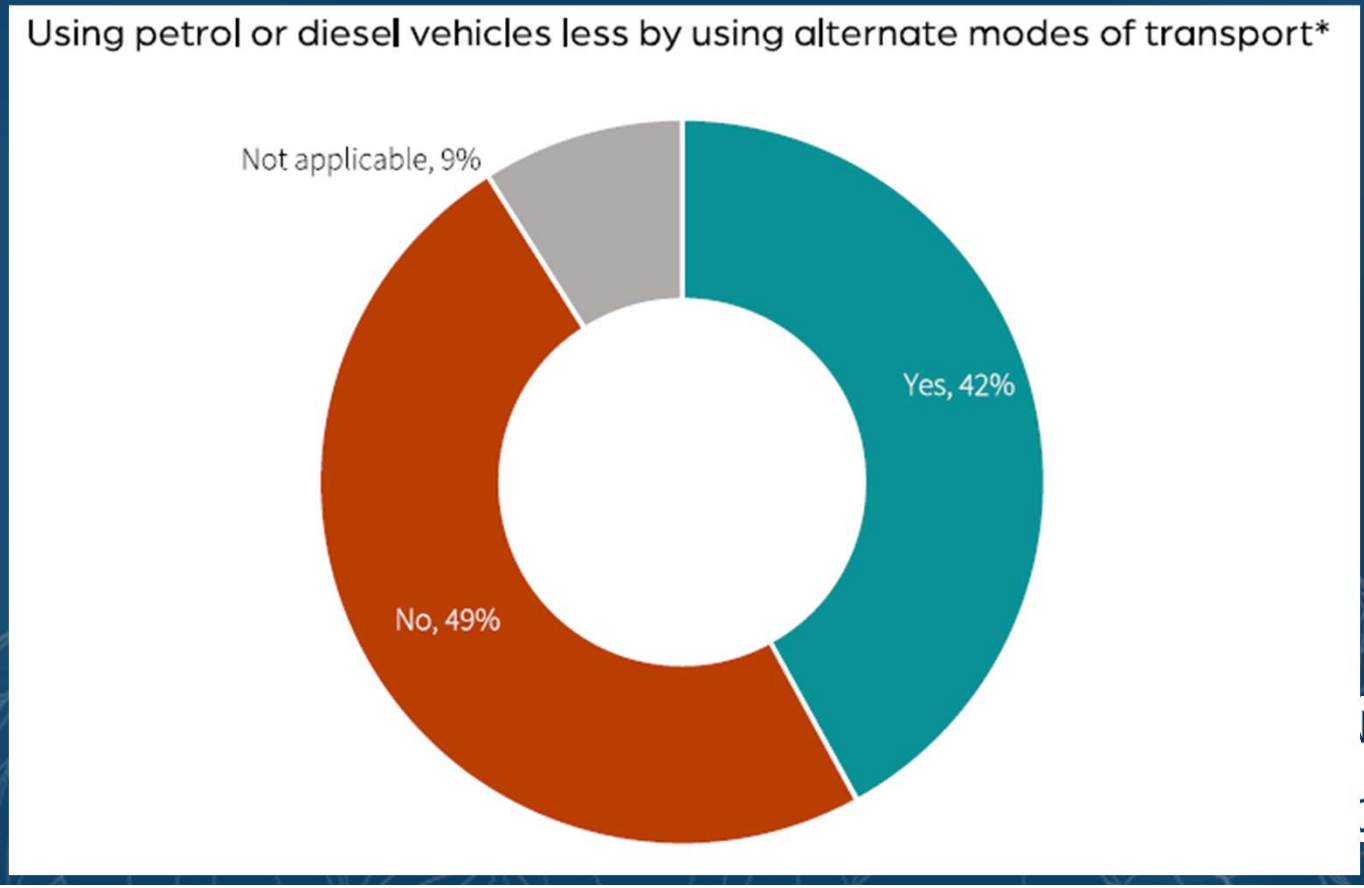
Verbatim comments

- The majority of the comments were around the inadequacy of the public transport system, particularly around frequency and reliability, as well as the need for public transport in the Upper Clutha region. A desire for better active travel infrastructure, particularly in the Southern Corridor, was also frequently mentioned. Further comments were centred on traffic congestion and parking availability.
- There were also a number of comments in the non-resident's survey around the increased difficulty in getting around town due to ongoing roadworks and difficulty in finding a park.

Area	Bus	Walk	Bike	E-bike	Micro-mobility	Electric car	Water taxi	Carpool
Queenstown	34%	82%	40%	18%	8%	13%	5%	32%
Frankton	35%	85%	37%	22%	2%	10%	2%	13%
Jacks Point	19%	72%	23%	12%	2%	11%	12%	20%
Sunshine Bay-Fernhill	50%	76%	39%	29%	0%	16%	0%	21%
Arrowtown	30%	87%	50%	25%	3%	13%	5%	18%
LHE and SC	27%	72%	42%	22%	2%	12%	1%	22%
Arthurs Point	50%	73%	60%	23%	0%	20%	0%	13%
Whakatipu Basin	5%	73%	43%	43%	10%	15%	3%	13%
Other Whakatipu	2%	66%	26%	18%	0%	8%	2%	26%
Wānaka	1%	87%	48%	28%	5%	16%	0%	21%
Hāwea and Hāwea Flat	0%	78%	56%	16%	2%	13%	0%	20%
Albert Town	2%	86%	60%	32%	4%	24%	2%	32%
Other Wānaka	0%	86%	25%	14%	4%	21%	0%	21%

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 for 2024, asking respondents about their use of petrol or diesel vehicles.
- 42% of respondents indicate that they have chosen to use their petrol or diesel vehicle less by using alternate modes of transport or active transport.
- 49% indicate they have not used their petrol or diesel vehicle less, and 9% state this is not applicable.



- n = 1000

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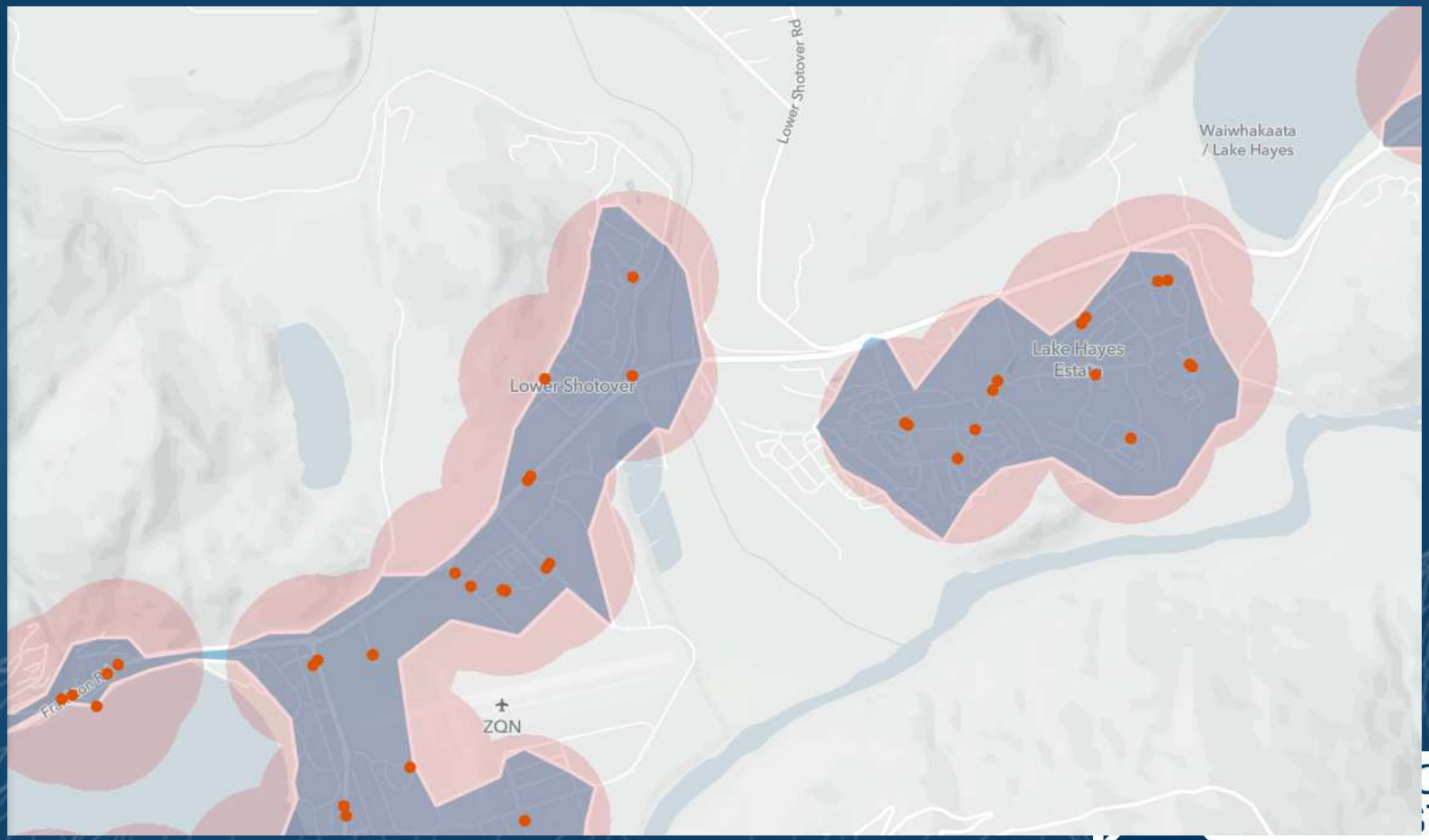
PT Spatial Coverage

- 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.



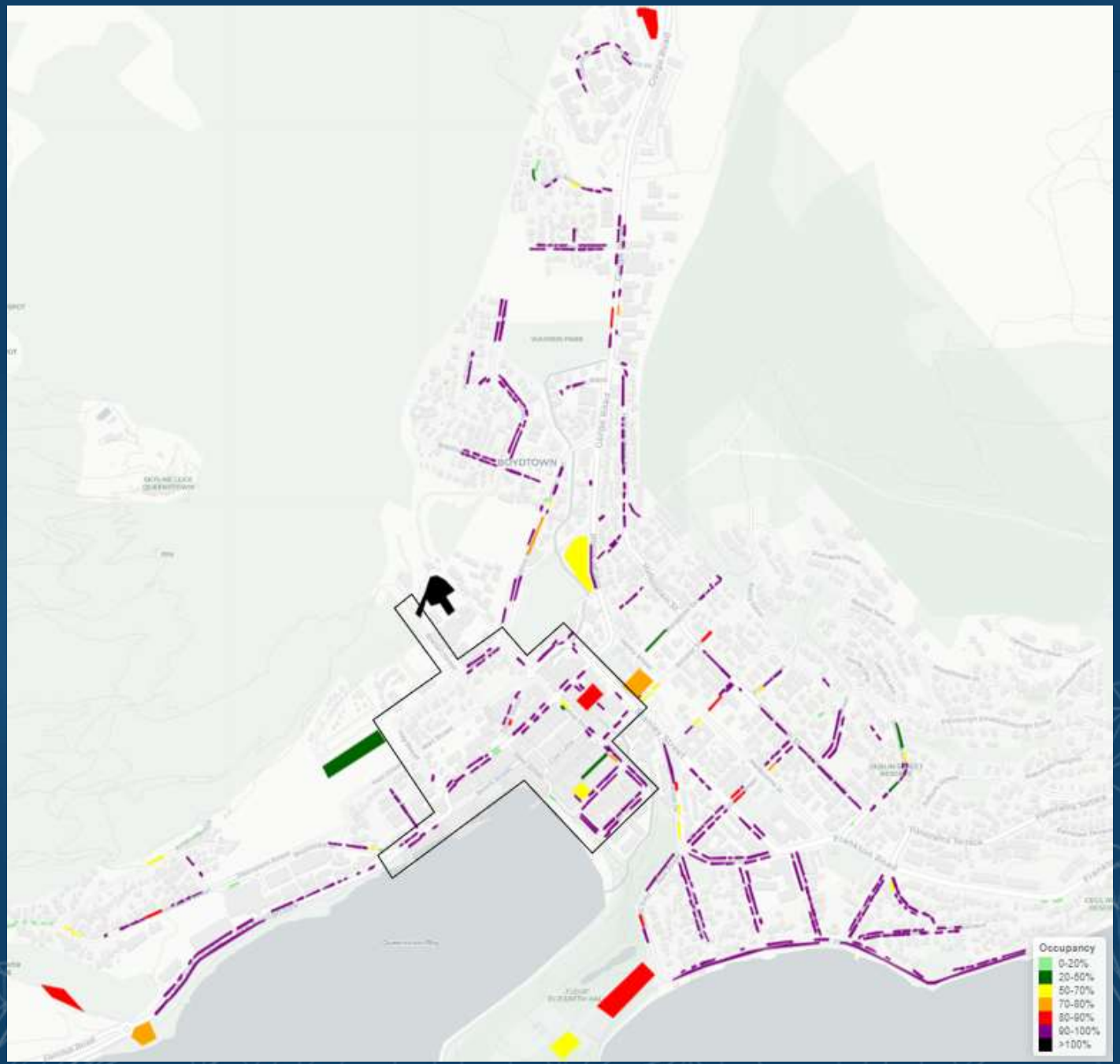
- Data sourced from ORC and is based on 2018 Census Survey

Parking

- 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.

QUEENSTOWN LAKES DISTRICT COUNCIL

Parking Occupancy in Queenstown



- 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

QUEENSTOWN LAKES DISTRICT COUNCIL

Parking Occupancy in Queenstown

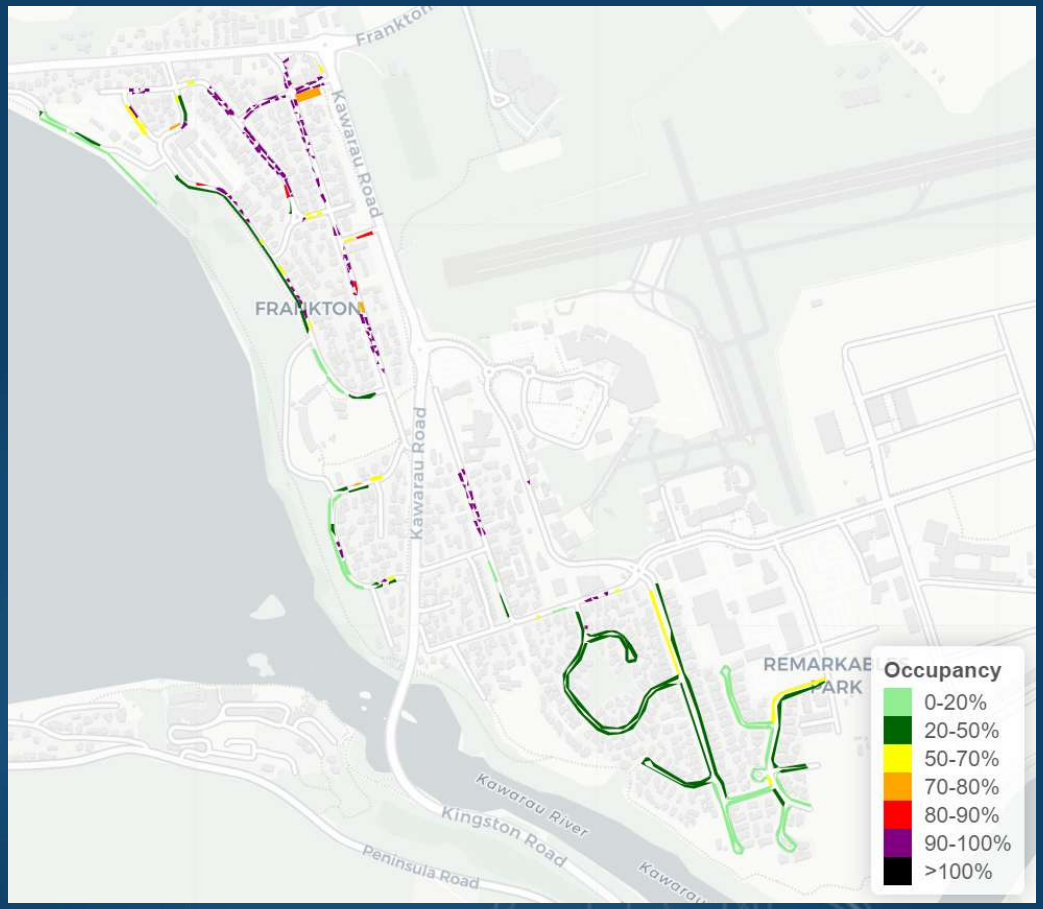
- Occupancy of public off-street car parks in Queenstown
  - Data recorded Wednesday 21 February 2024

									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%**		

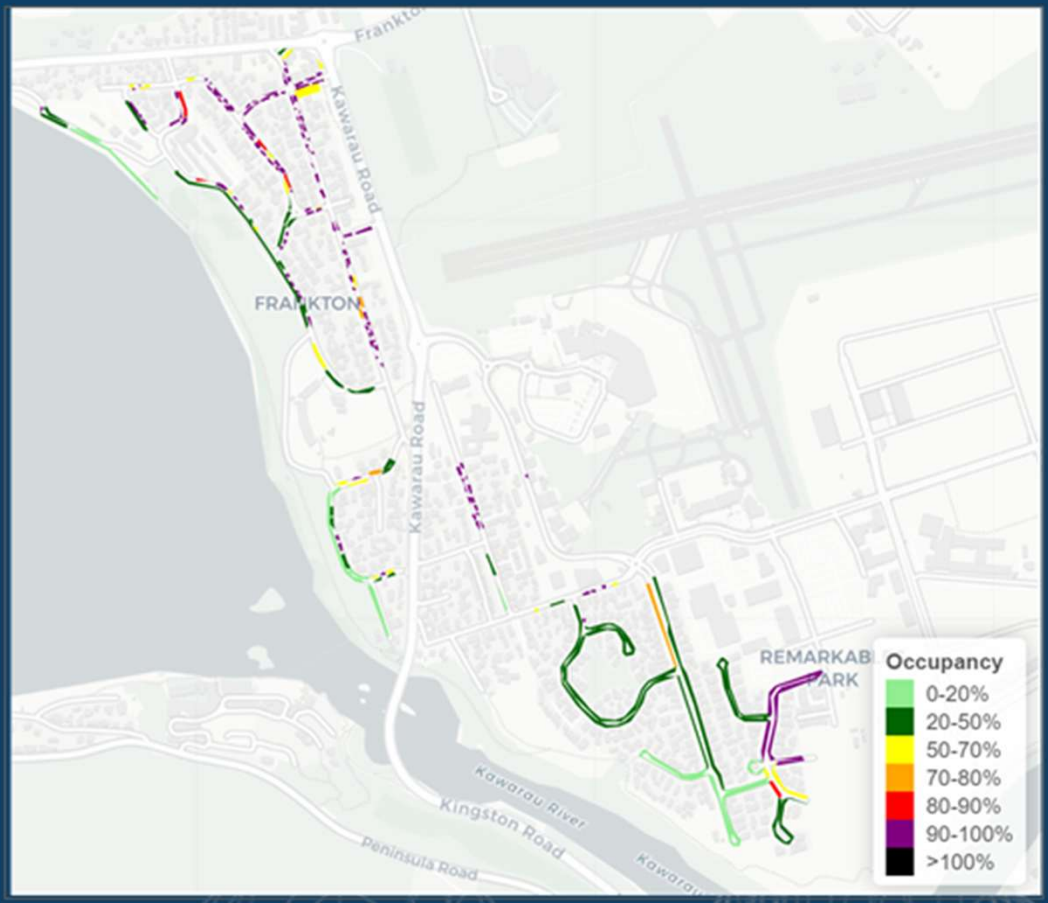
- Data sourced from QLDC's Parking Strategy project, including parking surveys conducted in Queenstown to form the Queenstown Parking Management Plan

QUEENSTOWN LAKES DISTRICT COUNCIL

Parking Occupancy in Frankton



- 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

QUEENSTOWN LAKES DISTRICT COUNCIL

Parking Occupancy in Frankton

- 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

QUEENSTOWN LAKES DISTRICT COUNCIL

Parking Occupancy in Wānaka

- 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

QUEENSTOWN LAKES DISTRICT COUNCIL

Parking Occupancy in Wānaka

- 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

QUEENSTOWN LAKES DISTRICT COUNCIL

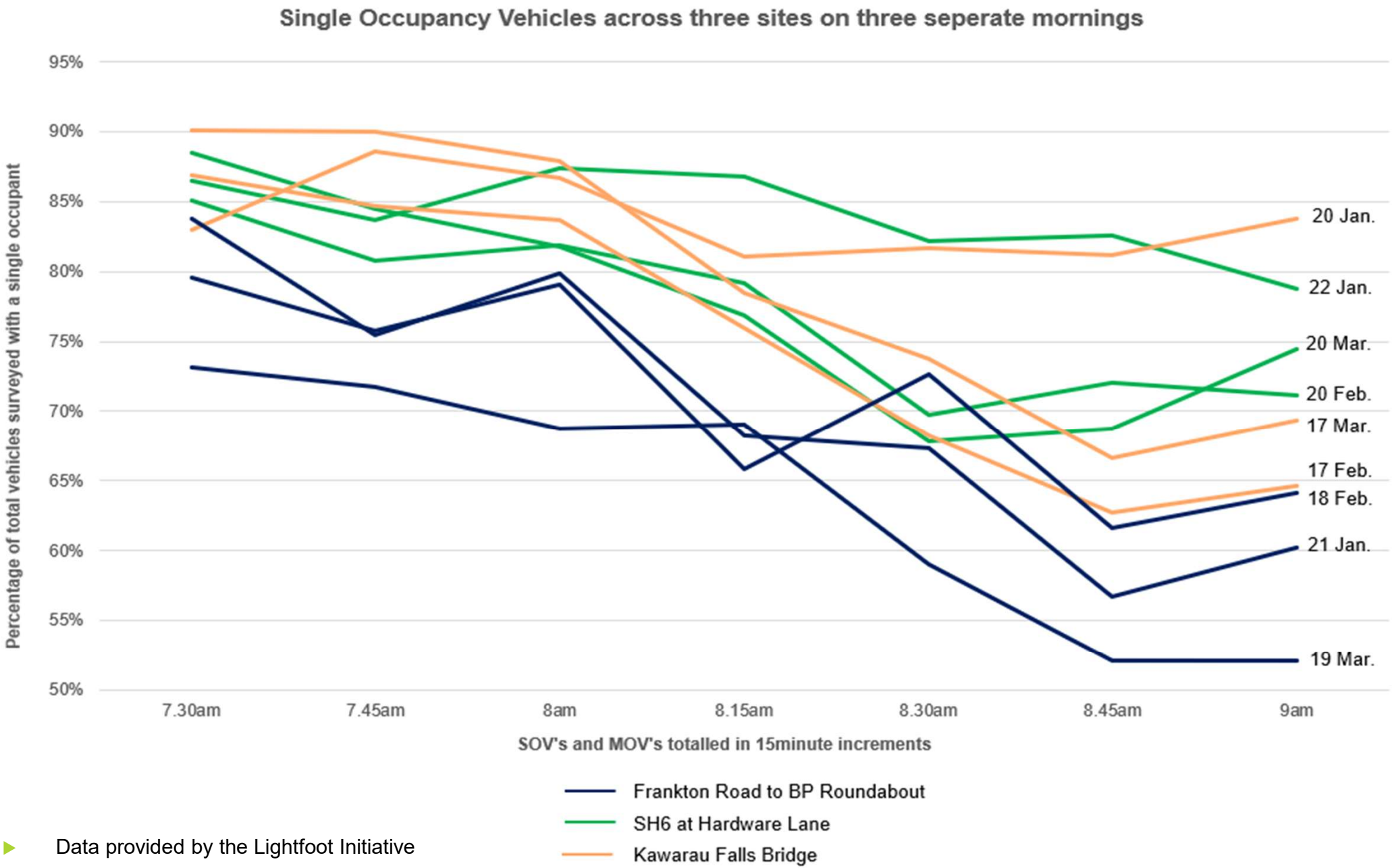
Vehicle Occupancy Counts

- 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

- Data provided by the Lightfoot Initiative

Vehicle Occupancy Counts



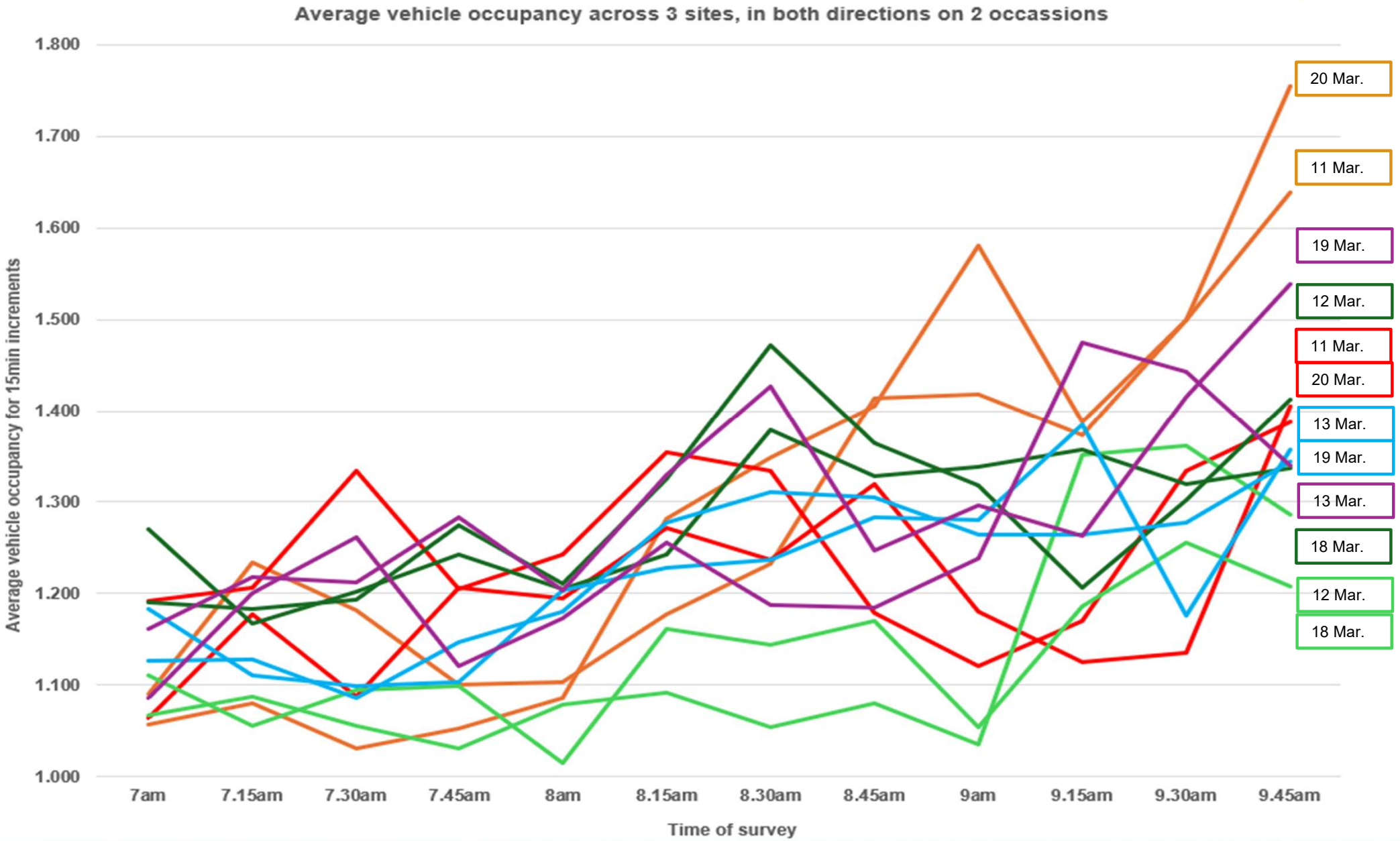
- Data provided by the Lightfoot Initiative

Vehicle Occupancy Counts

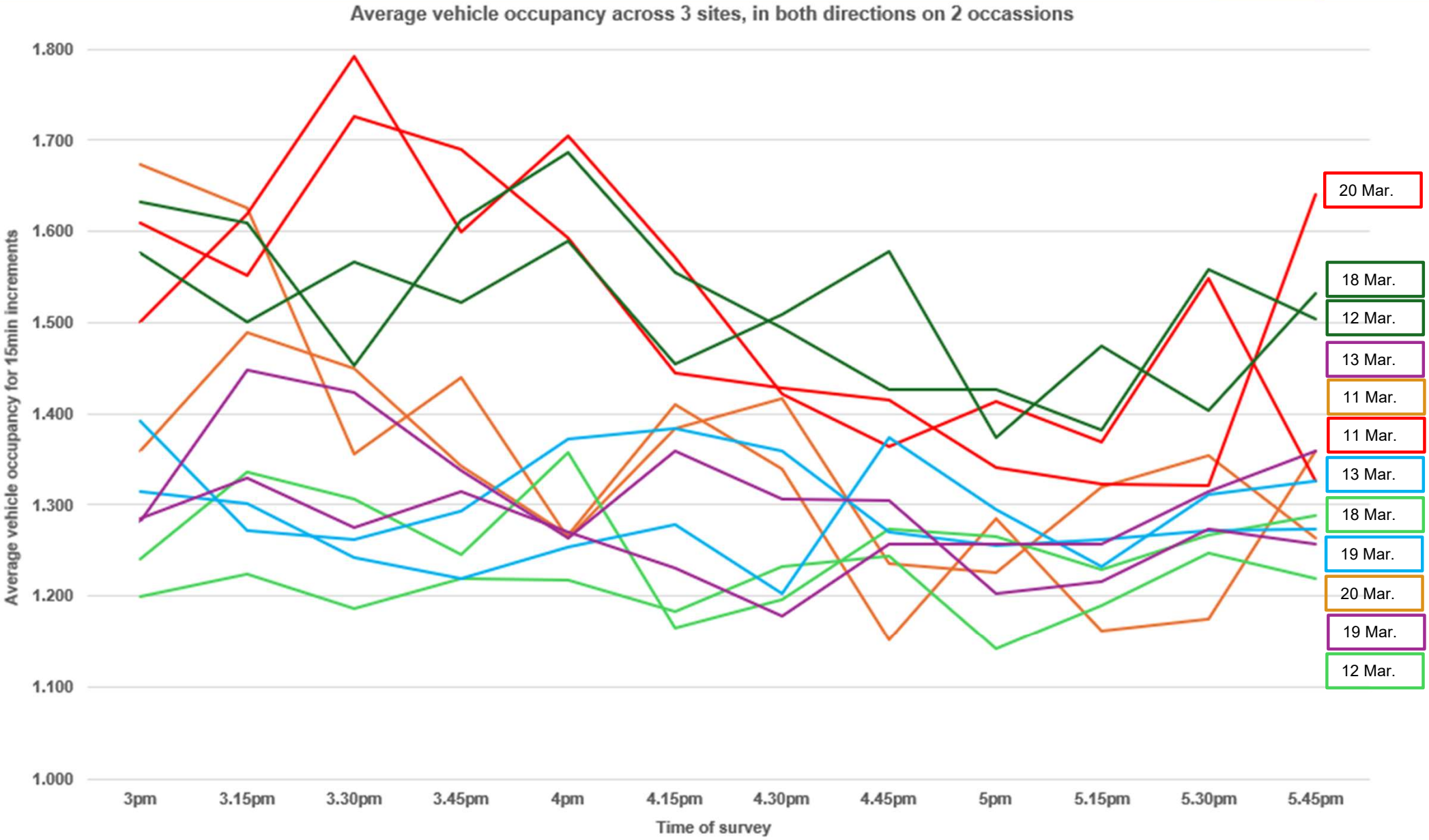
- QLDC commissioned a data collection exercise to capture general summer traffic patterns, in March 2025, including vehicle occupancy counts.
- Manual vehicle occupancy counts where therefore conducted at 3 sites:
  - Gorge Rd
  - SH6 at Howards Drive
  - SH6 at Peninsula Drive
- Counts were recorded 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



Afternoon vehicle occupancy counts



QUEENSTOWN LAKES DISTRICT COUNCIL

Transport Quarterly Monitoring Report
Prepared by the QLDC Transport Strategy Team

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