QUEENSTOWN LAKES DISTRICT COUNCIL

QLDC Transport Network Monitoring Snapshot Report

SUMMARY VERSION

QUARTER 1 2026 / 27

1 JULY TO 30 SEPTEMBER 2026

Quarter 1 Report Overall Statement

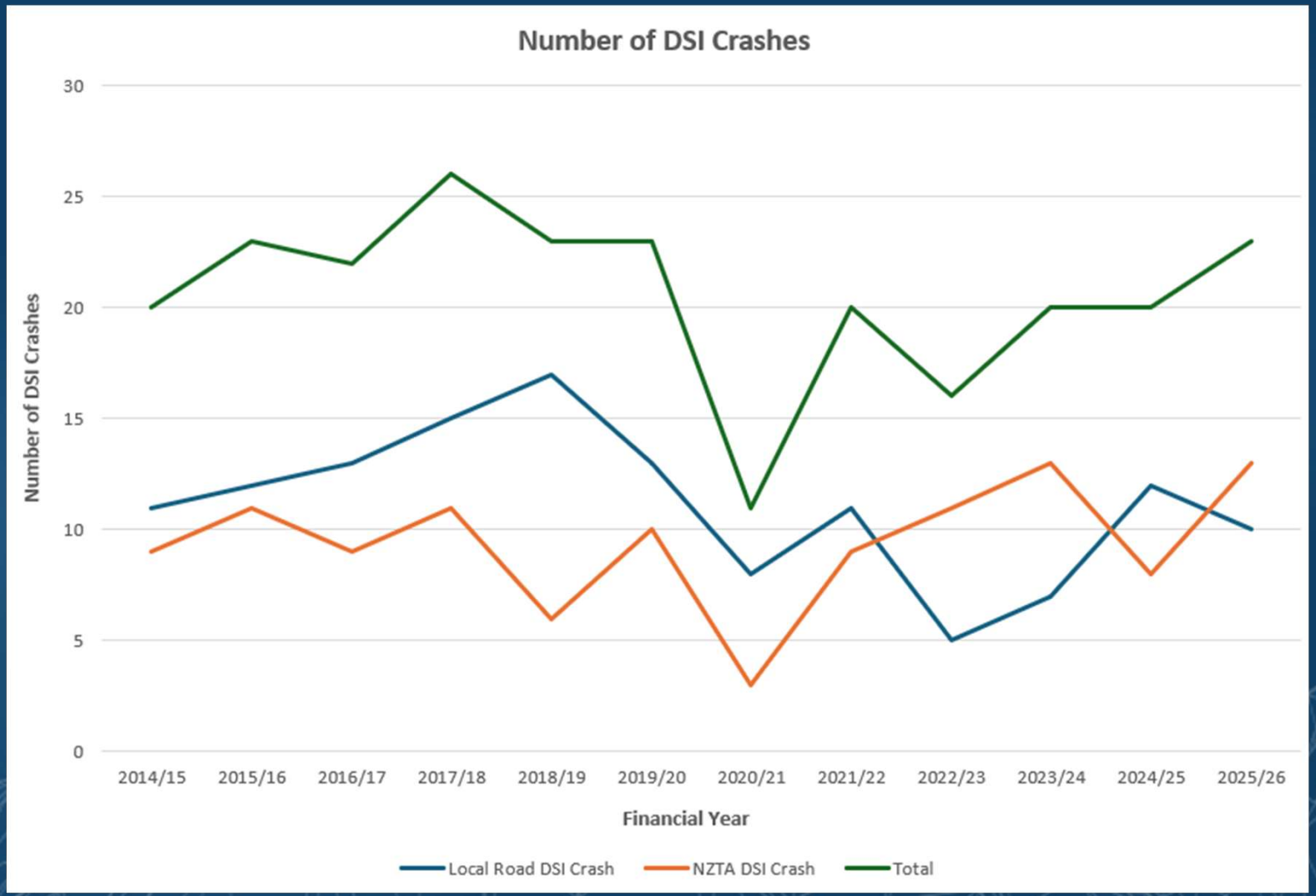
- Total cycle counts on Active Travel route counters for Q1 is 76,259 trips.
- Total pedestrian counts on Active Travel route counters for Q1 is 117,582 trips.
- Queenstown bus patronage for Q1 was 547,079 trips – representing an increase of 3.6% from 2025/26.
- Bus reliability in Queenstown was an average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

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DSI's on the Network

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



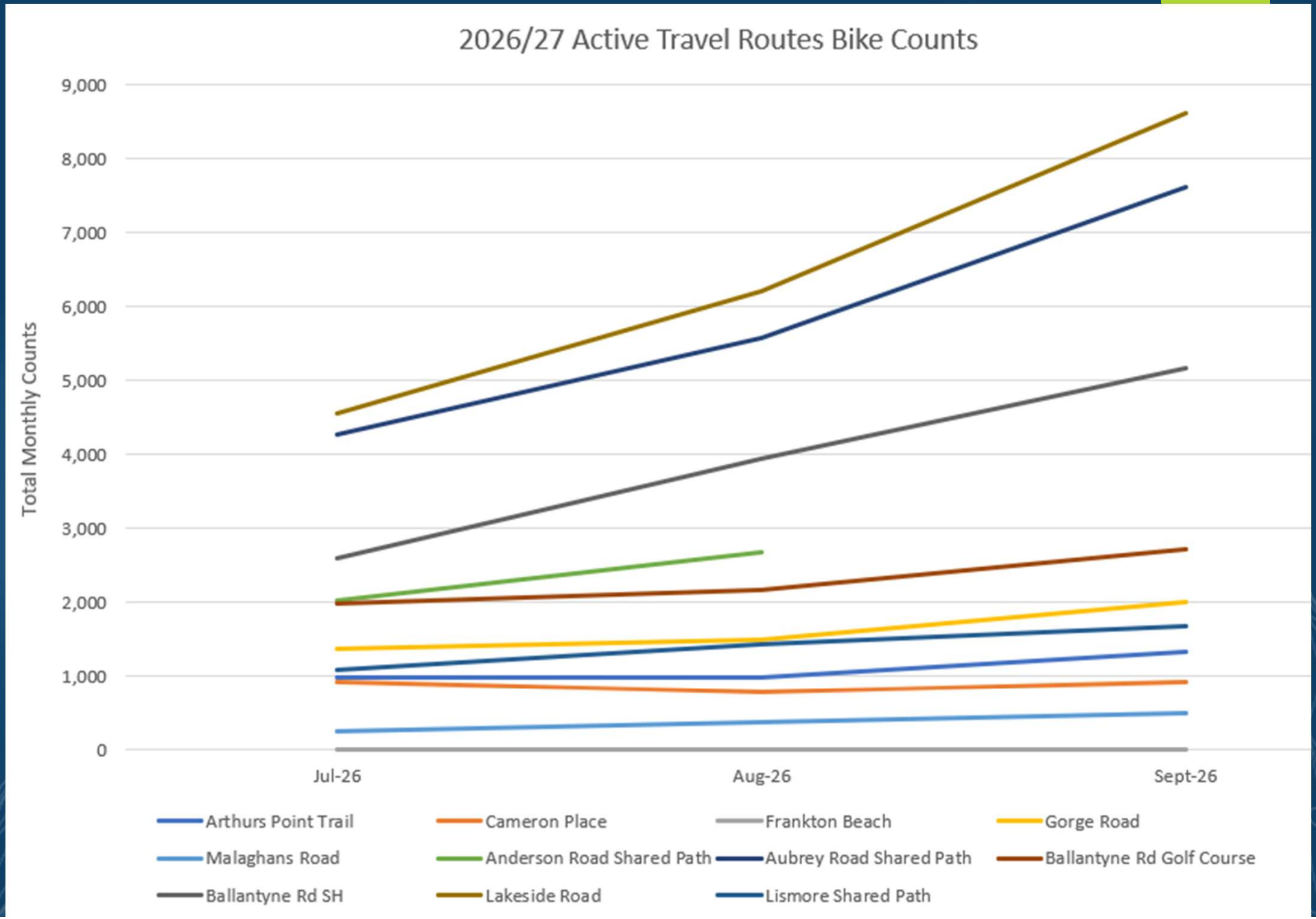
- Data from NZTA's CAS system
- Reporting on local roads does not include crashes that occur on private roads, off road tracks or areas, or in private developments
- The crash total is not equal to the number of people suffering death or serious injuries i.e. a crash might have multiple injured people

Number of People on Bikes

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

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

2026/27 Active Travel Routes Bike Counts

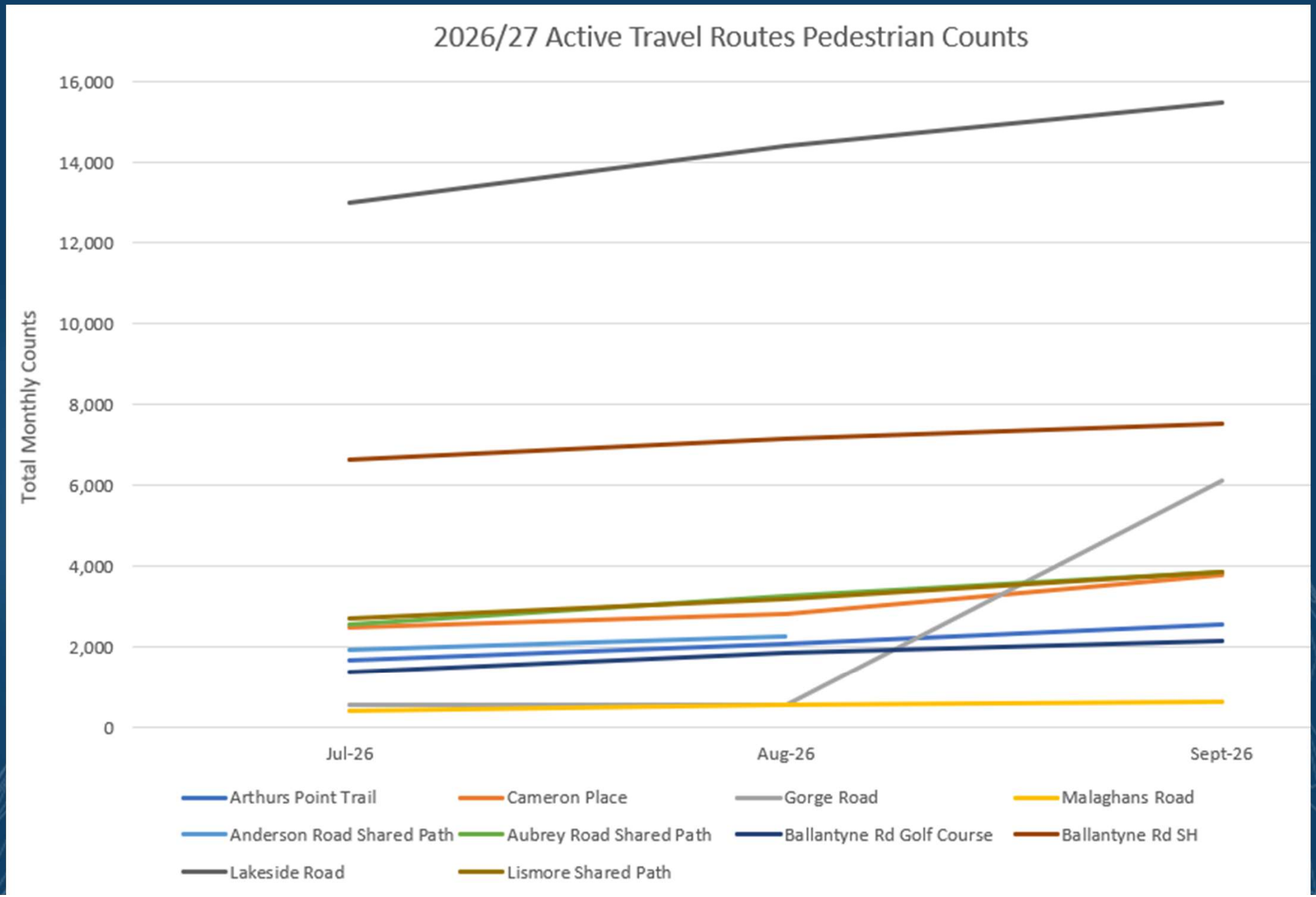


Number of People Walking

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

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

2026/27 Active Travel Routes Pedestrian Counts



The Weekday Challenge

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



The Weekday Challenge

KEY STATS

VIEW BY LAST MONTH THIS MONTH YEAR TO DATE



MOST COMMON

8,272
KG CO_2 SAVED

394
EQUIVALENT TREES PLANTED

16,753
HEALTHY KMS

3,662
CARS OFF ROAD

MOST POPULAR MODES

VIEW BY LAST MONTH THIS MONTH YEAR TO DATE

 26%

 22%

 21%

 14%

 11%

 2%

 2%

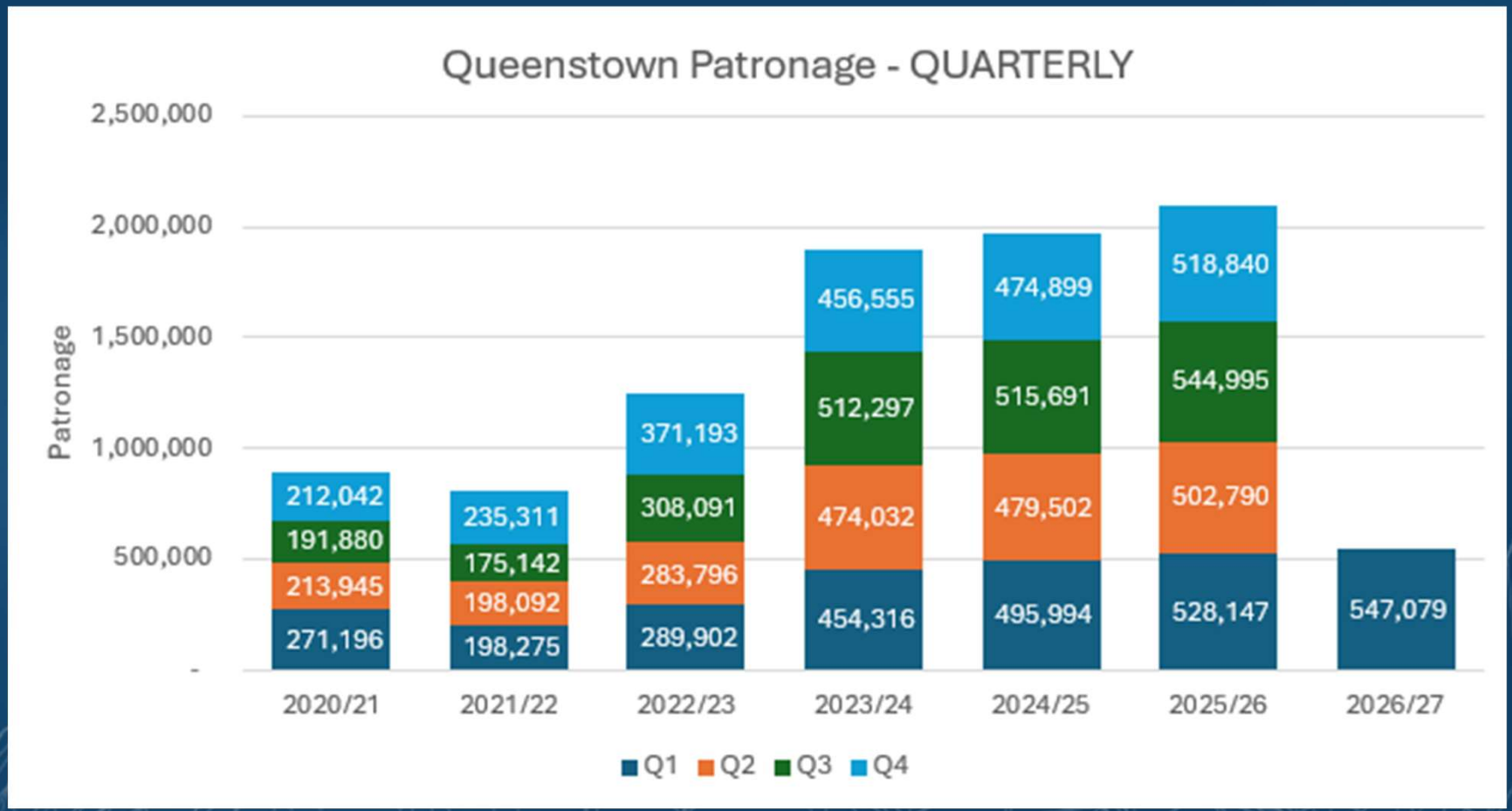
 1%

 0%

 0%

YoY Annual PT Orbus Patronage

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



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

Orbus Public Transport Reliability

For Quarter 1 2026/27:

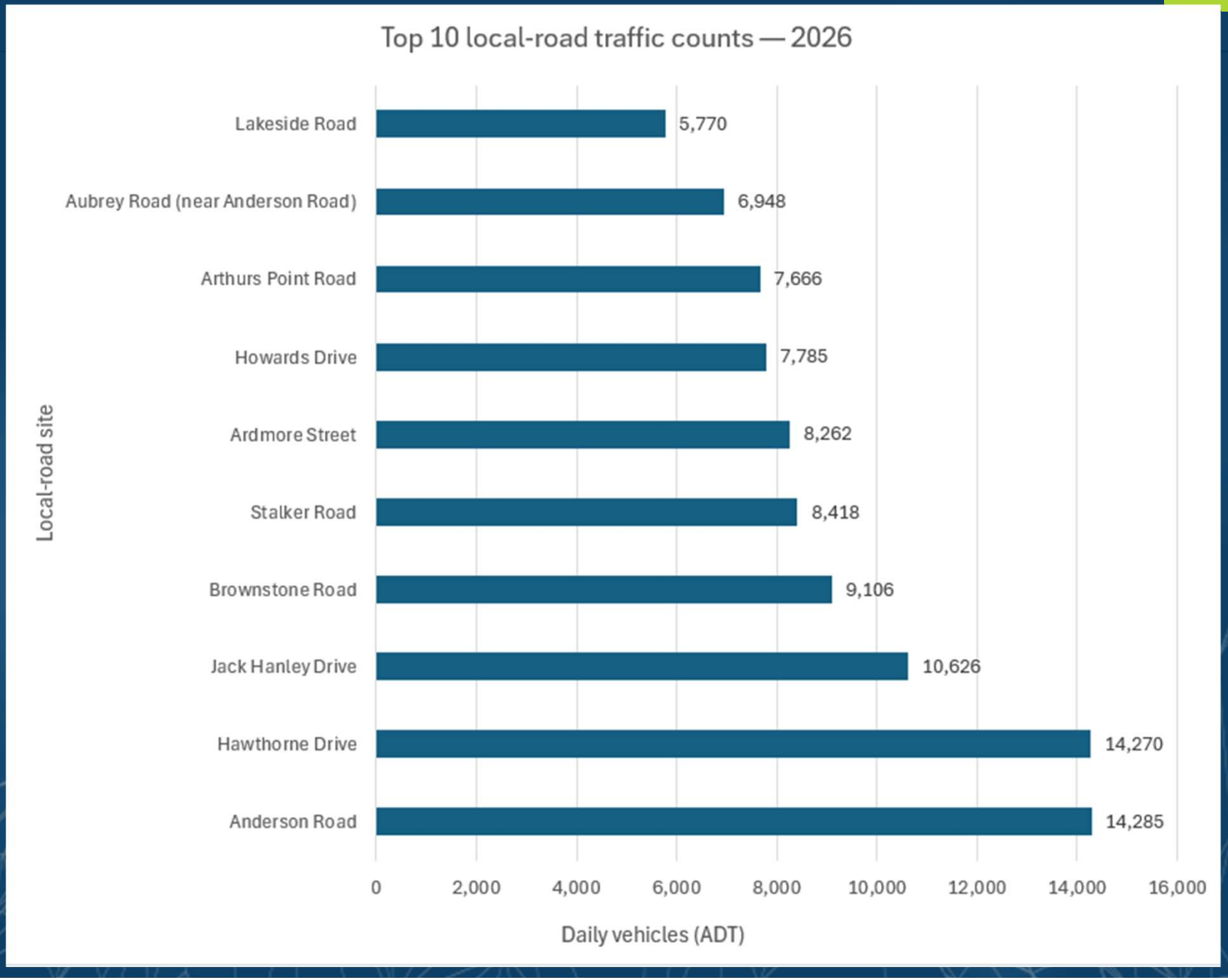
- Average reliability across the quarter is 87.7%
- A total of 686 trips were cancelled over the quarter with 16,425 trips arriving on time
- The number of operated trips for Quarter 1 decreased from 29,310 in 2025/26 to 28,735 in 2026/27
- Punctuality for the quarter is 57.2%

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

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

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

Local Road Traffic Count Data



Observed Traffic Growth – 2019/21 to 2026

STATE HIGHWAYS – NZTA AADT

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

LOCAL ROADS – QLDC ADT (BASELINE 2021 – 2026)

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

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

WĀNAKA + HĀWEA

STATE HIGHWAYS – NZTA AADT

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

LOCAL ROADS – QLDC ADT (BASELINE 2019 – 2026)

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

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

Notes:

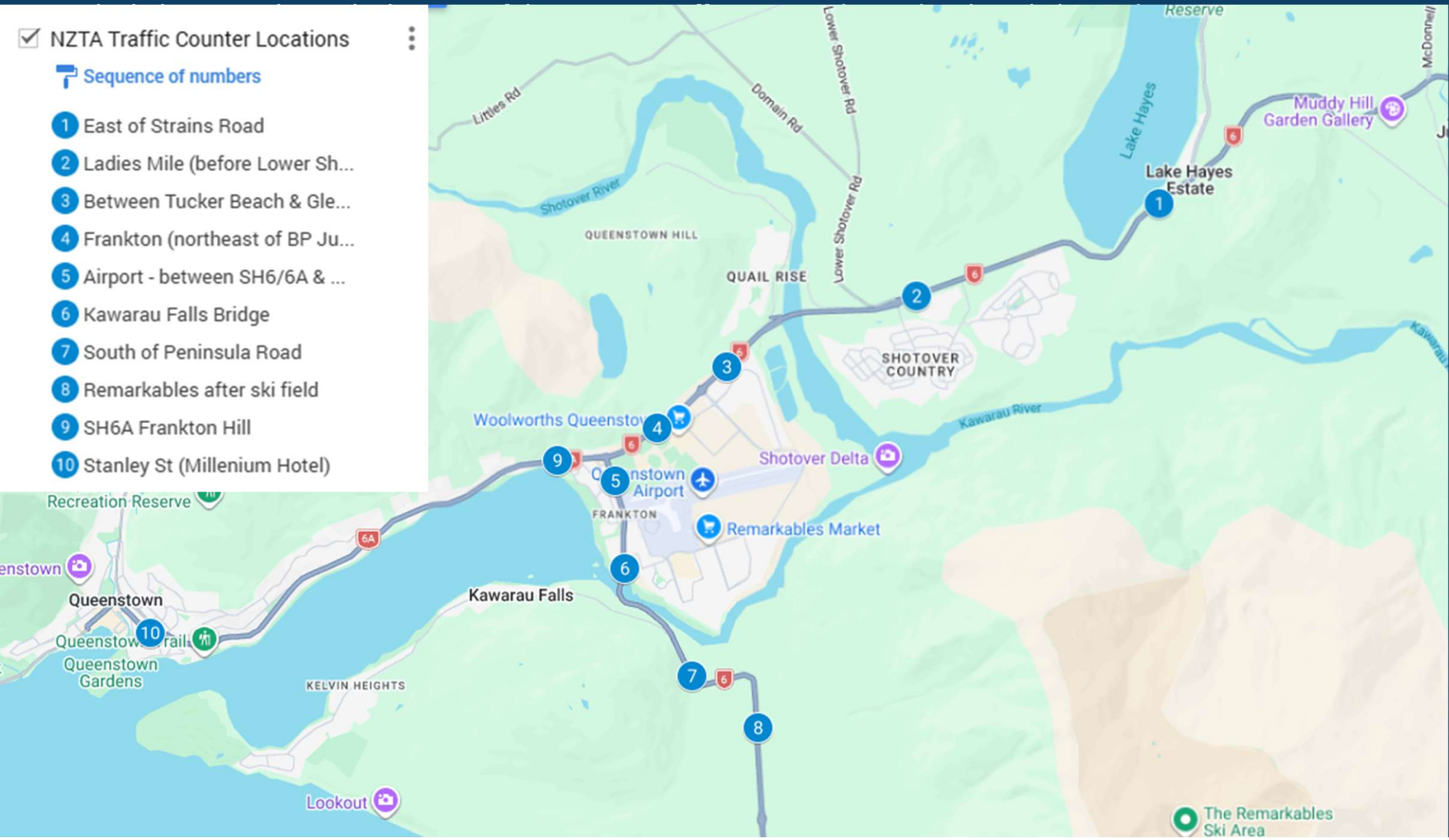
- NZTA sites report Annual Average Daily Traffic (AADT)
- QLDC sites report Average Daily Traffic (ADT)
- Baseline years: 2019 for NZTA and Wānaka QLDC sites; 2021 for Whakatipu QLDC sites

State Highway Traffic Count Data

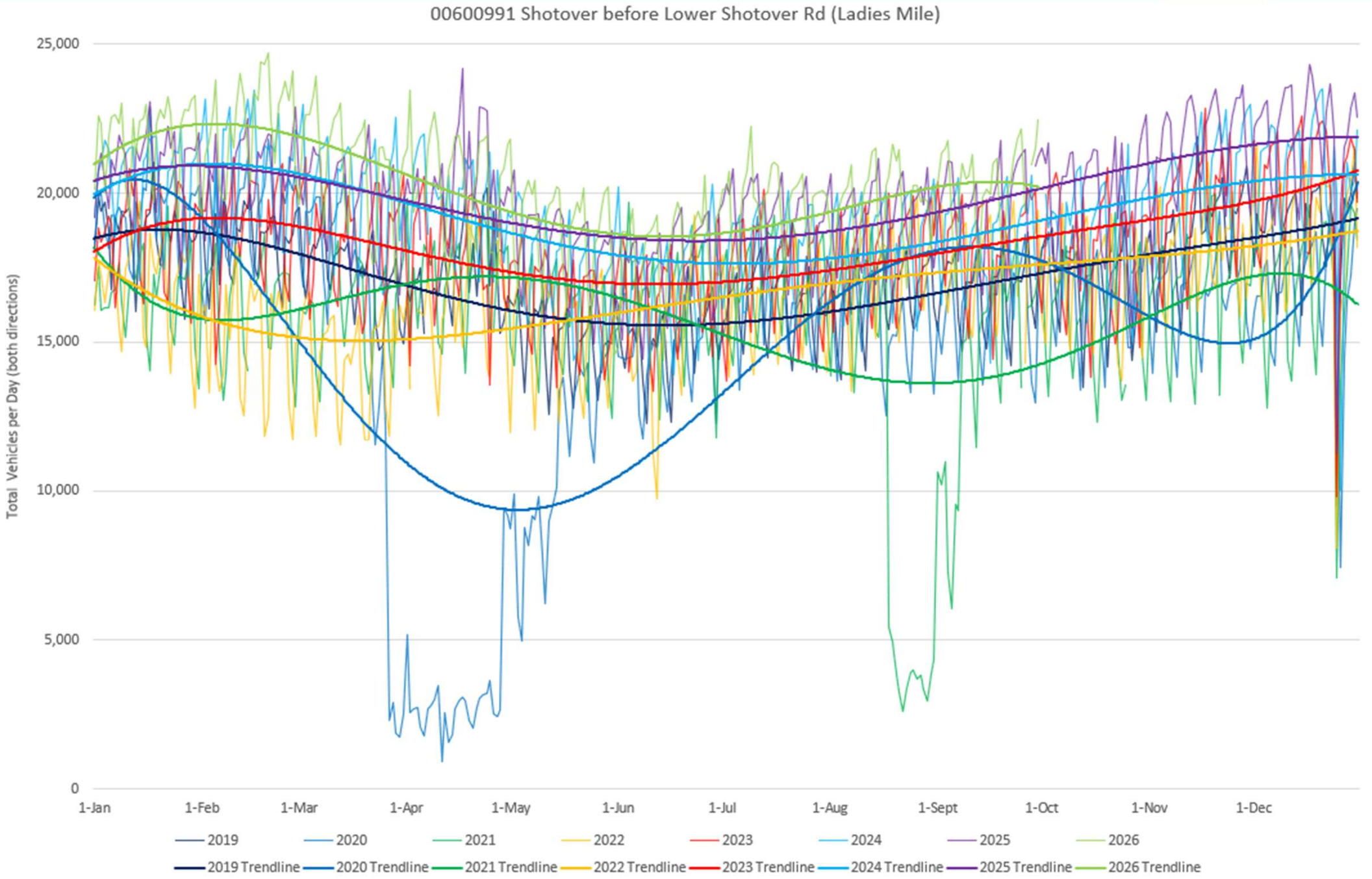
- The following slides represent **Total Daily Vehicle Counts for all vehicle types in both directions**
- Traffic count data recorded by NZTA from 10 sites across the State Highway network in Wakatipu and 4 sites across the State Highway network in Upper Clutha.
  - The header for each graph reflects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

NZTA Traffic Counter Locations - Whakatipu

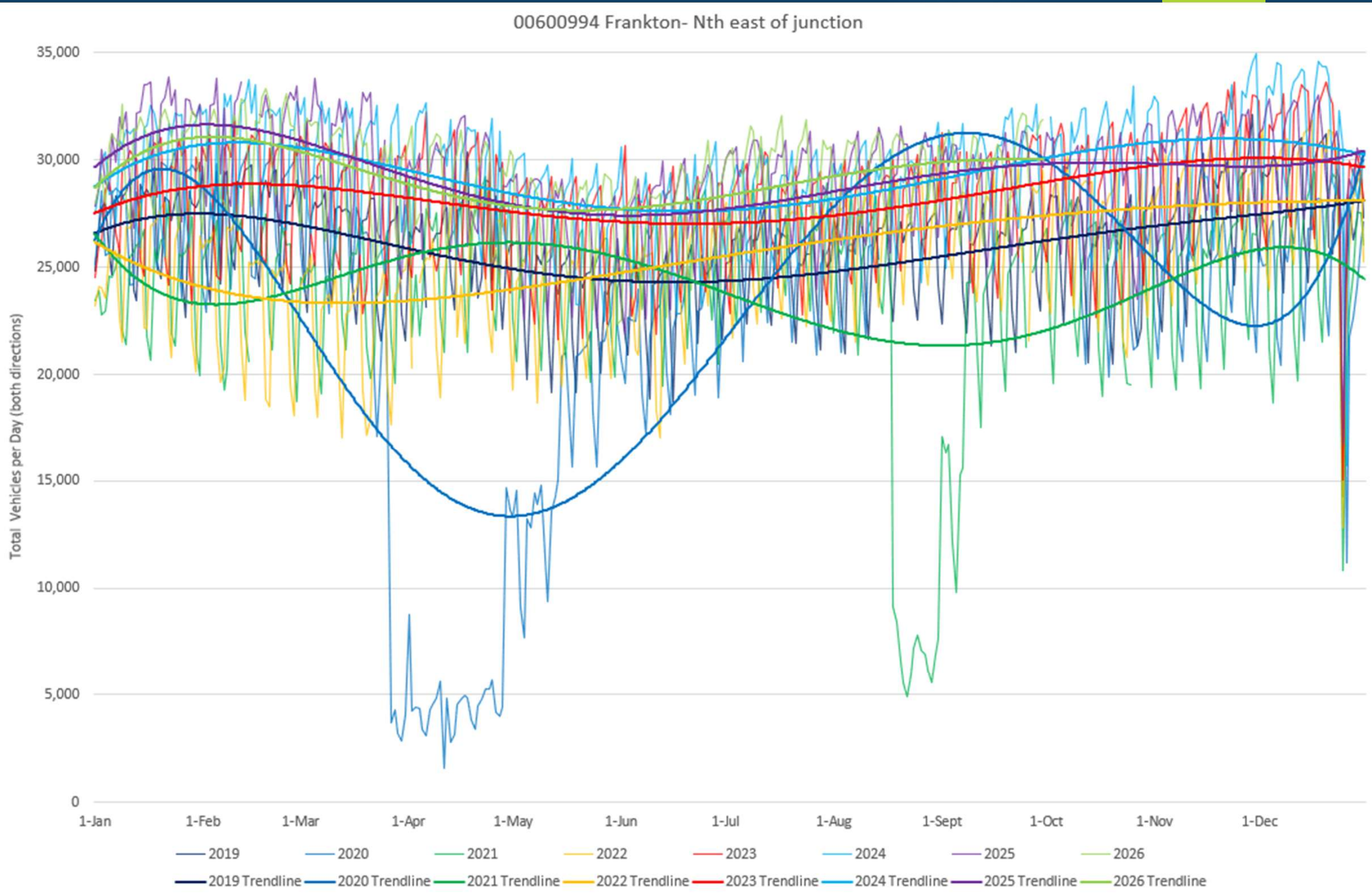
To see graphs for each counter listed below, please see the full Q1 report



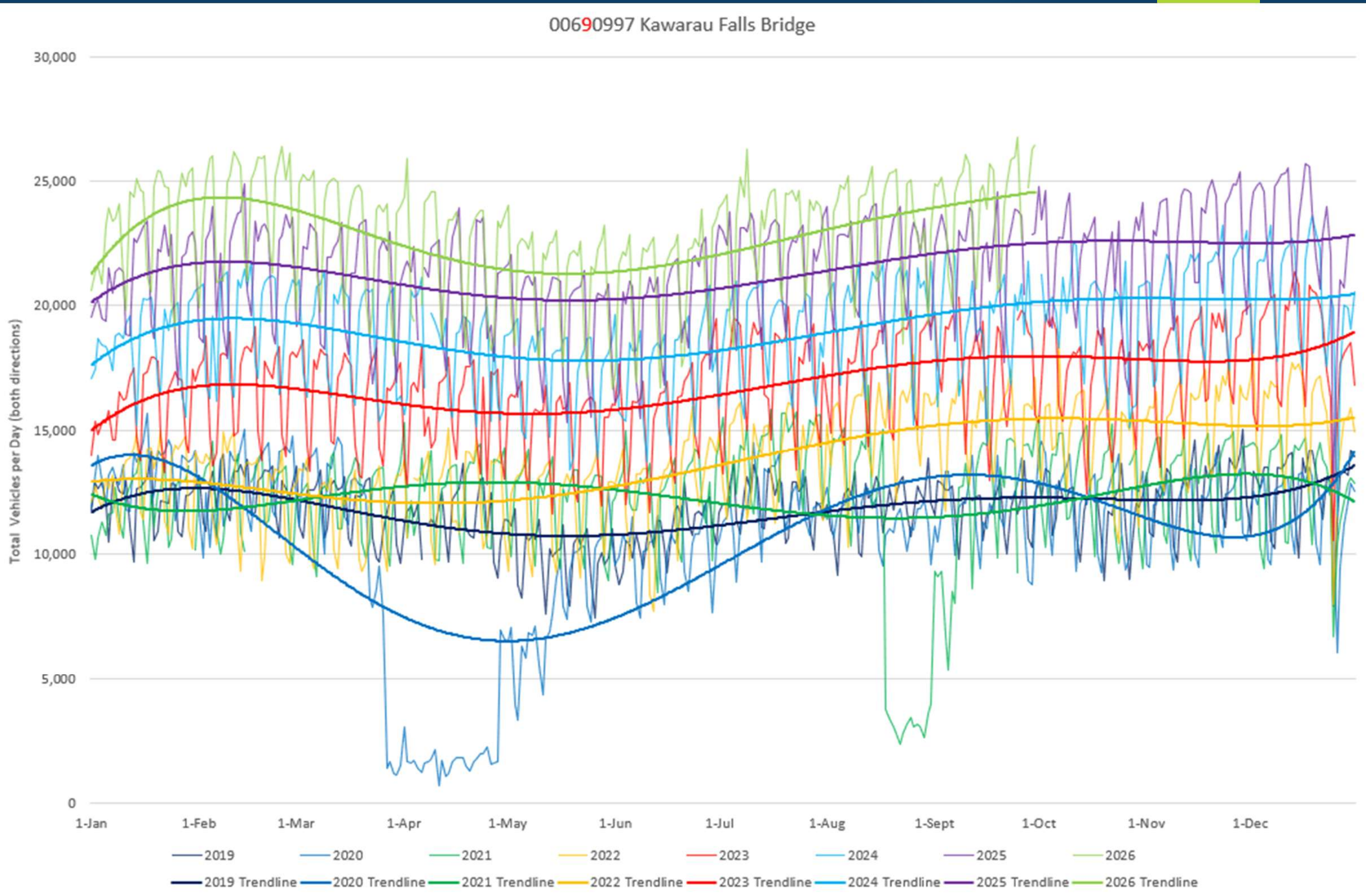
SH6 – Ladies Mile (East of Lower Shotover Rd)



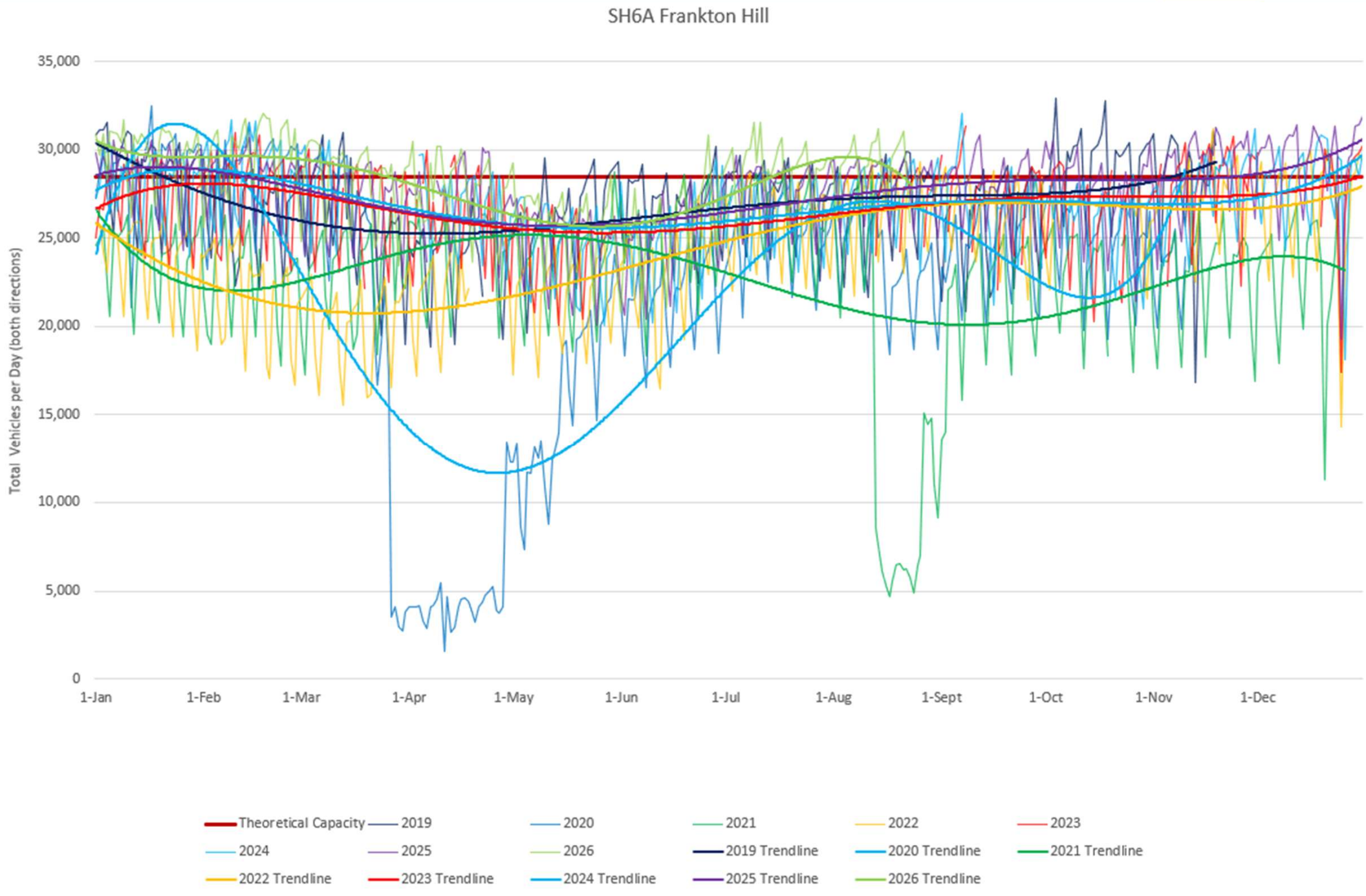
SH6 – Frankton, North East of SH6 / 6A Junction



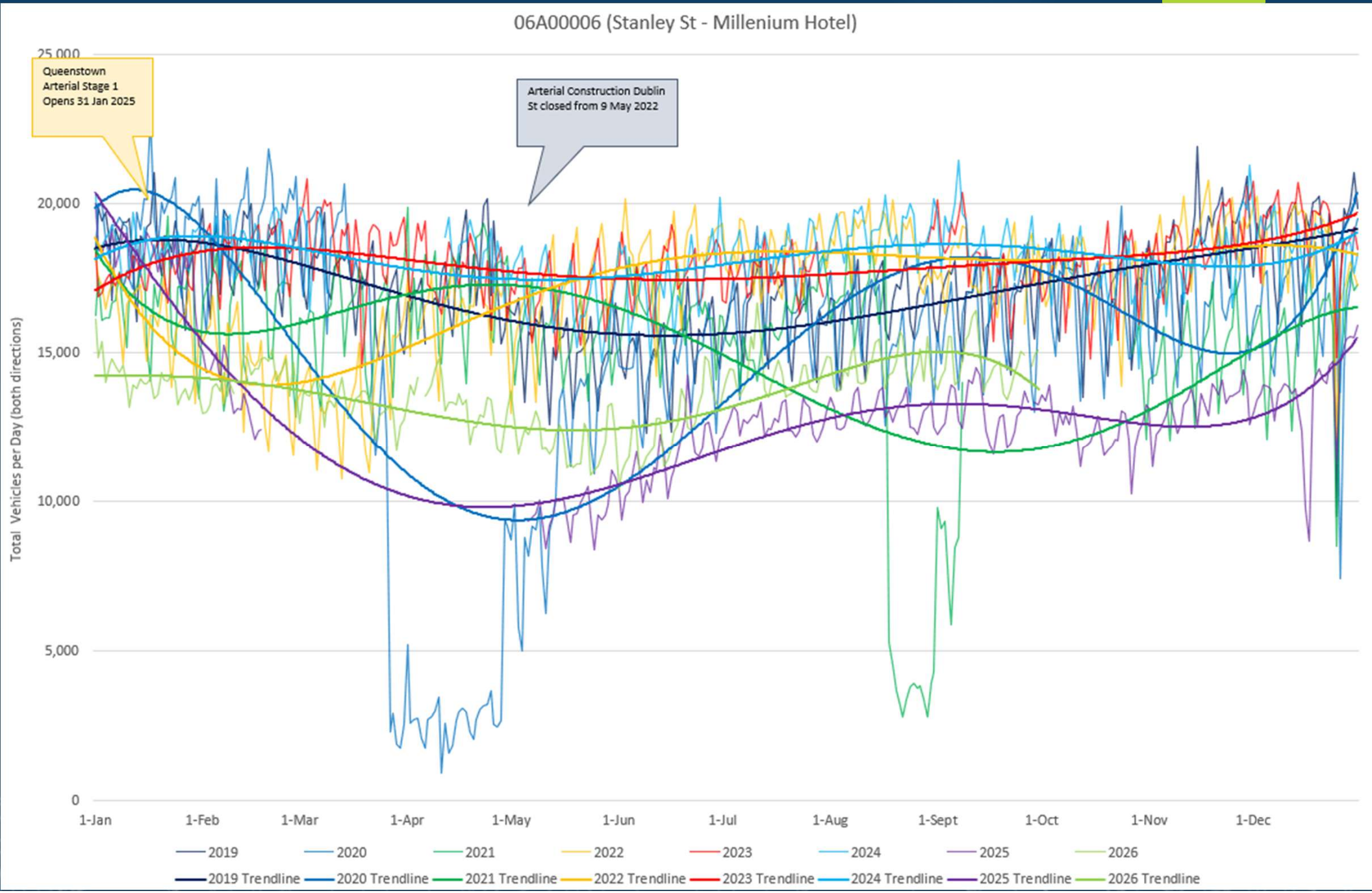
SH6 – Kawarau Falls Bridge



SH6A – Frankton Road



SH6A - Stanley St by Millenium Hotel

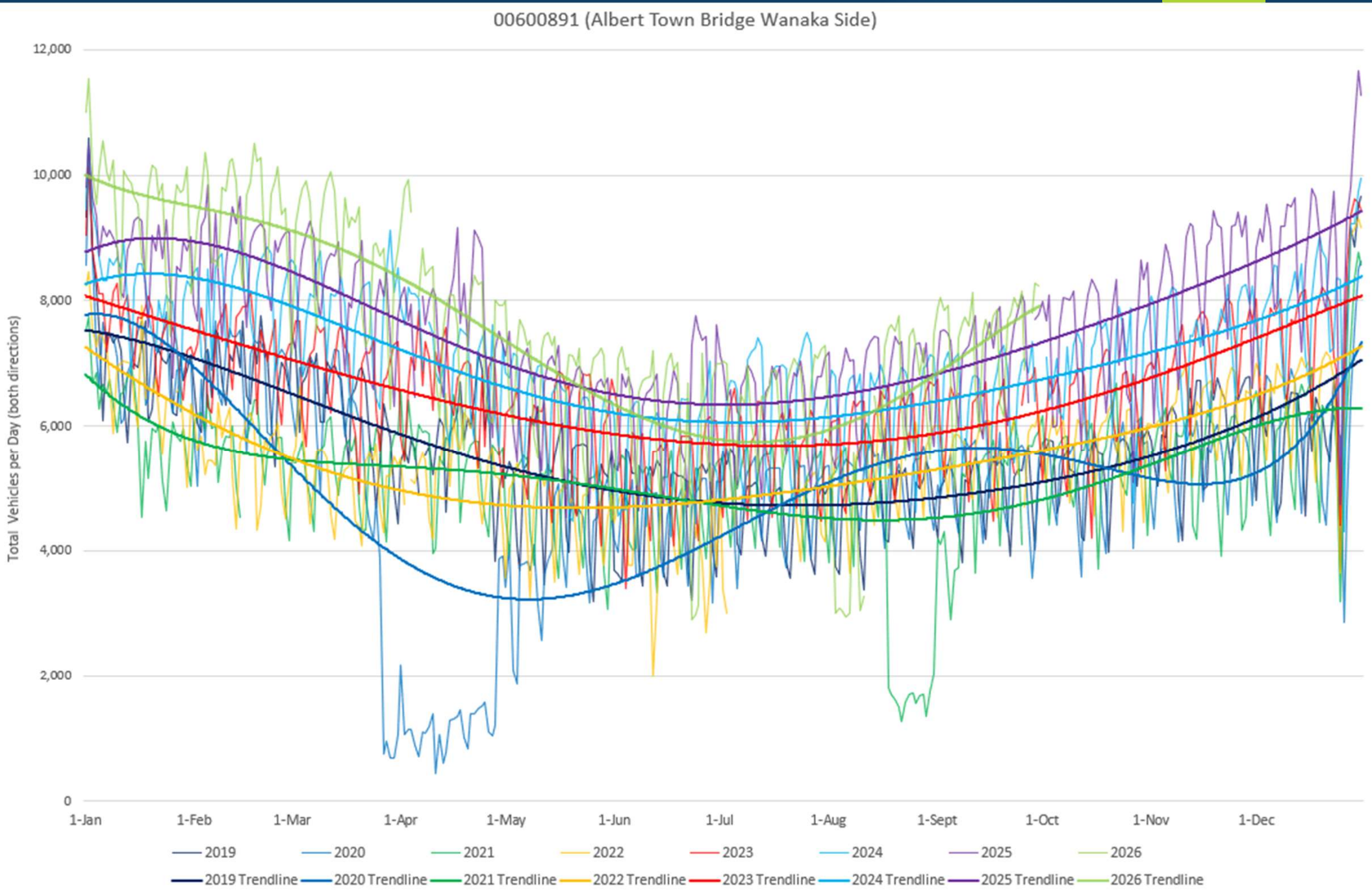


NZTA Traffic Counter Locations – Upper Clutha

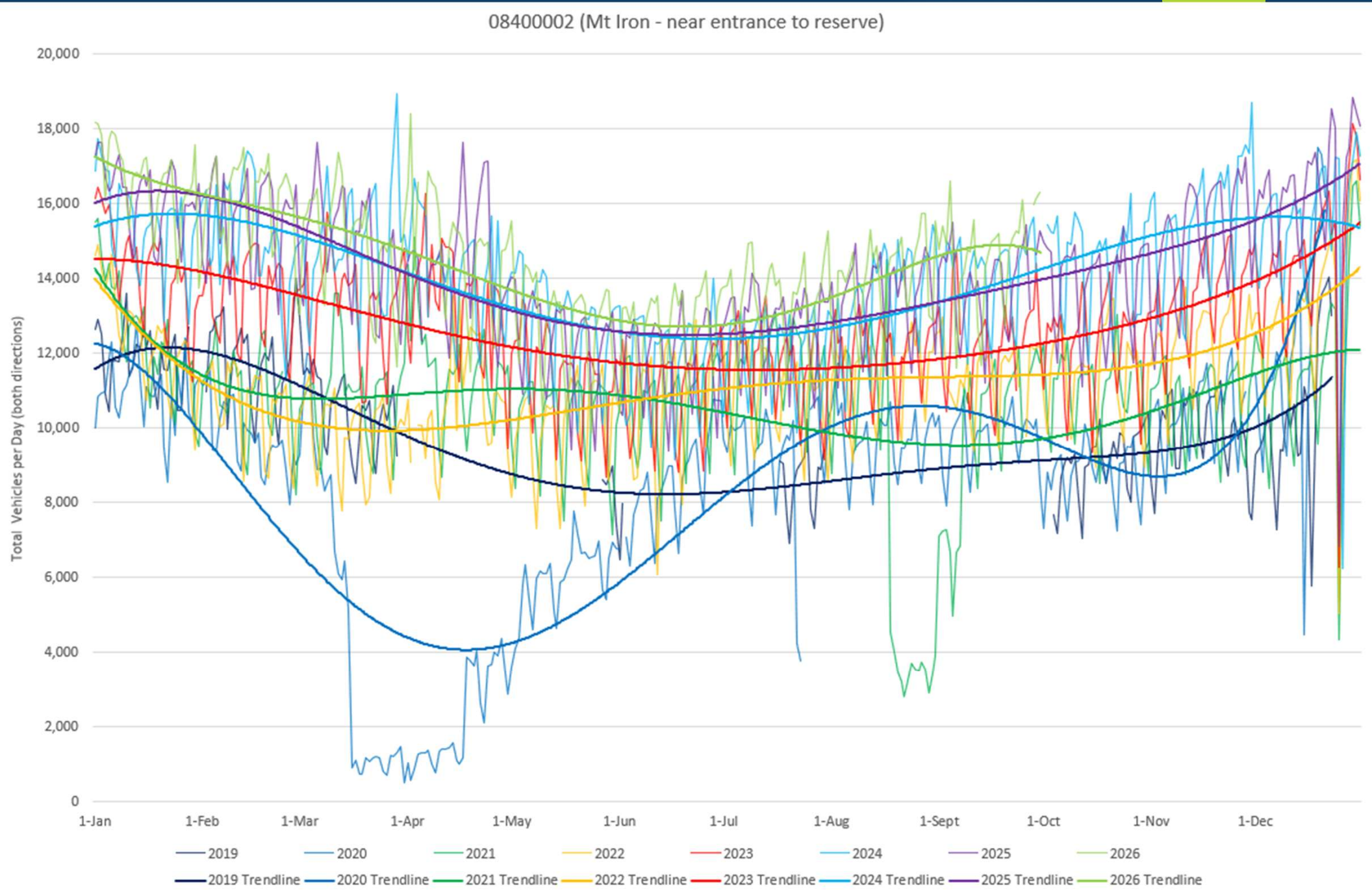
- The below map shows the location of the 4 NZTA traffic counters with available data located in the Upper Clutha
- To see graphs for each counter listed below, please see the full Q1 report



SH6 – Albert Town Bridge (Wānaka Side)



SH84 – Mt Iron


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

Visitor Mode of Transport

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

Visitor Mode of Transport - Queenstown

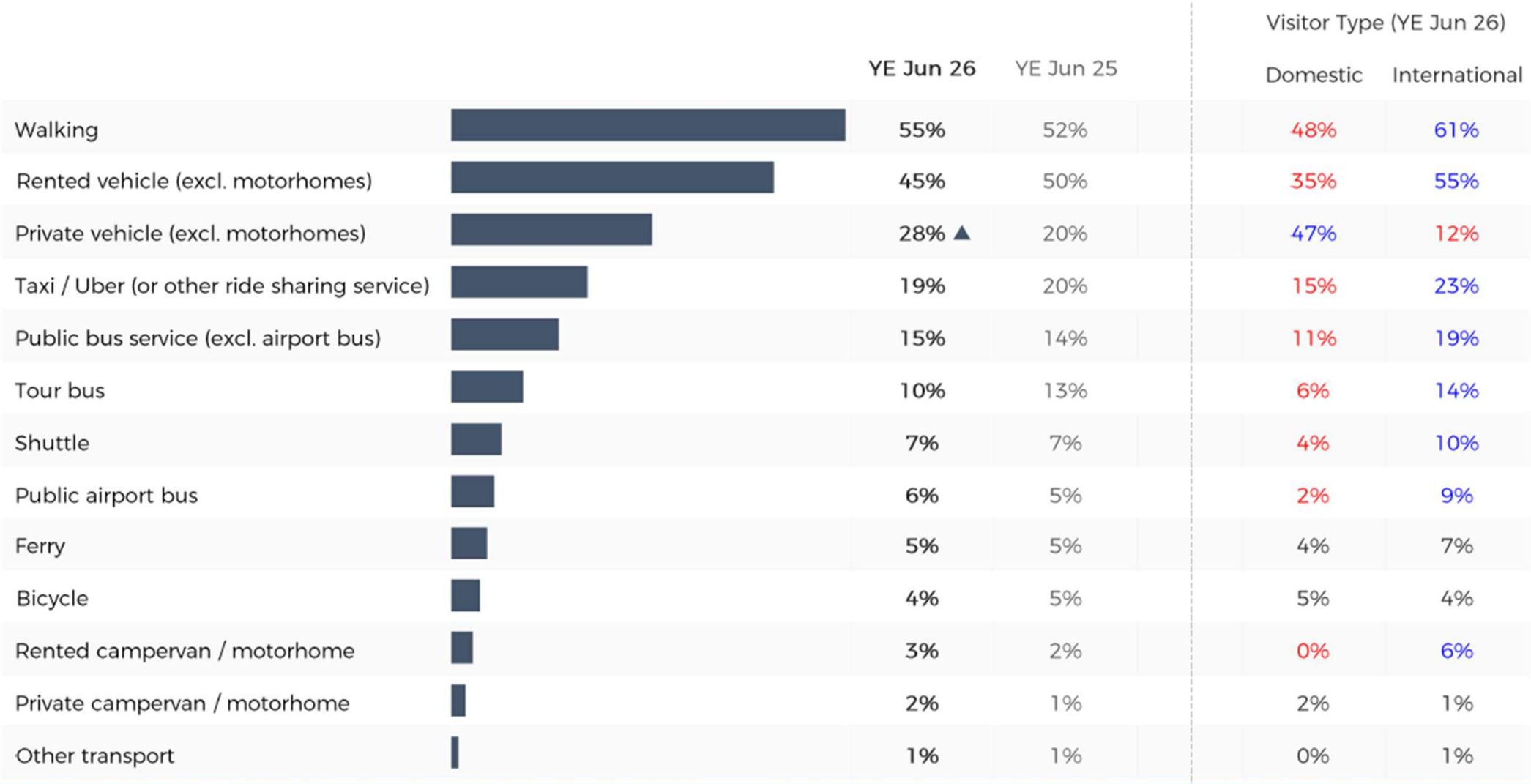
How did you arrive in Queenstown?

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

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

Visitor Mode of Transport - Queenstown

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



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

Dispersal within District – Queenstown visitors

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

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

Visitor Mode of Transport - Queenstown

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

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

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

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

Visitor Mode of Transport – Wānaka

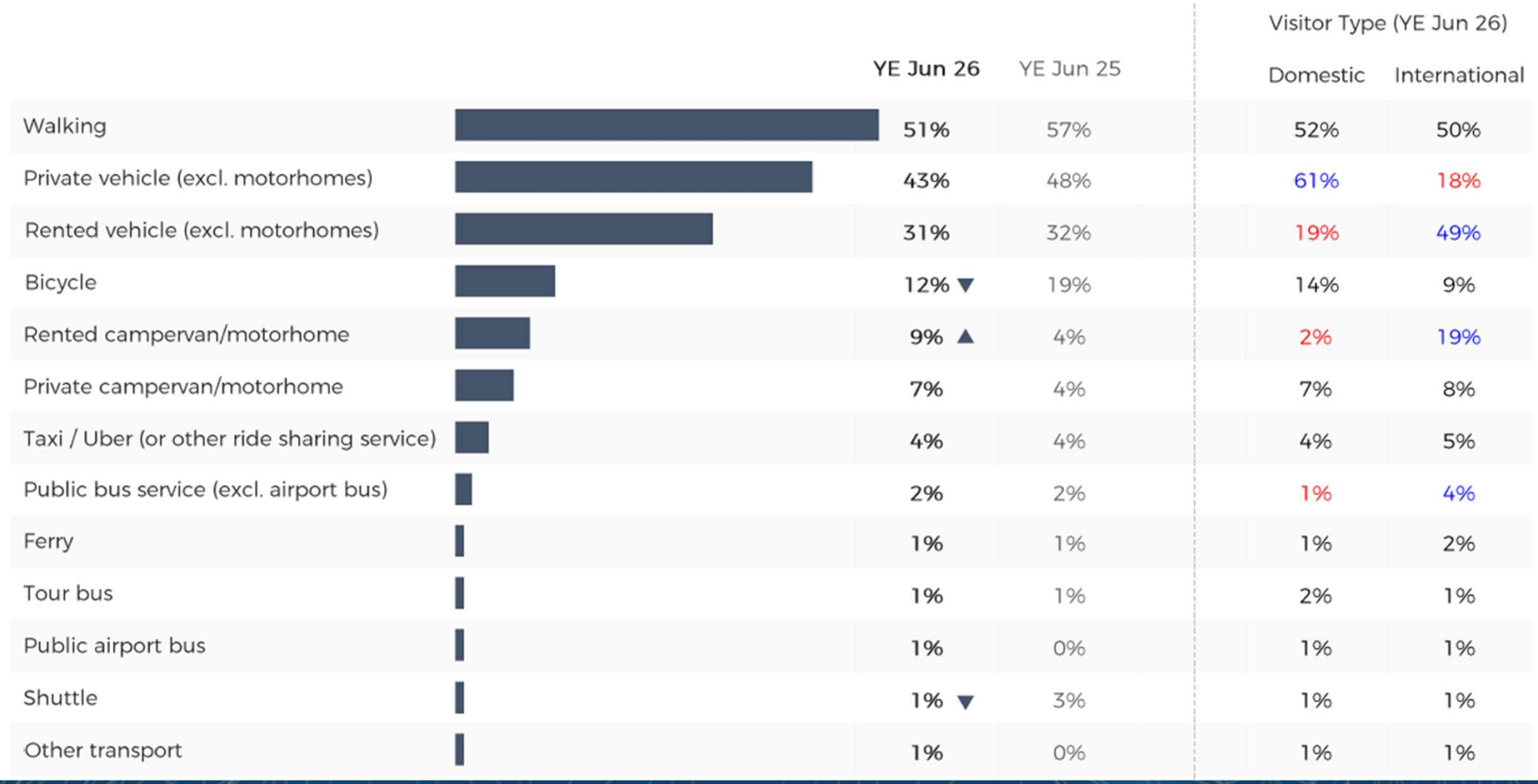
How did you arrive in Wānaka?

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

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

Visitor Mode of Transport – Wānaka

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



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

Dispersal within District – Wānaka visitors

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

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

Visitor Mode of Transport – Wānaka

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

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

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

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

QUEENSTOWN LAKES DISTRICT COUNCIL

Transport Quarterly Monitoring Report
Prepared by the QLDC Transport Strategy Team

For more information, for the complete report, or for further detail on the data included, contact:
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Adrienne Hooper adrienne.hooper@qldc.govt.nz