
QLDC Transport Network Monitoring Snapshot Report

SUMMARY VERSION

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

3

- ▶ 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.

Contents

▶ Number of People on Bikes	5
▶ Number of People Walking	7
▶ Public Transport in Queenstown	9
▶ Traffic Count Data	11
▶ Travel Time Data	28

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**

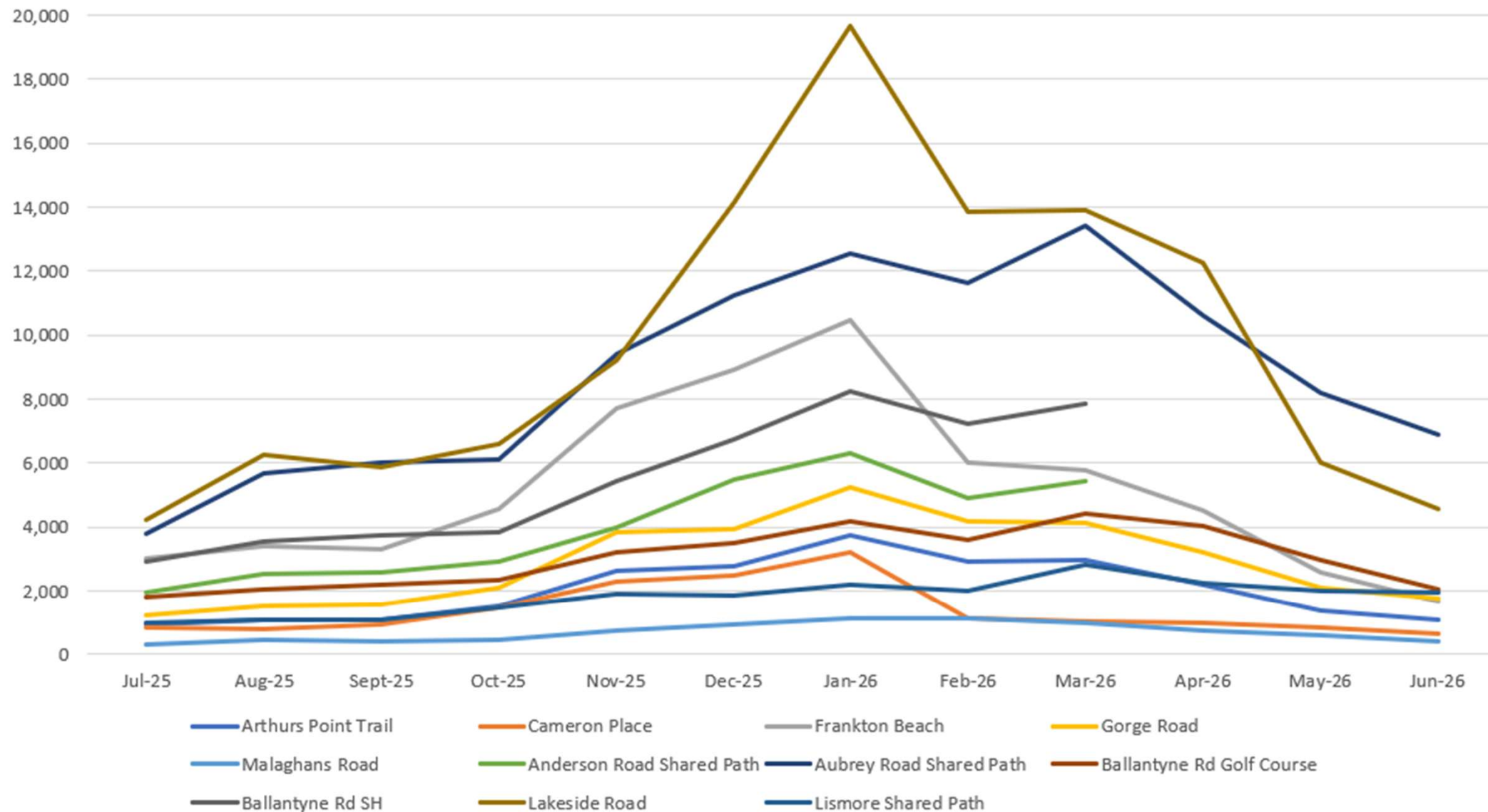
* New counter for 2025/26 reporting

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

2025/26 Active Travel Routes Bike Counts

6

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**

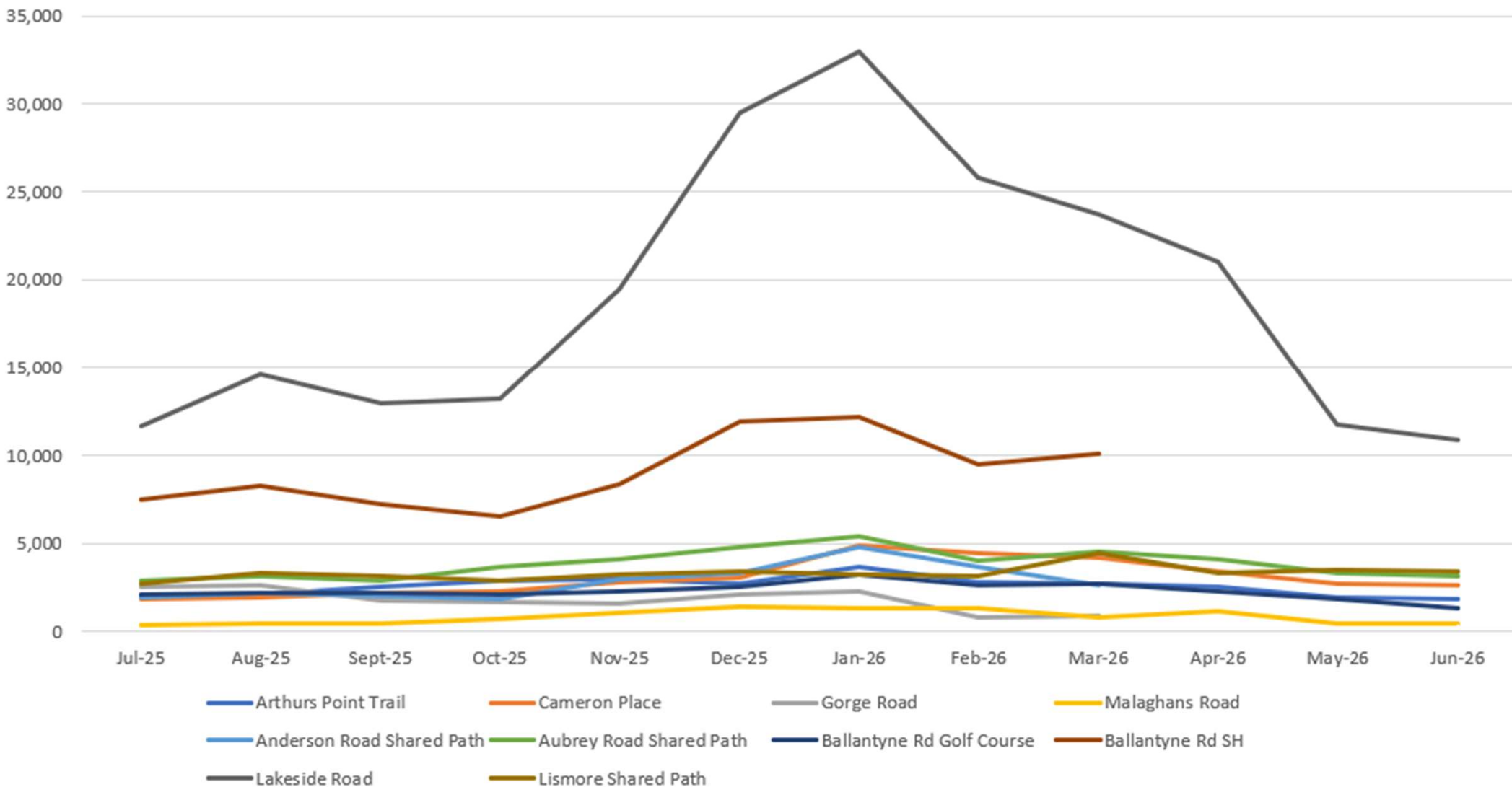
* New counter for 2025/26 reporting

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

2025/26 Active Travel Routes Pedestrian Counts

8

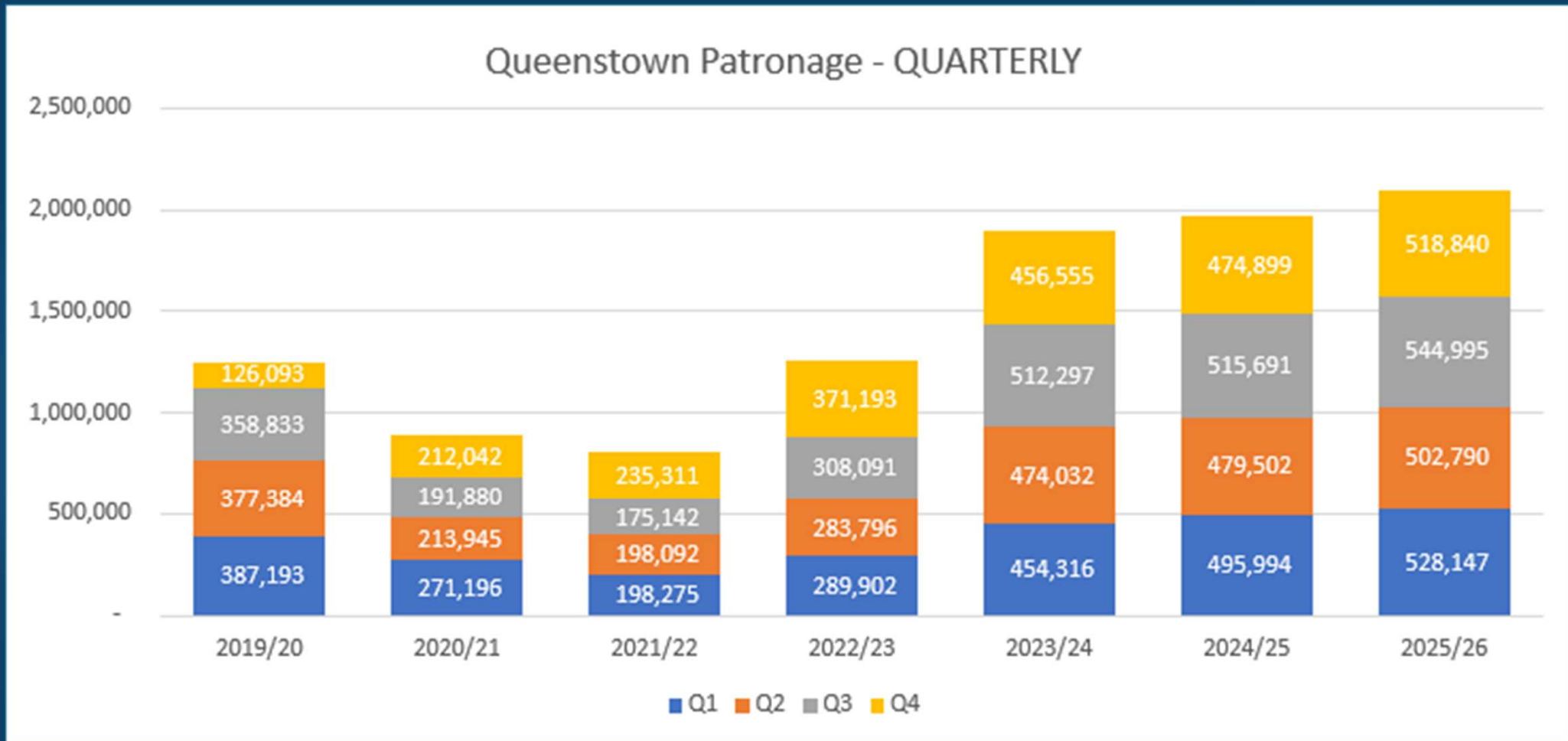
2025/26 Active Travel Routes Pedestrian Counts



YoY Annual PT Orbus Patronage

9

- ▶ 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

10

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

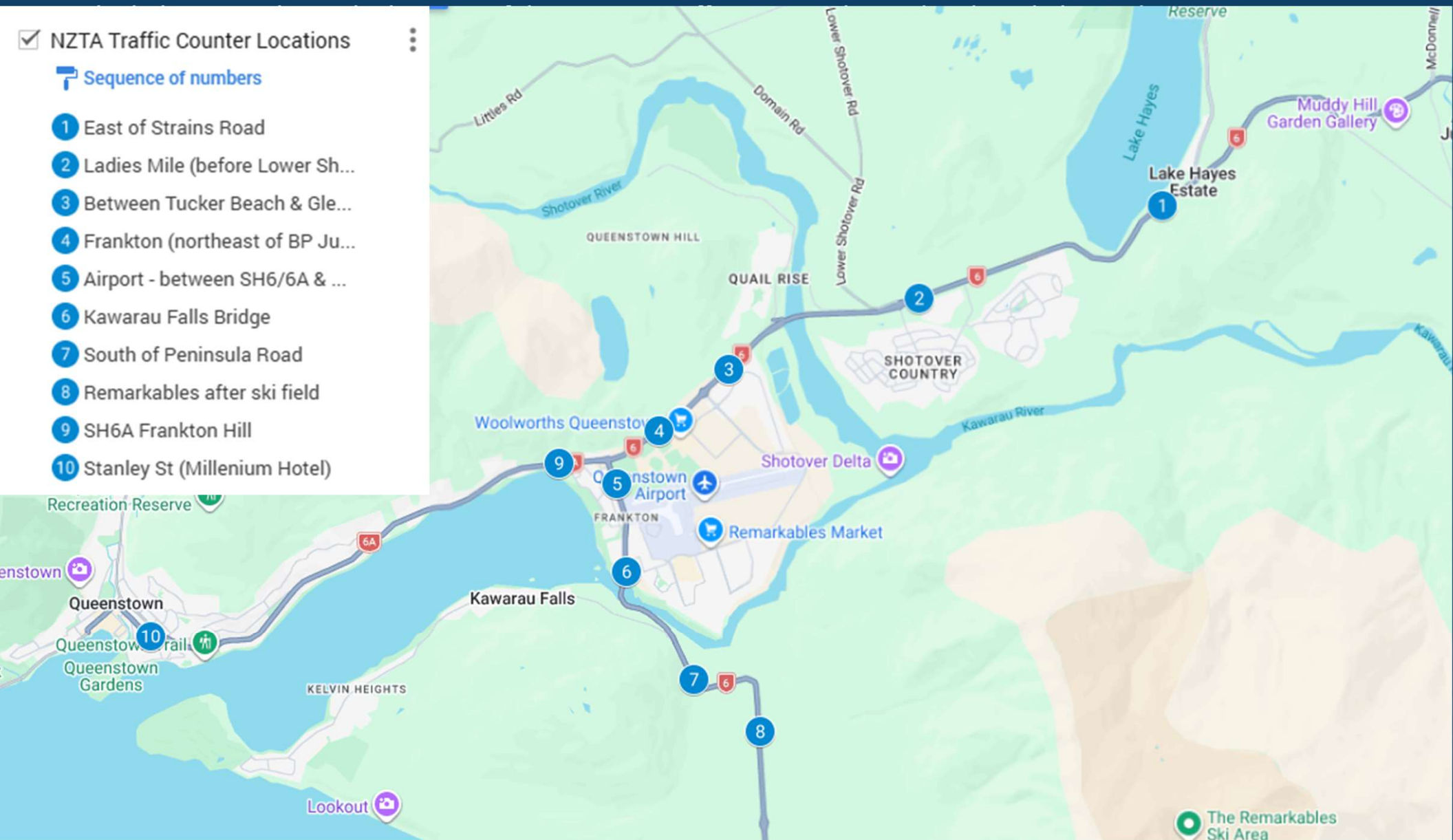
Traffic Count Data

11

- ▶ 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

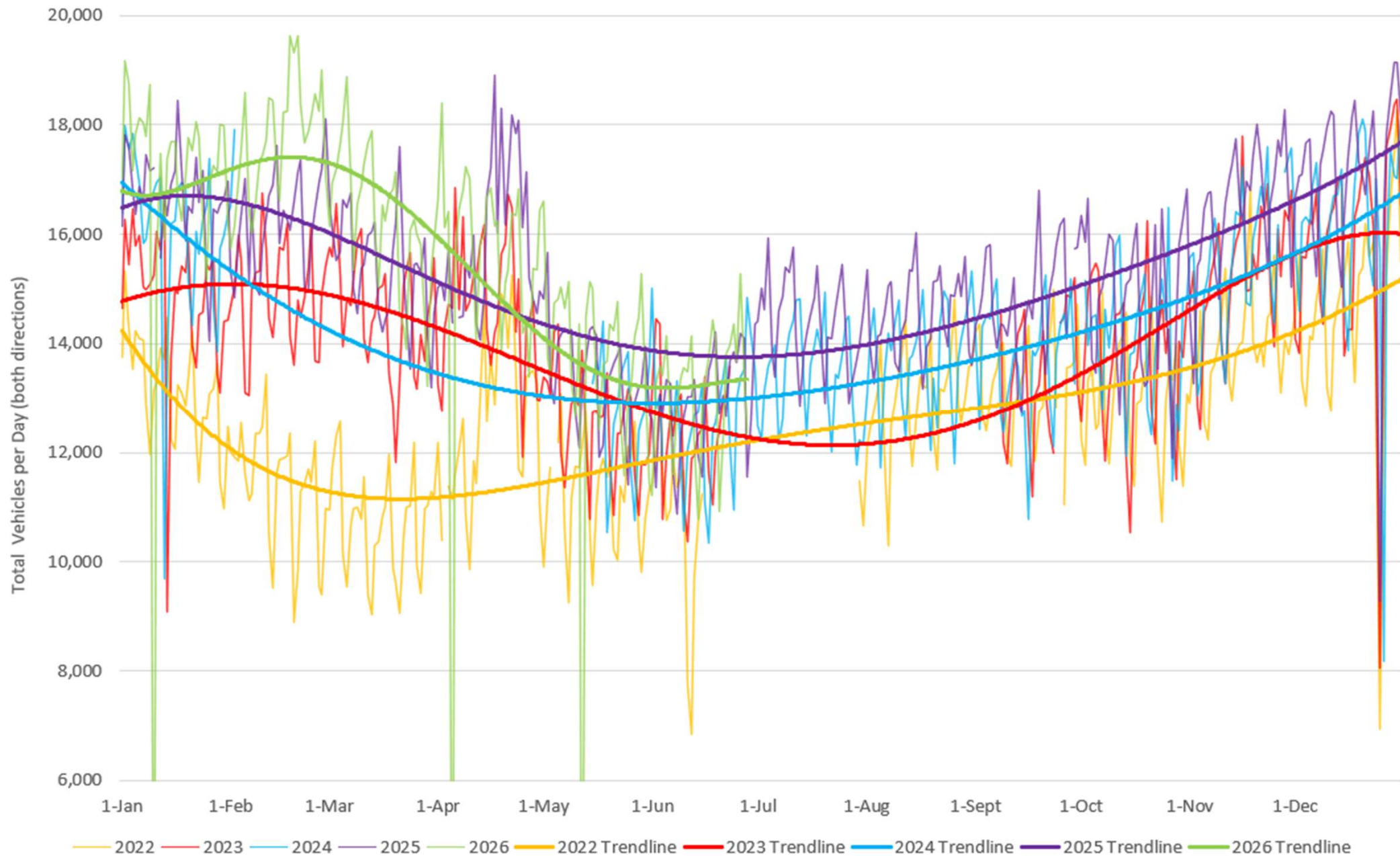
12



SH6 - East of Strains Rd

13

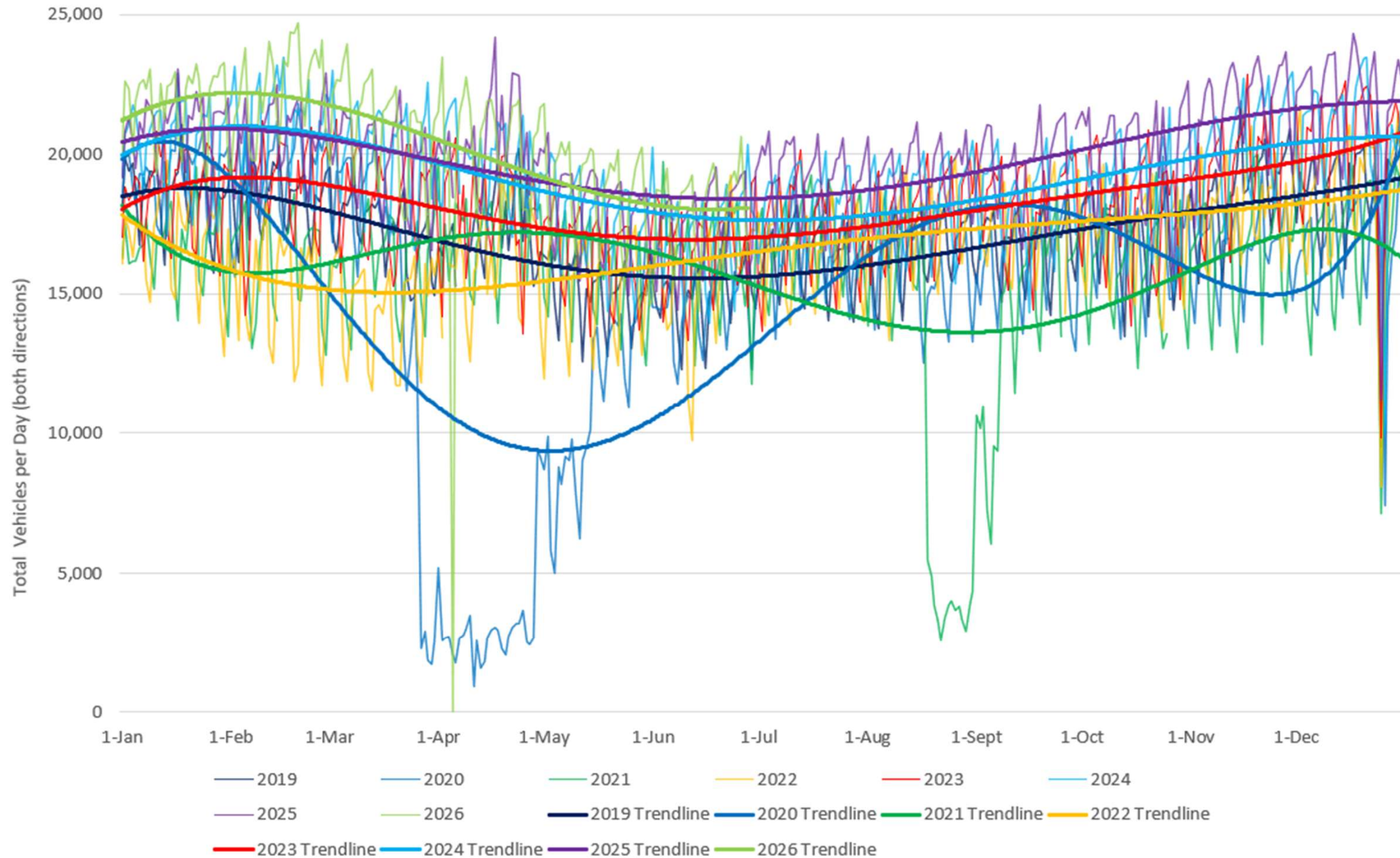
00600988 (East of Strains Road)



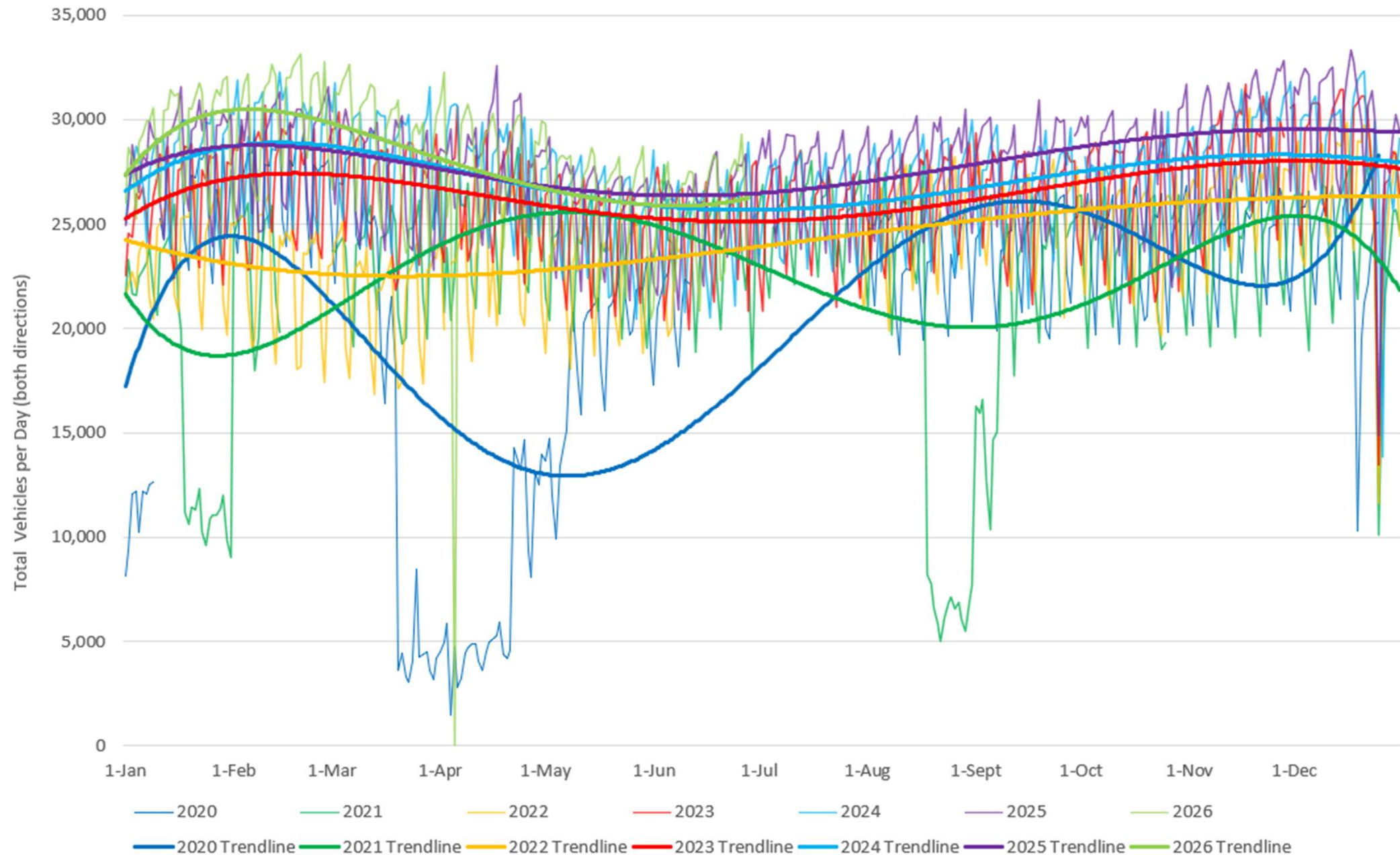
SH6 – Ladies Mile (East of Lower Shotover Rd)

14

00600991 Shotover before Lower Shotover Rd (Ladies Mile)



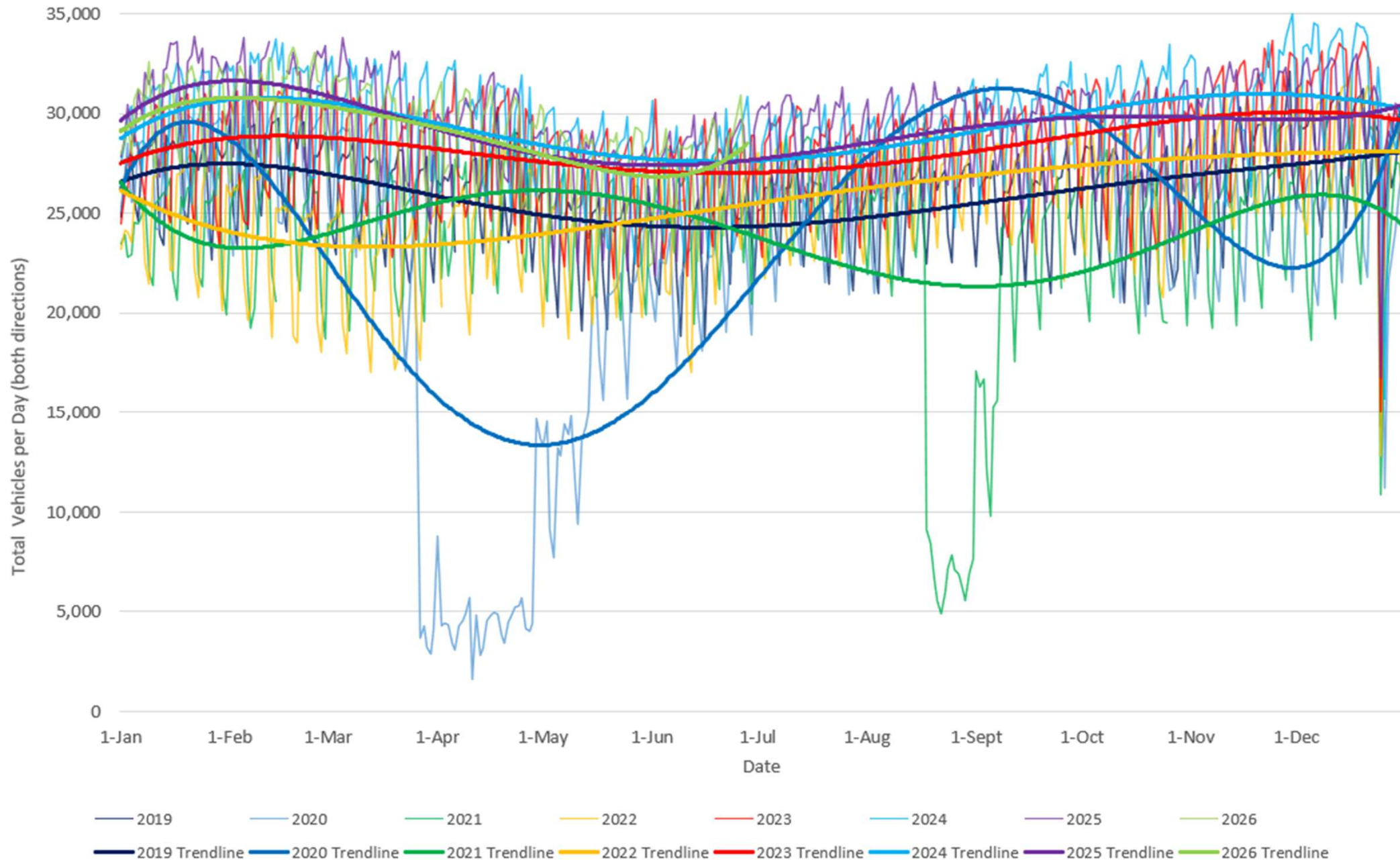
00600993 between Tucker Beach & Glenda Dr



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

16

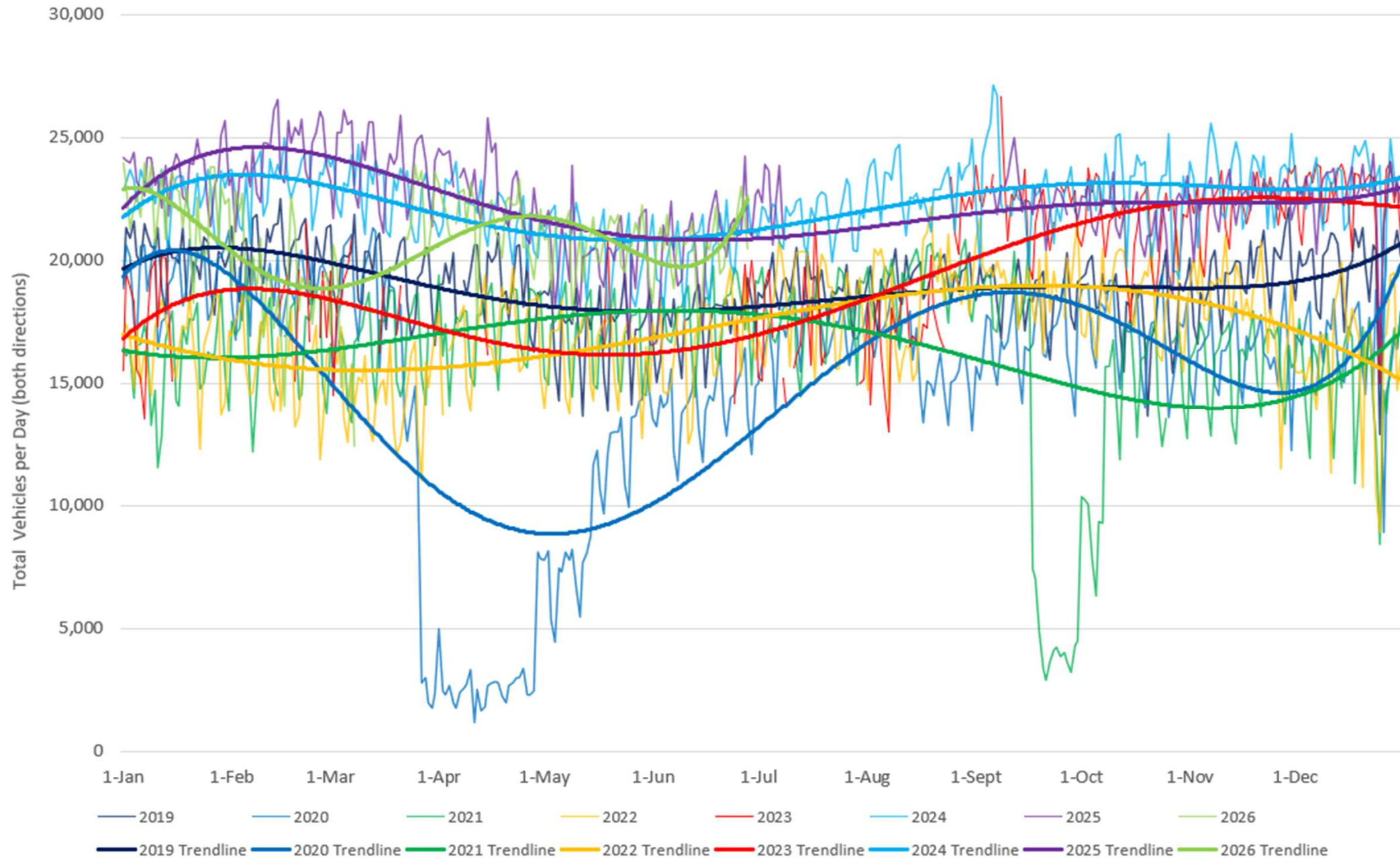
00600994 Frankton - Nth east of Junction



SH6 – Airport, Between SH6 / 6A & Airport

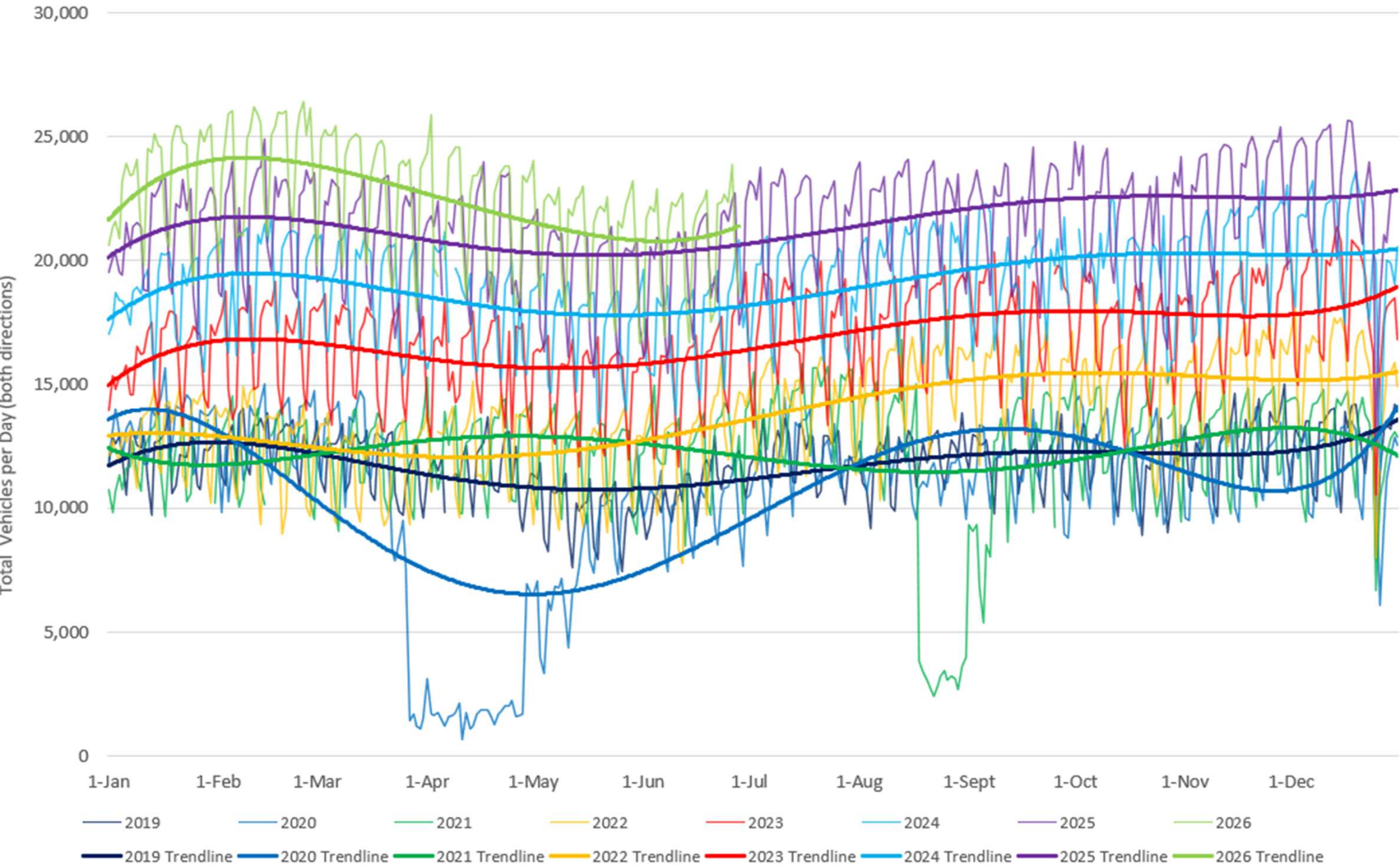
17

00600996 Airport - between SH6/6A & Airport



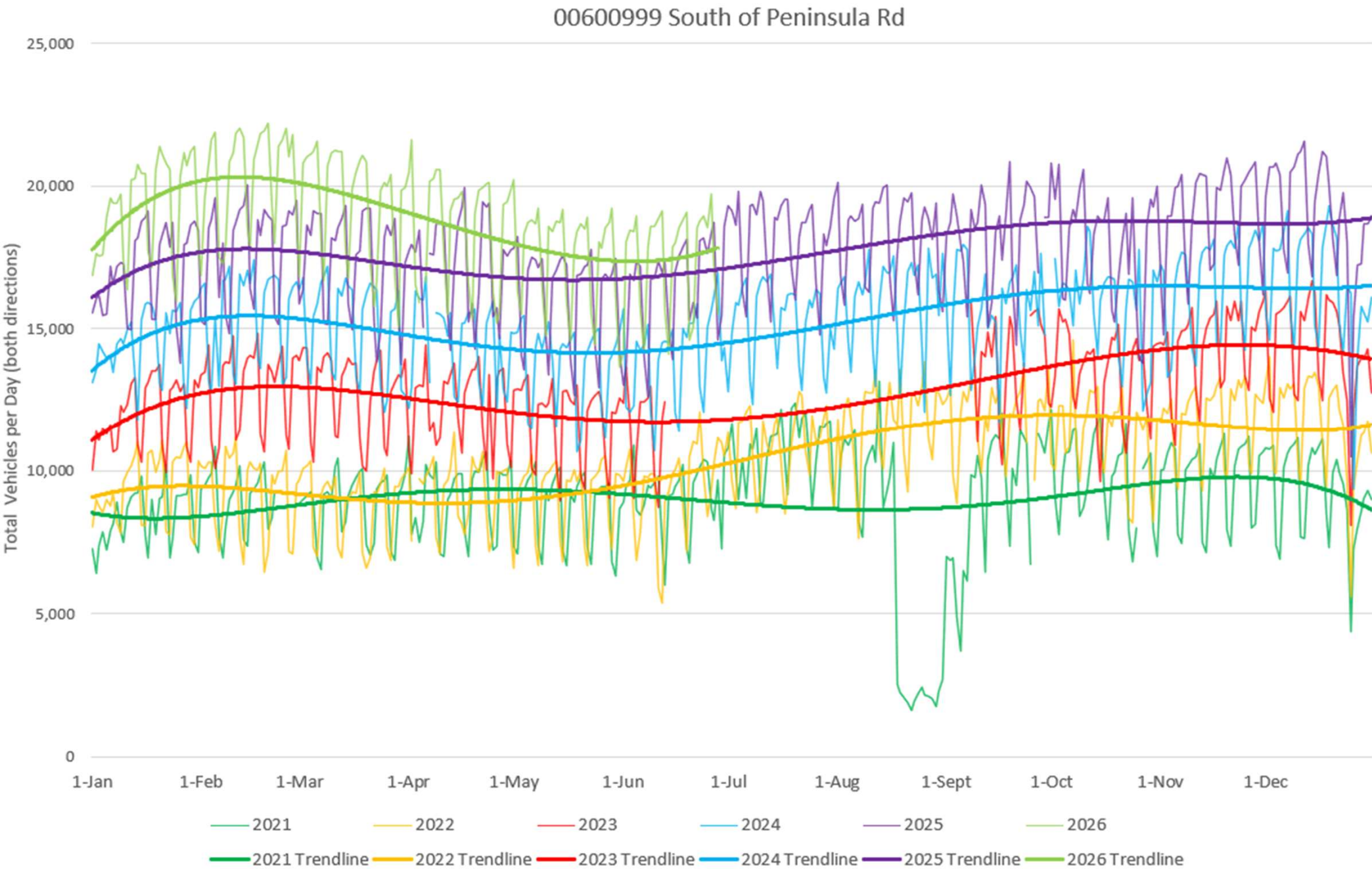
SH6 – Kawarau Falls Bridge

00690997 Kawarau Falls Bridge



SH6 – South of Peninsula Rd

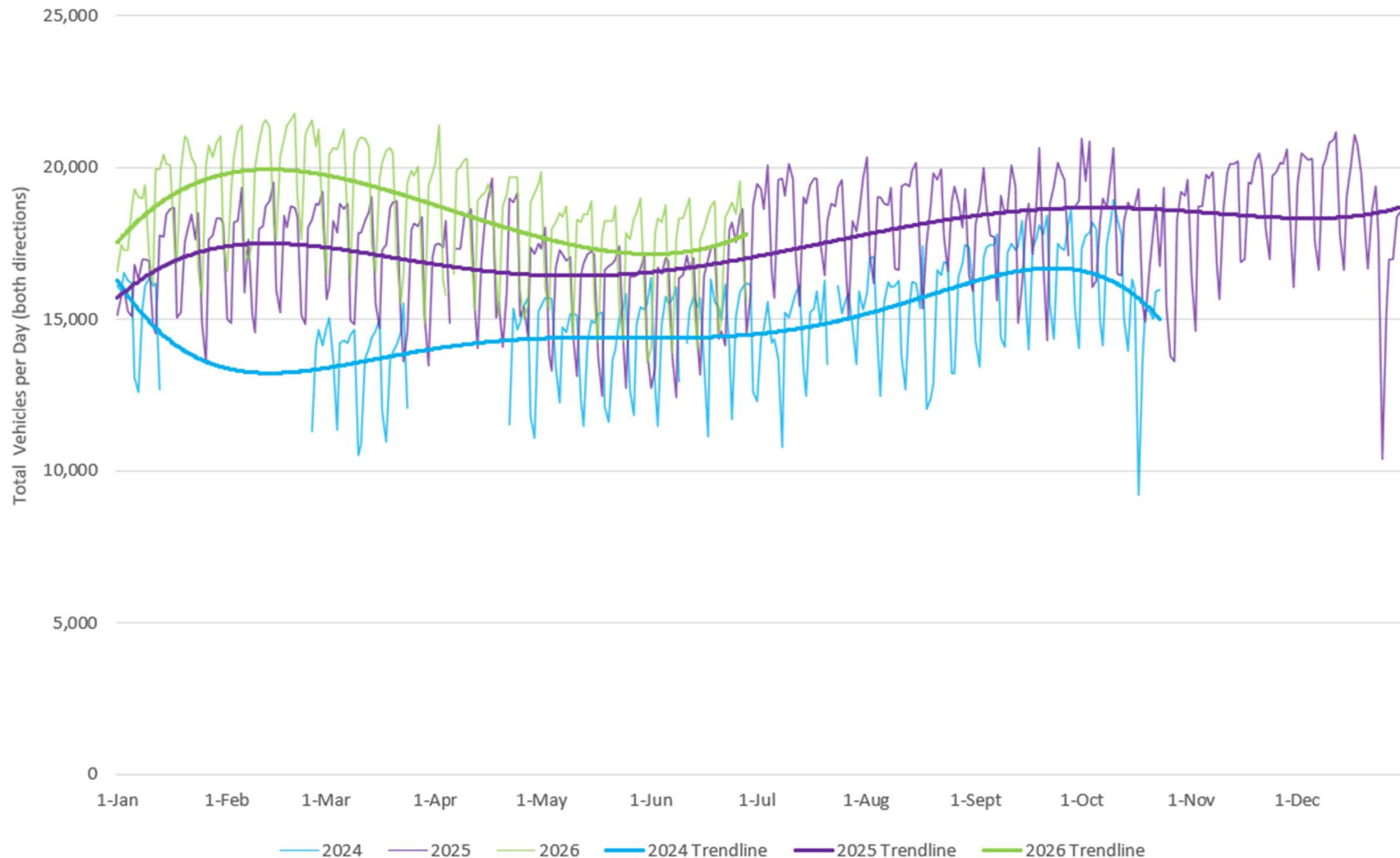
19



SH6 – Remarkables South of Skifield

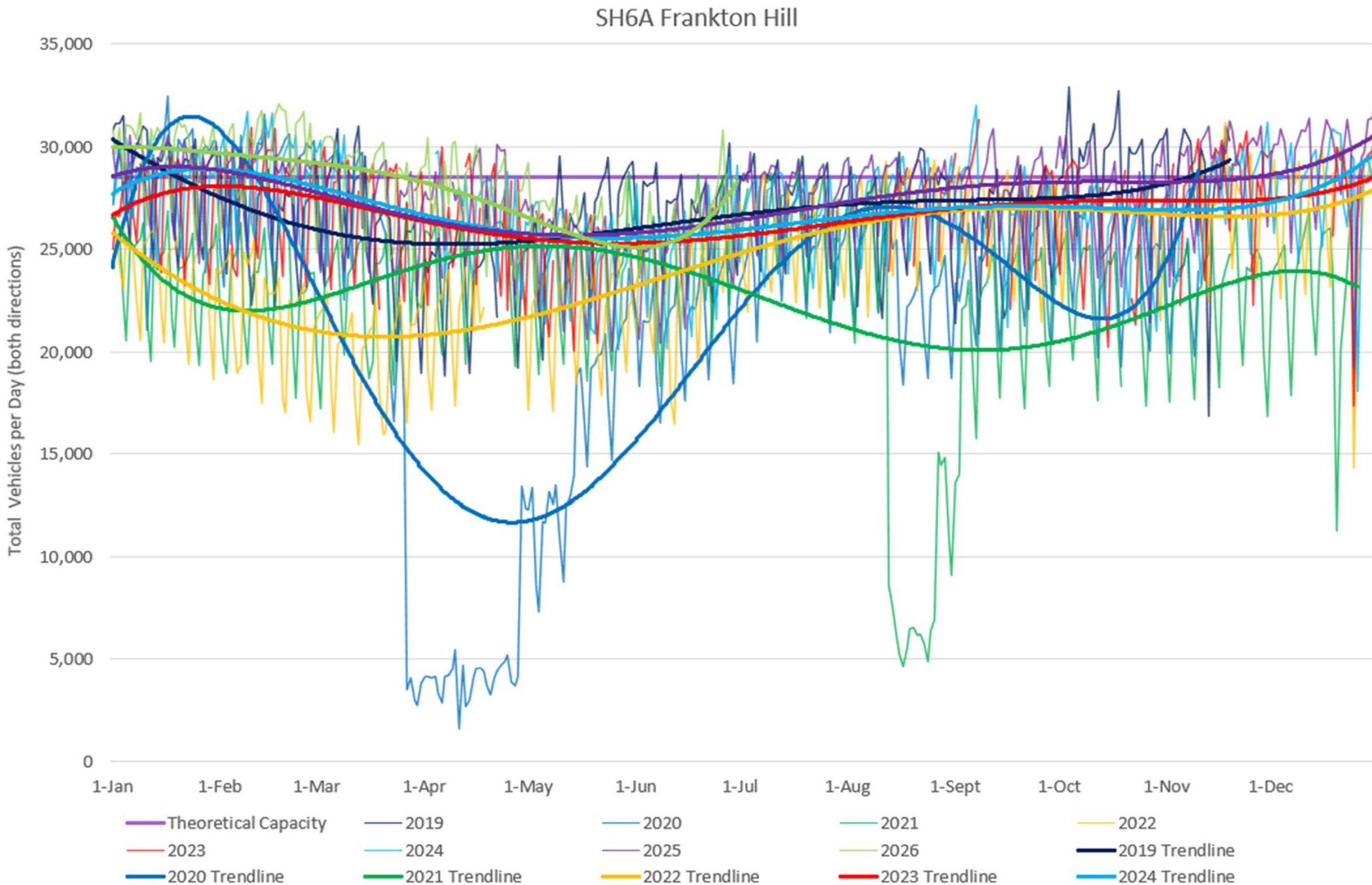
20

00601000 Remarkables South of Skifield

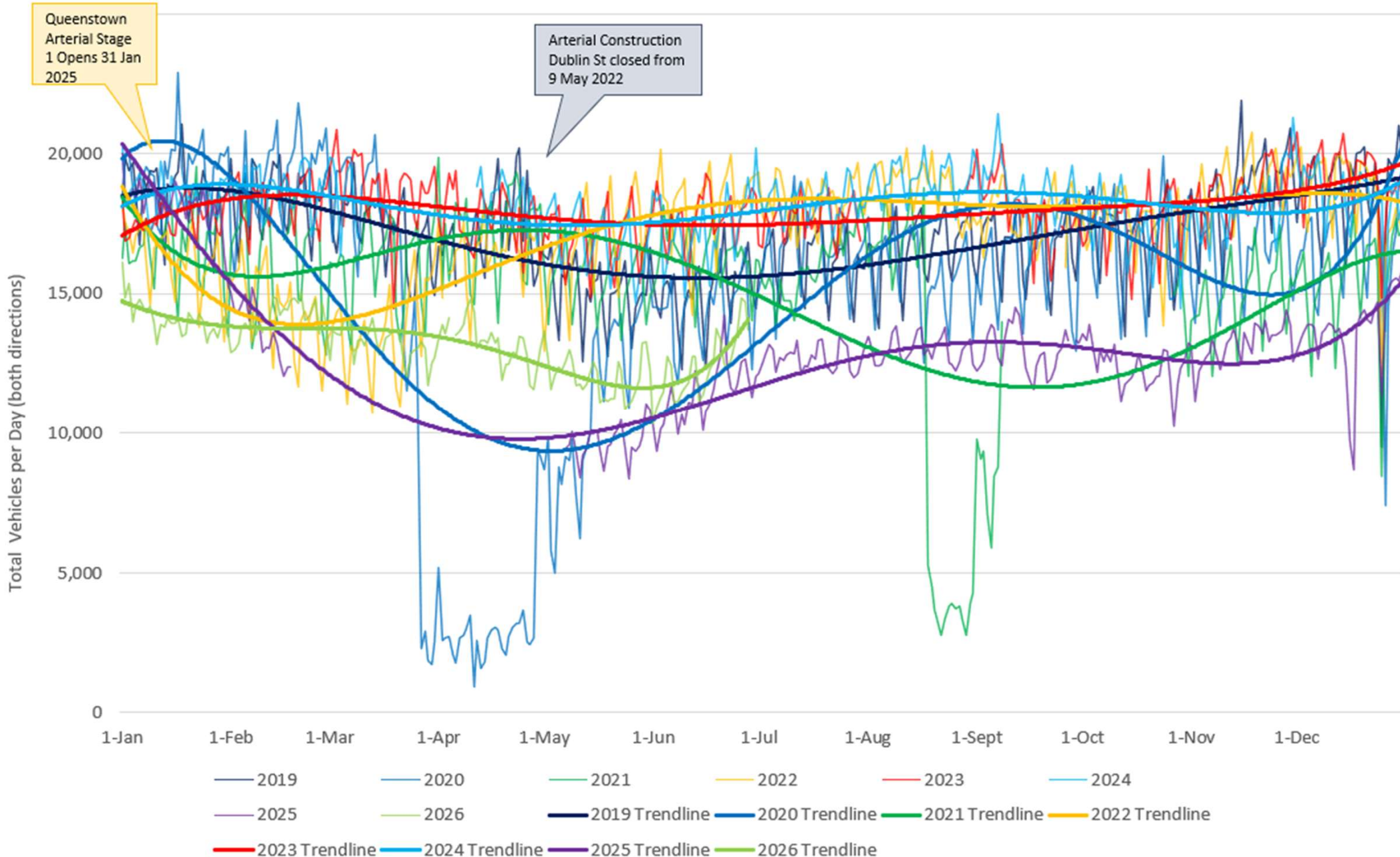


SH6A – Frankton Road

21



06A00006 (Stanley St - Millenium Hotel)



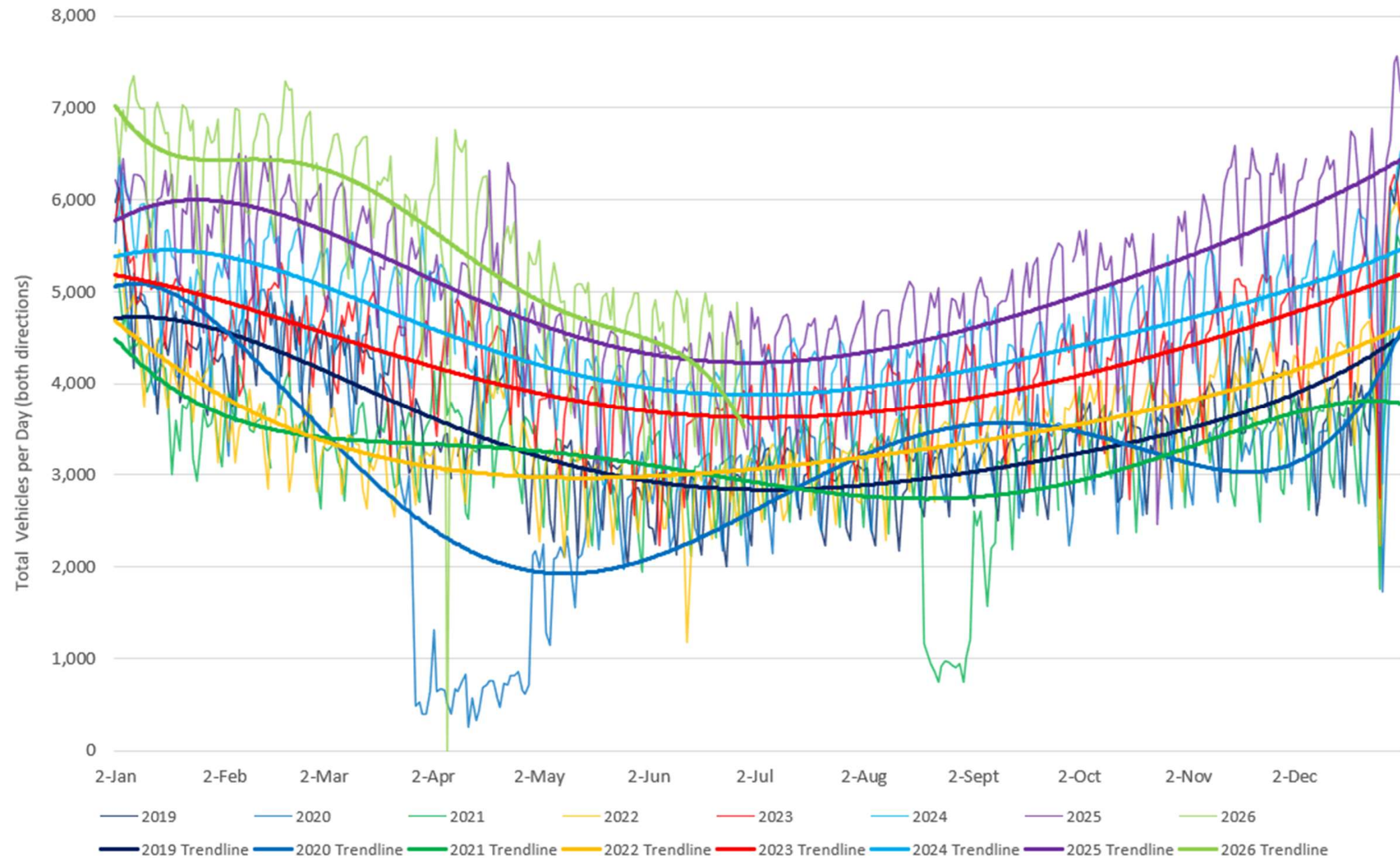
NZTA Traffic Counter Locations – Upper Clutha

23

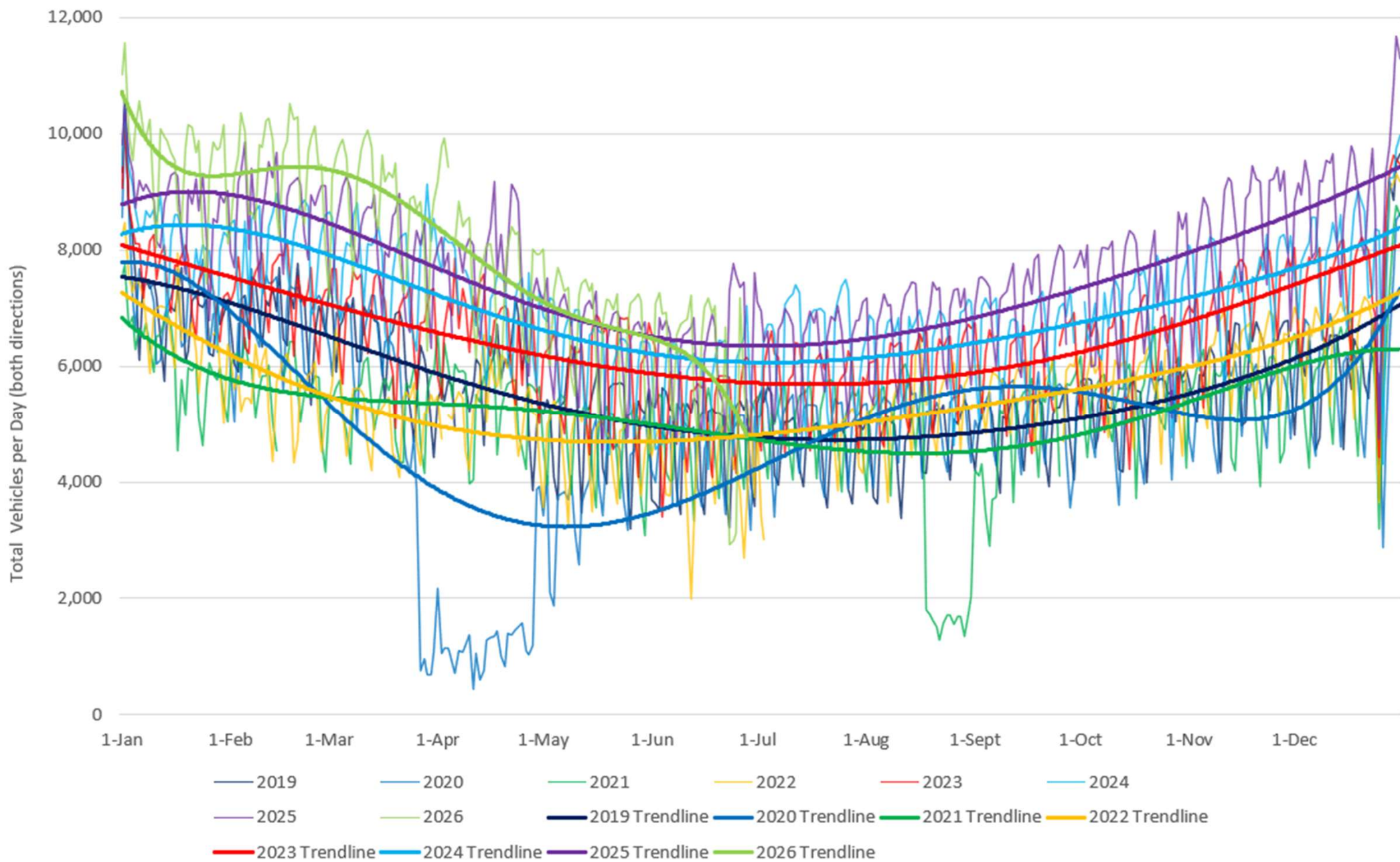
- ▶ The below map shows the location of the 4 NZTA traffic counters with available data located in the Upper Clutha



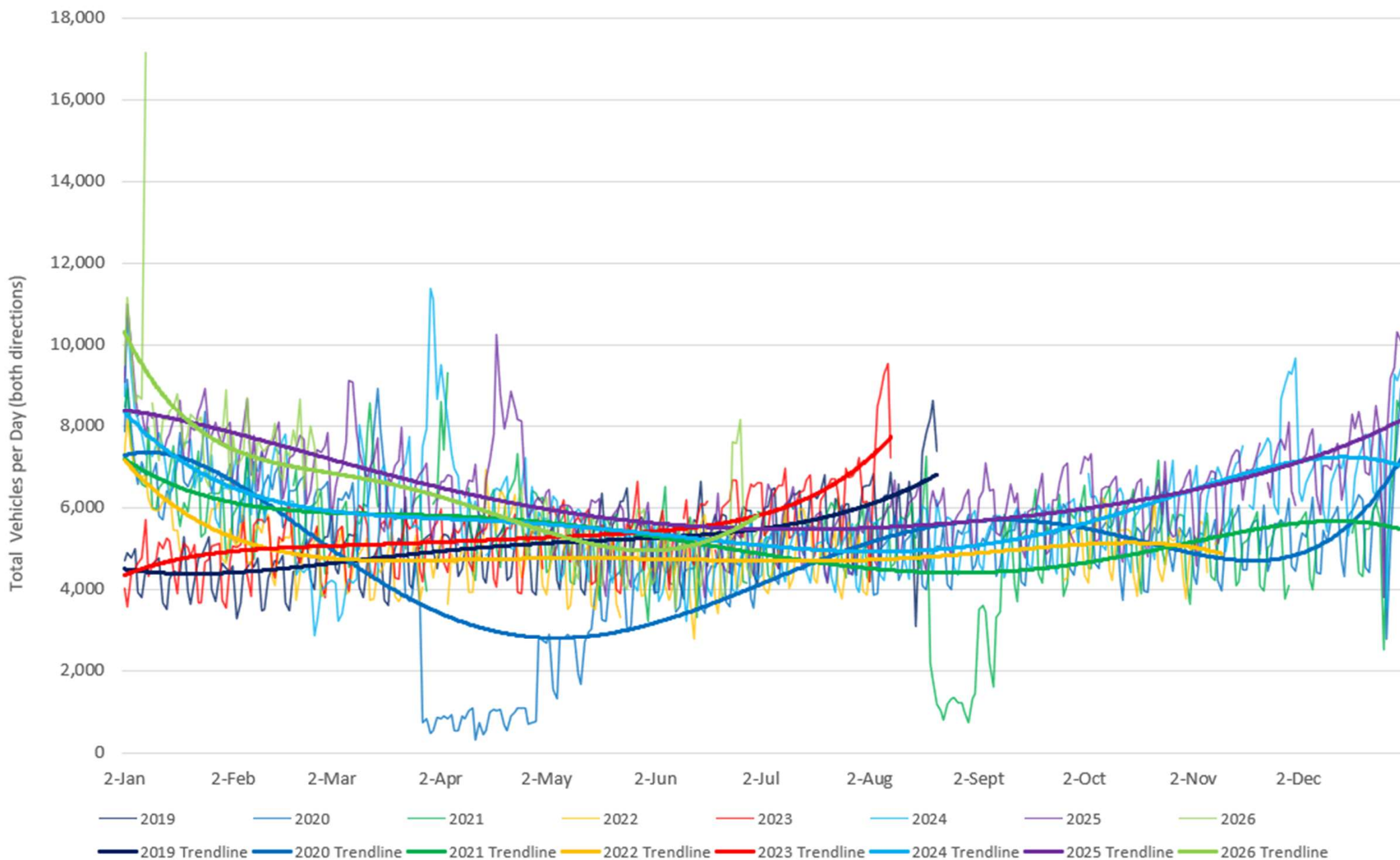
00600884 (Hawea Sth of dam)



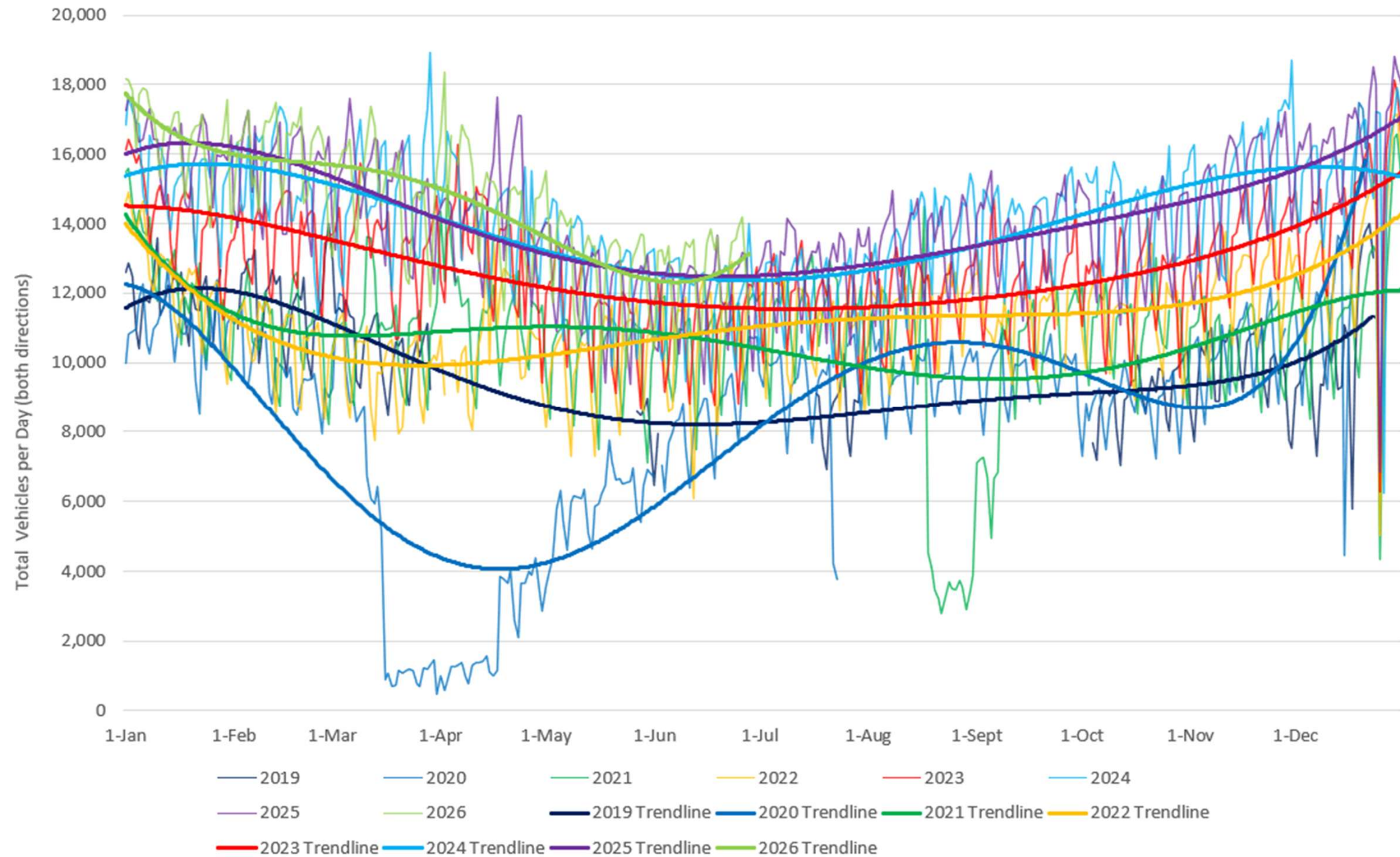
00600891 (Albert Town Bridge Wanaka Side)



00600895 (WANAKA - Telemetry Site 109)



08400002 (Mt Iron - near entrance to reserve)



Travel time data

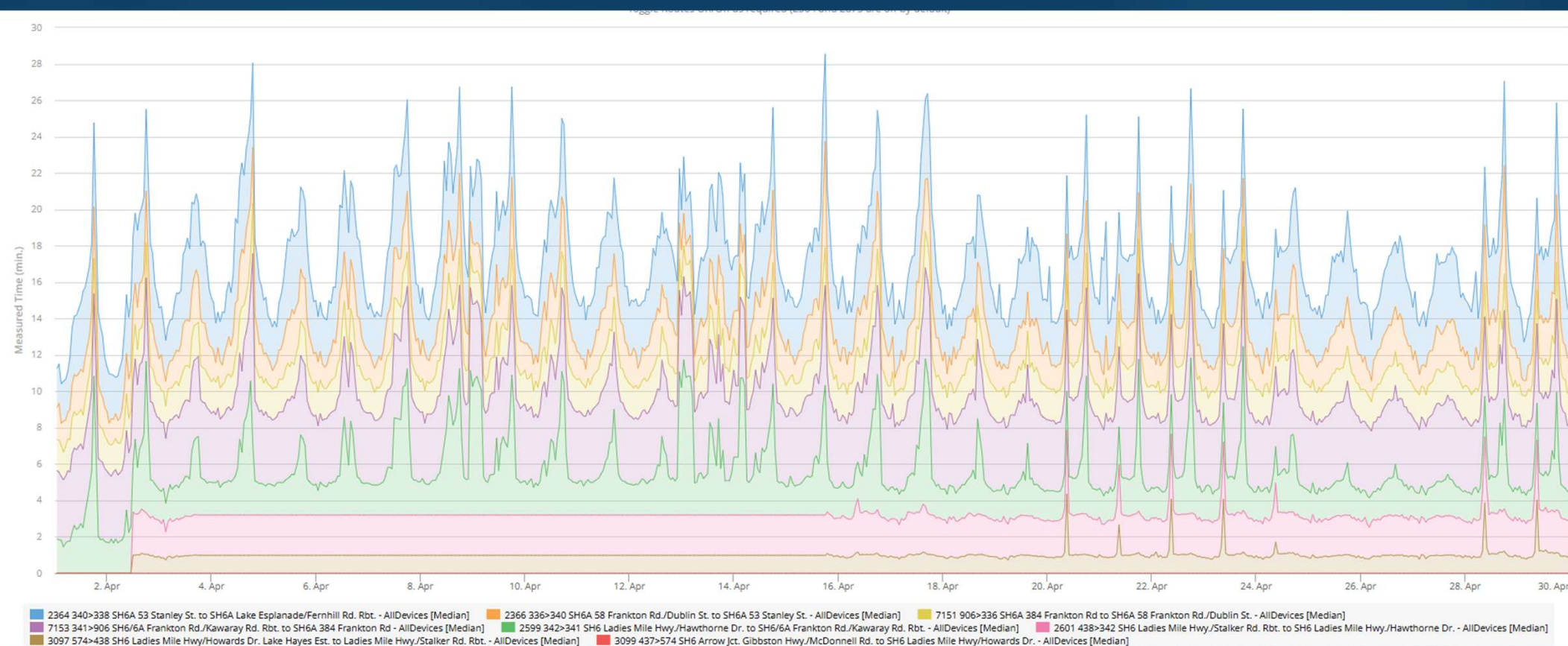
28

- ▶ 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.

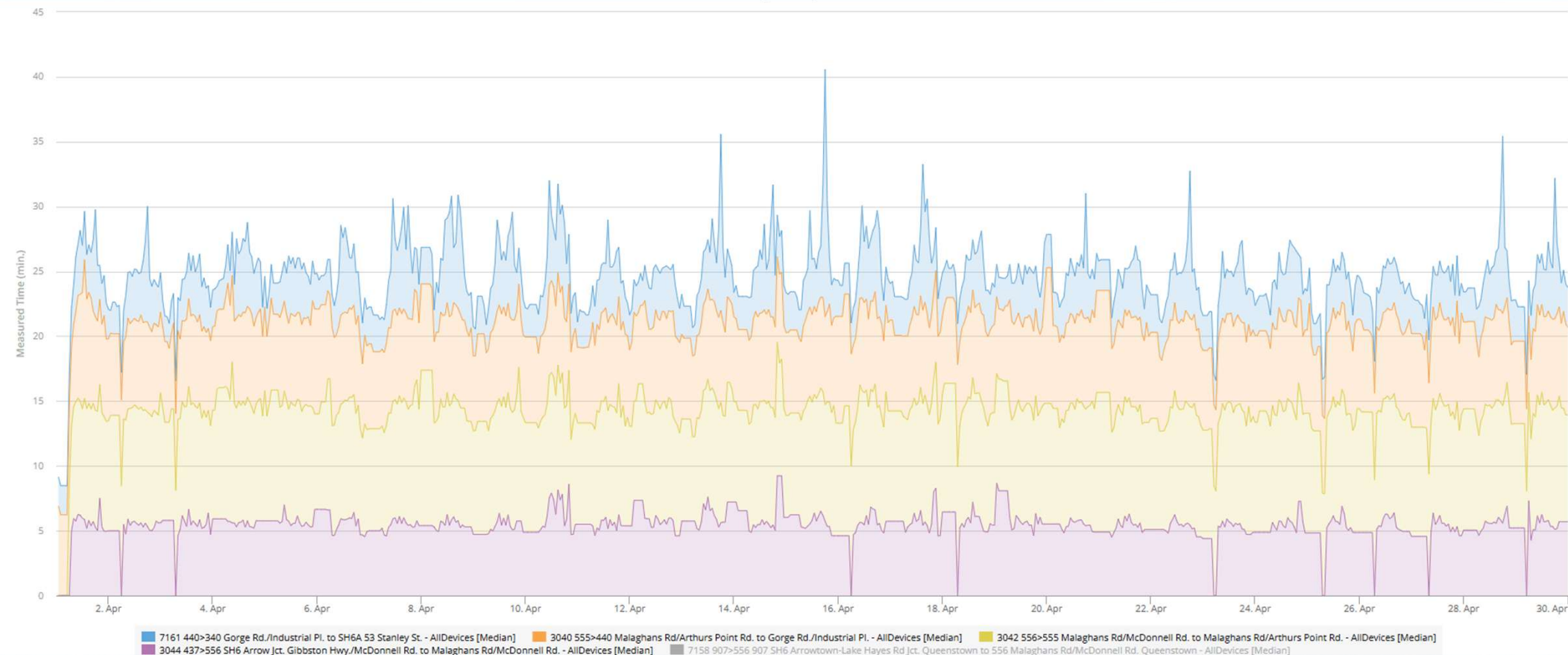


Travel time to Queenstown via Arthurs Point - April

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.

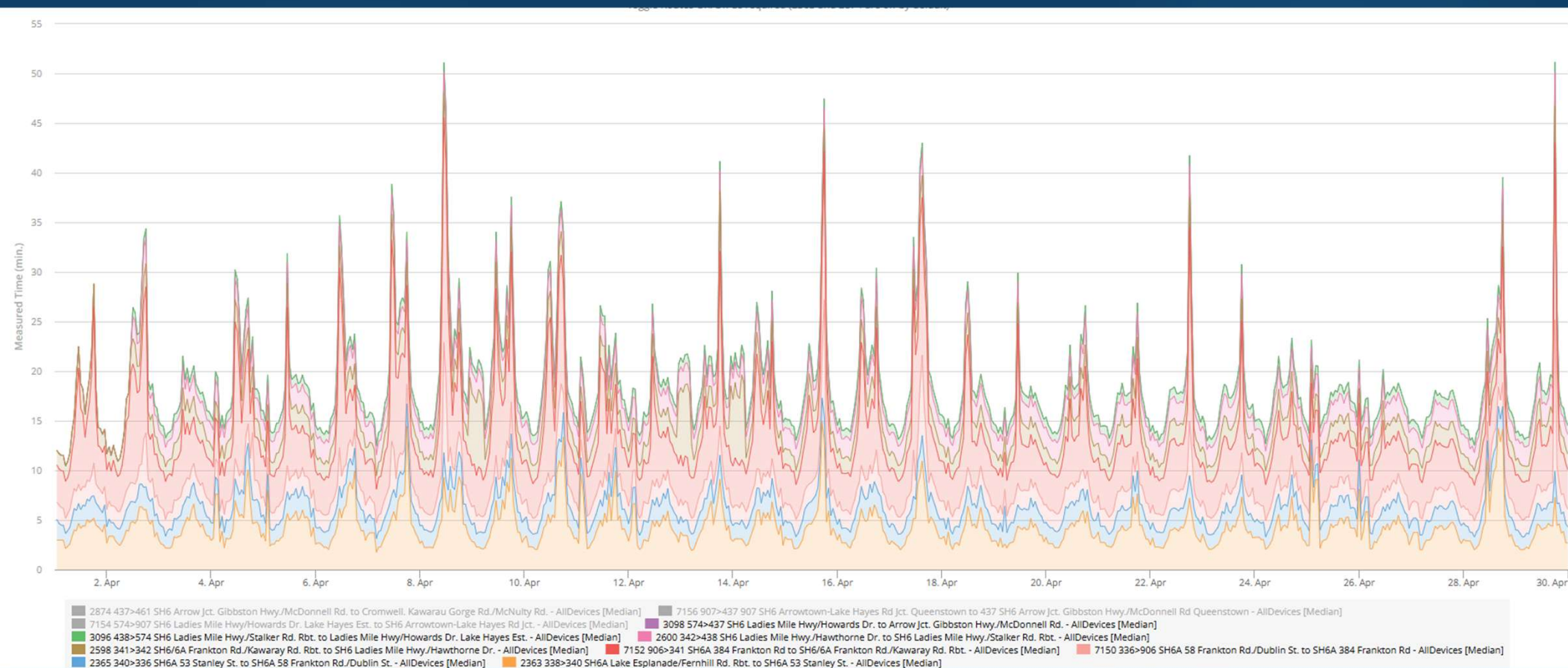


Travel time from Queenstown - April

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.

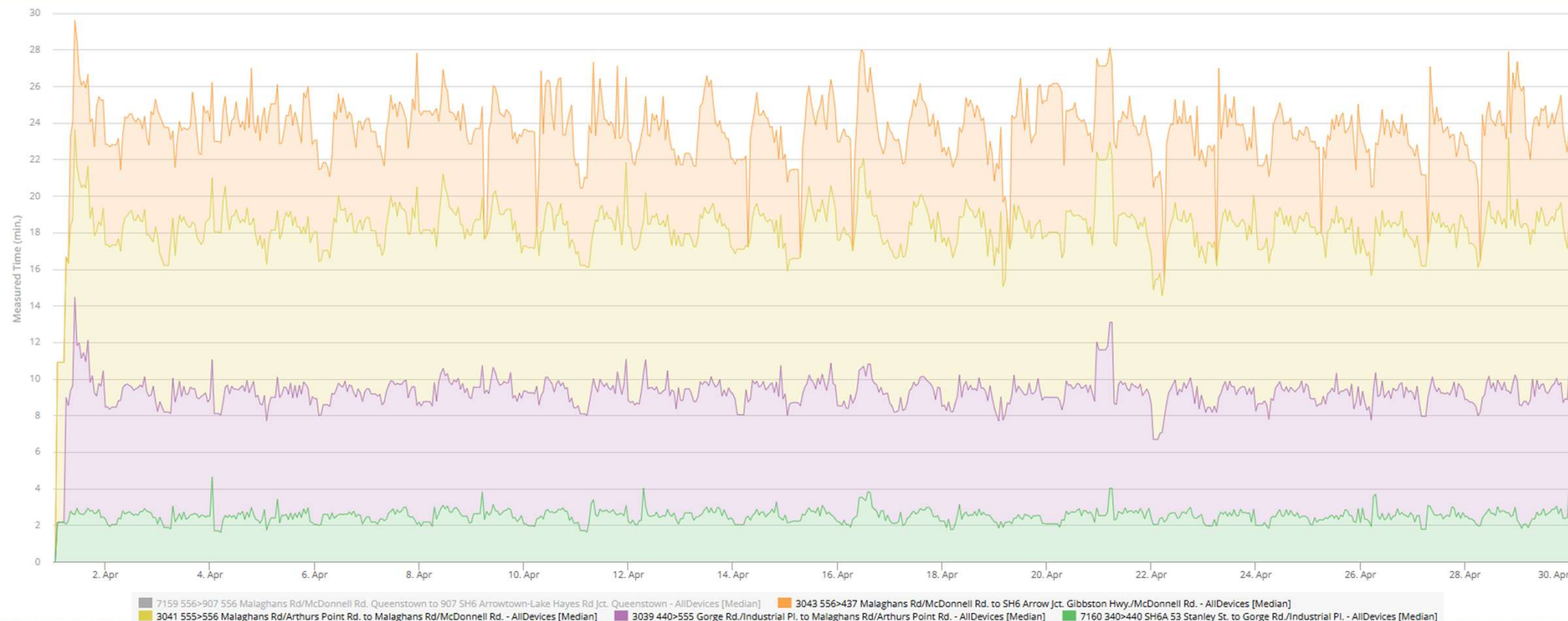


Travel time from Queenstown via Arthurs Point - April

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.

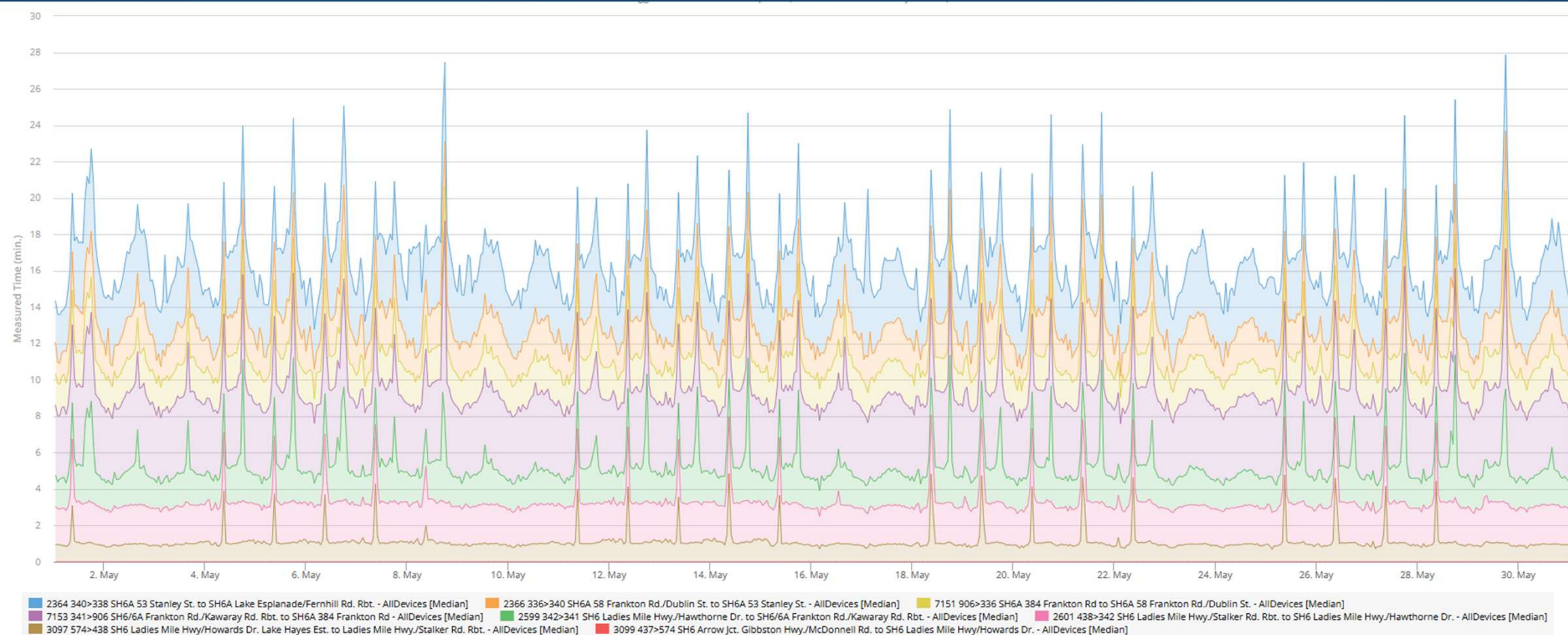


Travel time towards Queenstown – May

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.

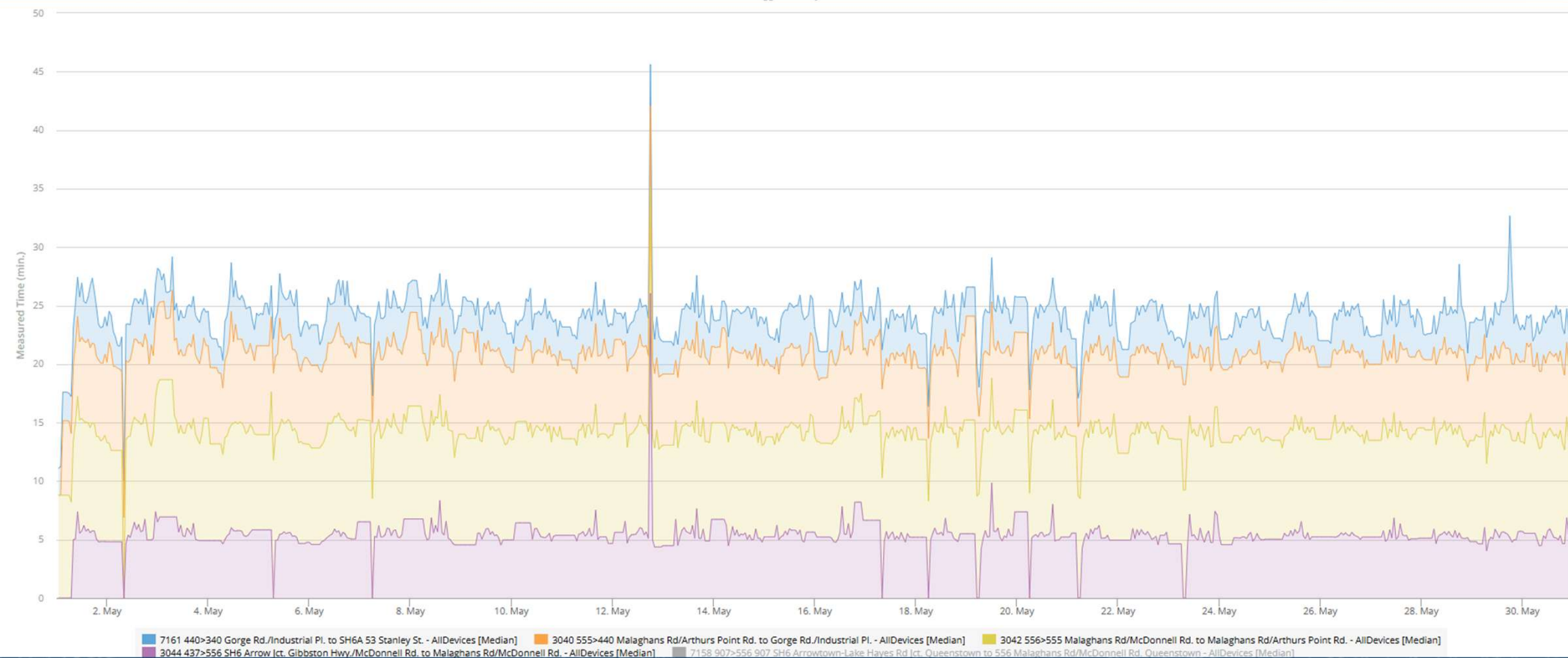


Travel time to Queenstown via Arthurs Point - May

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.

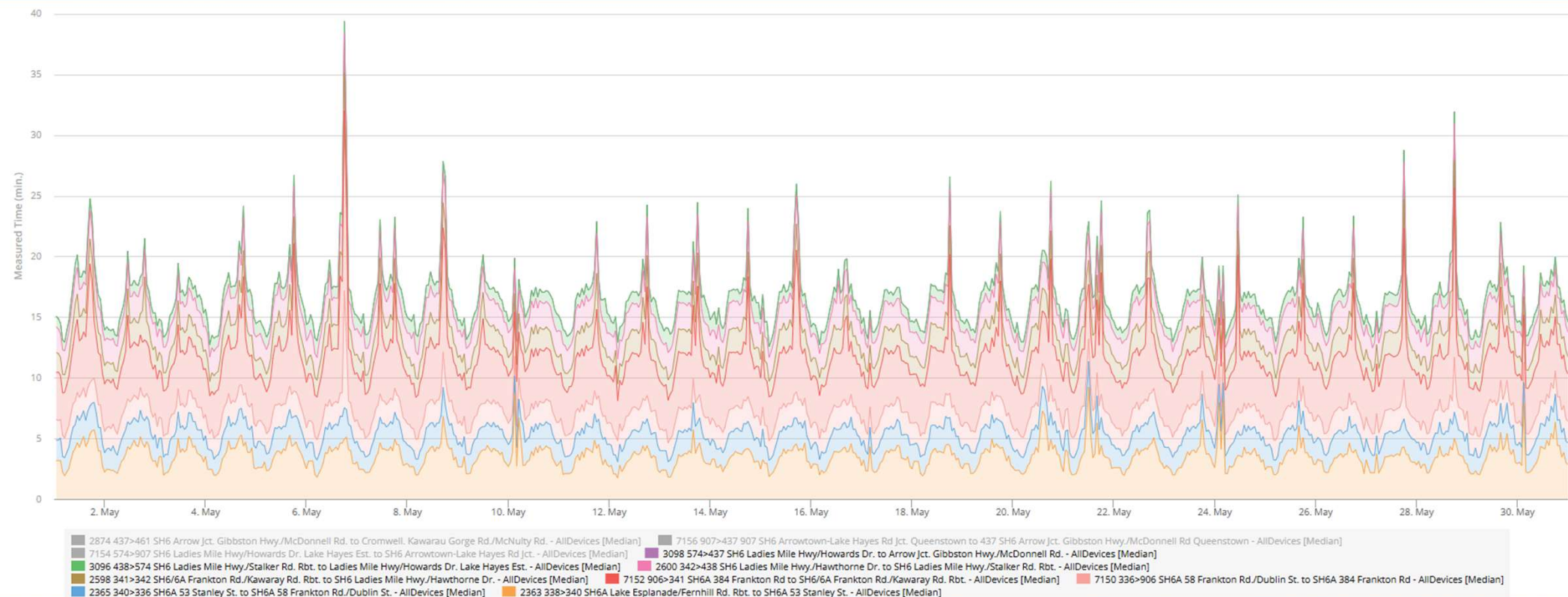


Travel time from Queenstown - May

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.

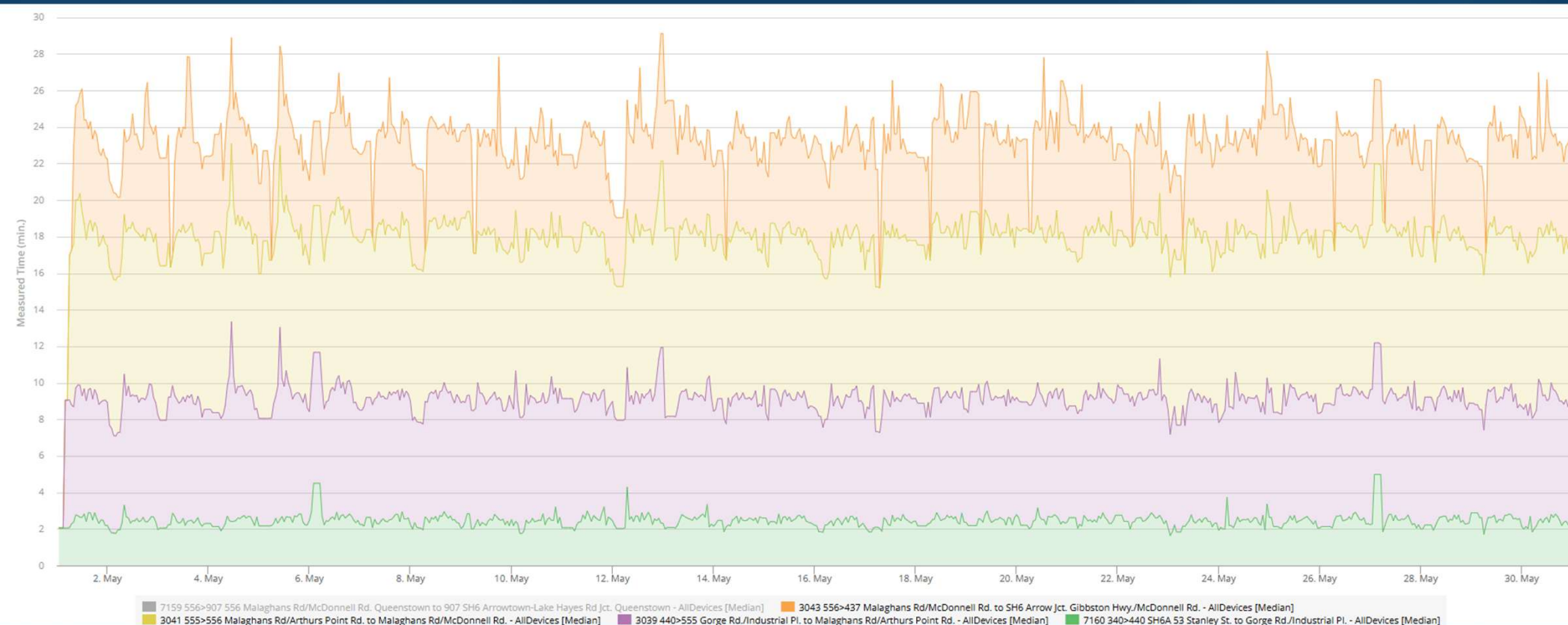


Travel time from Queenstown via Arthurs Point - May

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.

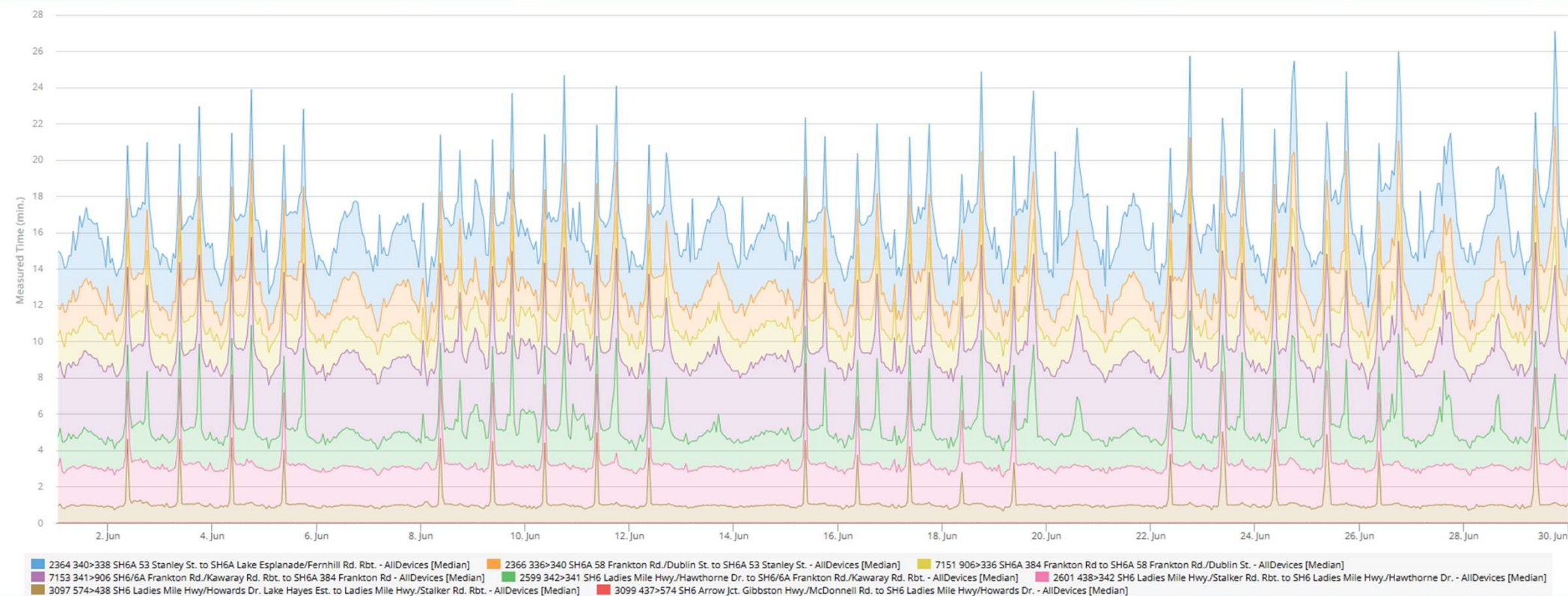


Travel time towards Queenstown - June

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.

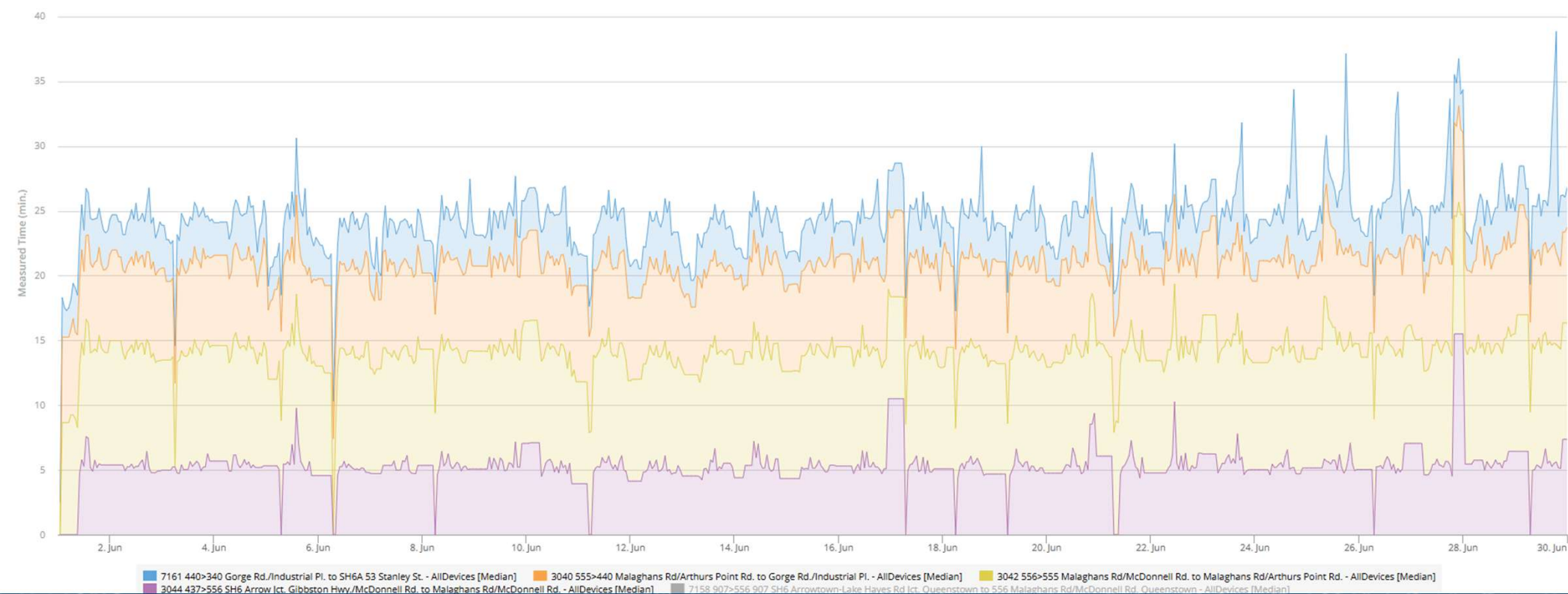


Travel time to Queenstown via Arthurs Point - June

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.

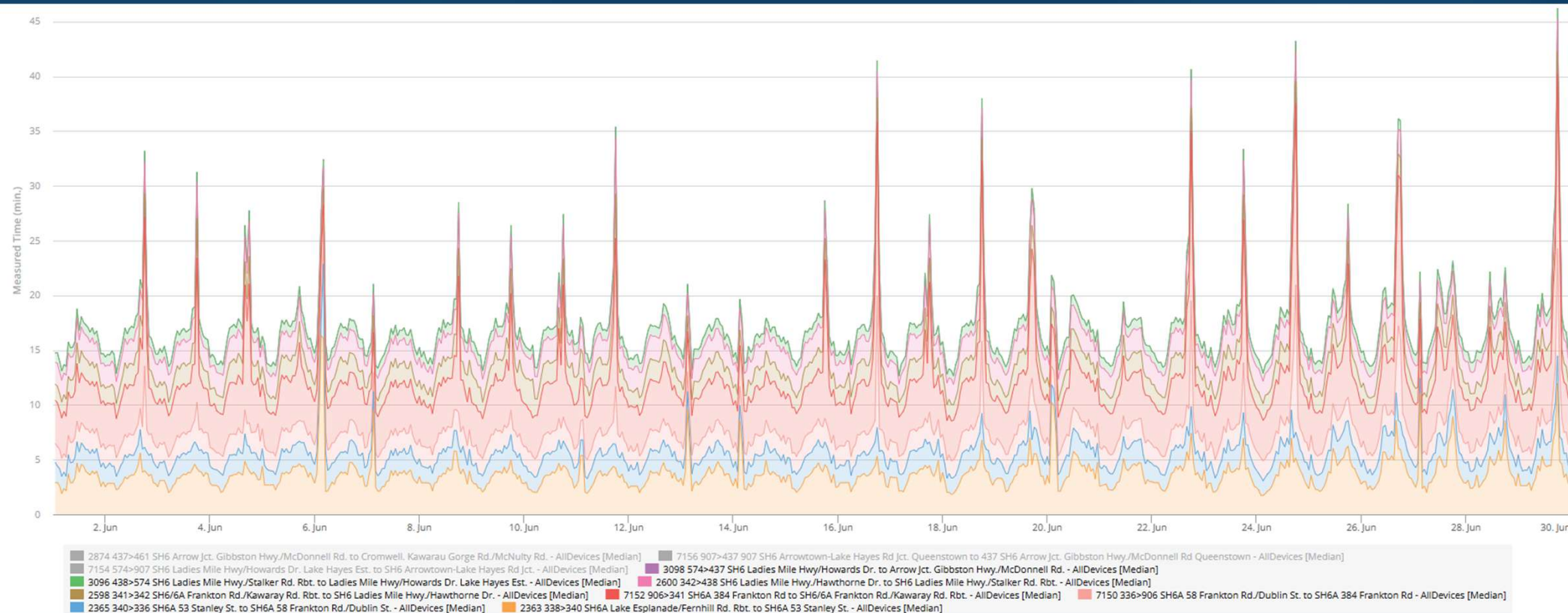


Travel time from Queenstown - June

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.

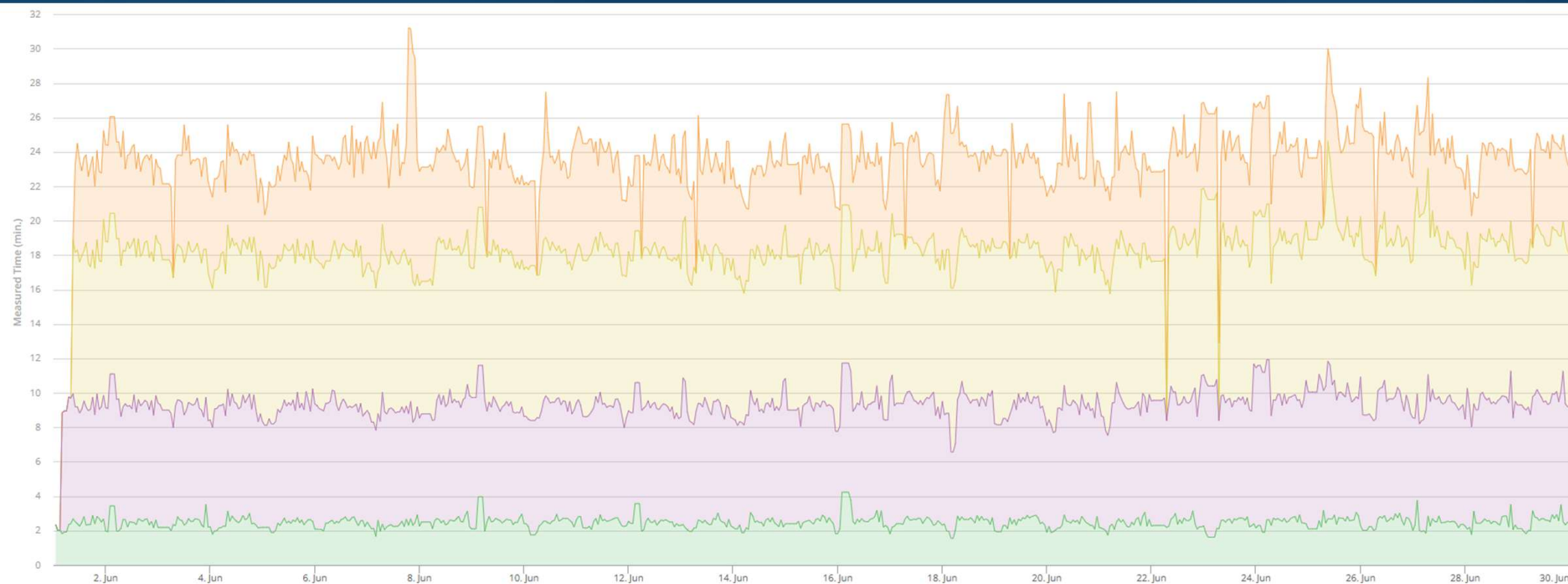


Travel time from Queenstown via Arthurs Point - June

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.



Transport Quarterly Monitoring Report

Prepared by the QLDC Transport Strategy Team

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

Tony Pickard tony.pickard@qldc.govt.nz

Adrienne Hooper adrienne.hooper@qldc.govt.nz

A decorative graphic at the bottom of the slide featuring a wireframe mountain range. The mountains are composed of interconnected white lines forming a triangular mesh pattern, set against the dark blue background.