

Remarkables Expansion Project

Transport Addendum



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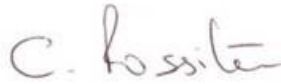
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This report has been prepared in compliance with the Code of Conduct for expert witnesses contained in the Environment Court Practice Note 2023 as if it was expert evidence presented in proceedings before the Environment Court. Unless stated otherwise, this report is within Chris' area of expertise and does not omit consideration of material facts known to him that might alter or detract from the opinions expressed in this report.

¹ Hastings, Central Hawke's Bay, Gisborne, Palmerston North, Whanganui, Carterton, Upper Hutt, Tasman, Nelson, Buller, Waimakariri, Christchurch, Ashburton, Timaru, Clutha, Queenstown Lakes, Invercargill.



Executive Summary

Following the lodgement of the substantive application by NZSki Limited (NZSki) for the Remarkables Ski Area and Doolans Expansion Project under the Fast-track Approvals Act, the Environmental Protection Authority (EPA) has requested a response to a s46 comment received from Queenstown Lakes District Council (QLDC) regarding the assessment of the wide area traffic effects of the Project.

QLDC has developed a Spatial Plan to inform decisions on areas for future residential development and the supporting infrastructure. The Spatial Plan anticipates significant residential growth along the Southern Corridor within which the Remarkables Ski Field Access Road intersection is located. The NZ Upgrade Programme (NZUP) Queenstown Package was developed with NZ Transport Agency (NZTA) to address transport infrastructure improvements to meet the forecast travel demands. The NZUP Queenstown Package, which is currently under construction, includes large scale changes to the highway network in Frankton to improve capacity and support public transport services. The transport components of the Te Tapuae Southern Corridor Structure Plan have been developed to inform decisions on the highway improvements required to support future planned growth along the Southern Corridor.

The ski season typically lasts for about three months of the year and attracts large numbers of visitors to Queenstown. Currently, the preferred travel mode choice for visitors to the Remarkables Ski Area is private vehicle. In 2025, this contributed to an estimated 1,700 additional vehicle movements per day (vpd) on average on the highway network between the Remarkables Ski Area Access Road and Frankton and about 300 vpd to the south. The movements north of the Remarkables Ski Area are then dispersed between SH6A Frankton Road and SH6 Ladies Mile. Even with the ski season activity, winter traffic volumes on all the highways within Frankton and Queenstown were below the volumes recorded during the summer. Although there are capacity constraints on the transport network, the operational performance of the network is expected to be better during the winter than in the summer because of the lower overall travel demands.

When the Project construction works are complete, the Remarkables Ski Area could generate about 3,000 vehicle movements on the busier days of the season compared with about 2,000 movements currently. While this largely involves travel to / from the north at the current time, with the ongoing growth to the south, there will be increasing travel demands to the Remarkables Ski Area from the south in the future. If the future travel demand from the south doubled compared with 2025, the change in traffic volumes on SH6 north of the Remarkables Ski Area would be about 700 vpd during the ski season.

At an annualised level, the forecast increase in the Remarkables Ski Area traffic movements represents a very small proportion of the total anticipated traffic growth on the Southern Corridor. The Remarkables Ski Area could add 250 vpd by 2030 at an annualised level compared with more than 8,000 vpd over the same period from residential development along the Corridor

Although the traffic generated by the Remarkables Ski Area does coincide with other peak periods of the road network, the directionality of traffic is generally the opposite of the primary commuter peak traffic patterns, particularly to the south of Frankton. Overall, the traffic generation of the Project forms only a small proportion of the total traffic generation of the development along the Southern Corridor. Any transport effects directly associated with the ski activity are highly localised and are of short duration, predominantly in the late afternoon near the access road rather than across the wider transport network.



While wider growth in highway volumes and transport network upgrades are outside their control, the proposed conditions of consent have been structured to allow NZSki to manage their forecast growth in vehicle movements and inform decisions on intersection improvements on SH6 to effectively and flexibly manage their travel demand and localised traffic effects as changes on the wider transport network occur.



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1 Introduction

Following the lodgement of the substantive application by NZSki Limited for the Remarkables Ski Area and Doolans Expansion Project under the Fast-track Approvals Act, the EPA has provided the following comments from QLDC with a request for additional information to be provided.

“The traffic assessment supporting the application and the Assessment of Environmental Effects does not undertake a full assessment of wider transport network impacts and performance in relation to additional demand on State Highway 6, in particular the highway in both directions from the ski field access road, and the Frankton Road/State Highway 6 intersection. Rather, it narrowly focusses on the intersection upgrade of the ski field access road and State Highway 6.... QLDC considers that it is important that decision-makers are appraised with a full understanding of the effects of the proposal from additional traffic generation on the transport network.”

This report has been prepared as an addendum to the Integrated Transport Assessment to provide the additional information that has been requested. It has been structured to provide:

- An overview of the wide area transport network and network improvements;
- A description of traffic patterns within Frankton;
- A description of the transport network challenges;
- A summary of transport mitigation actions proposed by NZSki.



2 Transport Infrastructure

2.1 State Highway Network

Figure 2-1 shows the location of the Remarkables Ski Area (1) with respect to the state highway network and nearby residential areas. The bottom of the Remarkables Ski Field Access Road is about 10 km by road from central Queenstown (2) and less than 4 km from Frankton (3) and Queenstown Airport. Jack's Point (5) and Hanley Farm (6) are located about 5 km and 4 km to the south respectively. Homestead Bay (7) is located to the south of Jack's Point. The Coneburn industrial zone is about 1 km south of the access road. The Remarkables Ski Field Access Road is about 13 km long from its intersection with SH6 to the Rastus Burn Base Area.



Figure 2-1: Remarkables Ski Area location – wide area context (Source: Te Tapuae Structure Plan)

SH6 represents the primary strategic transport link in the wider area connecting the major settlements of Wānaka and Cromwell to the north with Queenstown and smaller towns to the south. Figure 2-2 shows that SH6 Ladies Mile follows an alignment along the northern side of the Frankton Flats area providing access to the Glenda Drive Industrial Area, Five Mile and the Queenstown Events Centre as well as new activities under development on the northern side of the highway. SH6 Kawarau Road provides access to Queenstown Airport, Remarkables Park and the residential parts of Frankton.

SH6A Frankton Road provides the connection between SH6 and central Queenstown. The SH6 / SH6A intersection is currently roundabout controlled but there are ongoing roadworks to signalise the intersection.



Figure 2-2: Frankton Area (Source: Open Street Maps)

3 Planned Network Improvements

3.1 NZUP Queenstown Package

QLDC and NZTA have formed the Kā Huanui a Tāhuna consortium along with four design and construction companies to implement the NZUP² Queenstown Package. The Queenstown Package comprises several smaller packages of work with an overall goal to deliver infrastructure that:

- improves safety and accessibility;
- enables an improved public transport system;
- provides more options for walking and cycling; and
- benefits the community and its visitors.

Figure 3-1 shows the package of works for Frankton which includes:

- New signals at SH6 / SH6A intersection;
- New signals at SH6 / Lucas Place (Primary airport access route);
- New signals at SH6 / Humphrey Street (Secondary access route to Remarkables Park);
- Expanded bus hub in Frankton; and
- Bus priority lane on SH6 Kawarau Road north of Humphrey Street.

The works in Frankton include signalisation of the SH6 / SH6A intersection and construction of an expanded bus transfer facility on Kawarau Road south of the intersection (Figure 3-2). A key focus of the works is improving bus travel times and reliability to promote higher mode share. The projects do not seek to add additional road capacity through provision of additional traffic lanes.

² New Zealand Upgrade Programme

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Figure 3-1: NZUP Queenstown Package (Source: NZTA)

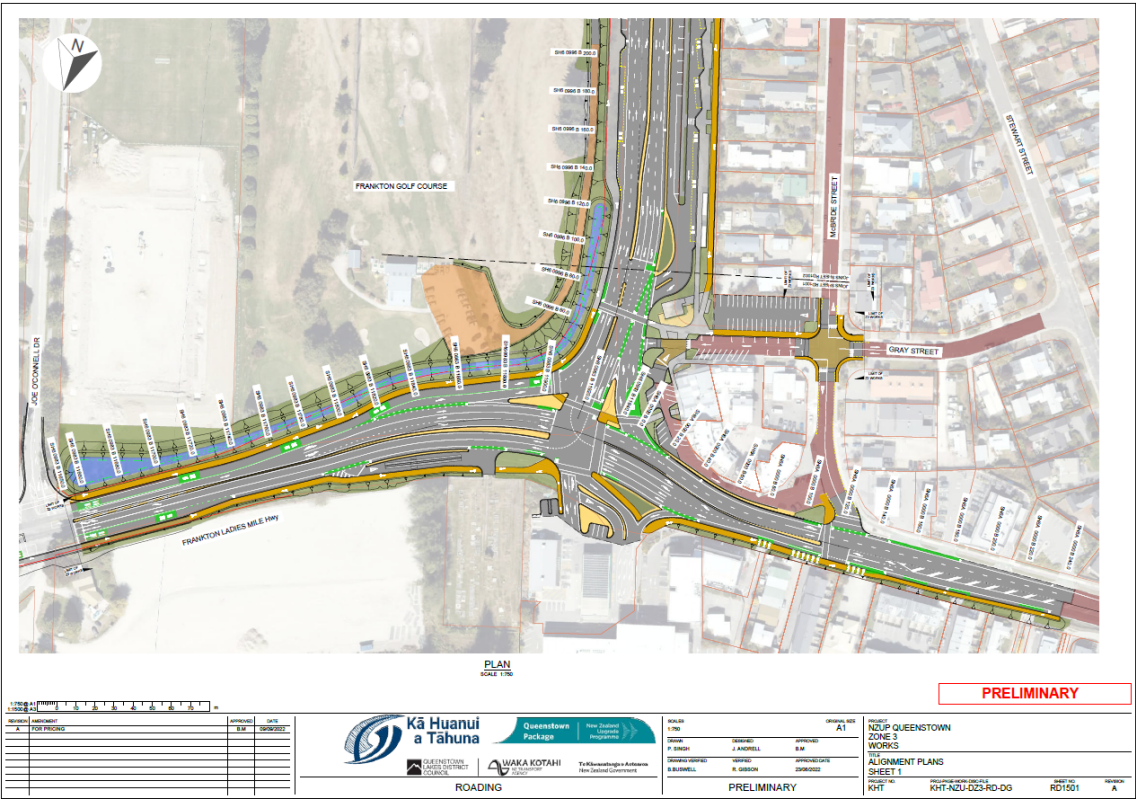


Figure 3-2: SH6 / SH6A Intersection improvements (Source: NZTA)



The transport assessment report for the Notice of Requirement to acquire land for the state highway improvements included a forecast of the level of service anticipated at the SH6 / SH6A intersection in 2028. The analysis indicated that the intersection would be operating at Level of Service (LOS) D in the morning peak and LOS E in the evening. Level of Service is a qualitative stratification of numerical performance measures to provide a simplified system to present road users' perceptions of the quality of service of a road or intersection. Table 3-2 shows the Austroads definitions for LOS C to LOS F.

Table 3-1: Level of Service Definitions (Source: Austroads)

Term	Definition
LOS C	In the zone of stable flow but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
LOS D	Close to the limit of stable flow and approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
LOS E	Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
LOS F	In the zone of forced flow, where the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs, and queuing and delays result.

The report notes that even with the proposed works, severe congestion could be expected beyond 2028 due to development in the immediate area (Ladies Mile and Southern Corridor) as well as continued growth in visitor numbers unless the public transport travel mode is increased. The report acknowledges that simply increasing capacity would not represent a good long-term solution and that there was a need to increase the mode share for active modes and public transport.

4 Long-term Planning Framework

4.1 Spatial Plan

Figure 4-1 shows the key spatial elements for the Wakatipu Basin within the QLDC Spatial Plan. It shows the primary metropolitan areas of Queenstown and Frankton, towns and future urban areas. The plan shows that growth is anticipated along the Southern Corridor with provision for new local centres at Coneburn and Homestead Bay.

Growth along the southern corridor will be supported with an enhanced public transport system. In the short term, this includes the introduction of a high frequency bus service between Queenstown and Frankton to provide a 'turn up and go' level of service. High frequency bus services will subsequently be extended to Ladies Mile and south to the Jack's Point / Homestead Bay.

A primary objective of the Project is to promote a modal shift from private vehicles by encouraging greater use of buses to travel to the Remarkables Ski Area. NZSki plans to increase the number of buses on its existing route between Queenstown and Remarkables Ski Area. It is also investigating the viability of operating new services along the Southern Corridor and in the longer term on the Eastern Corridor.

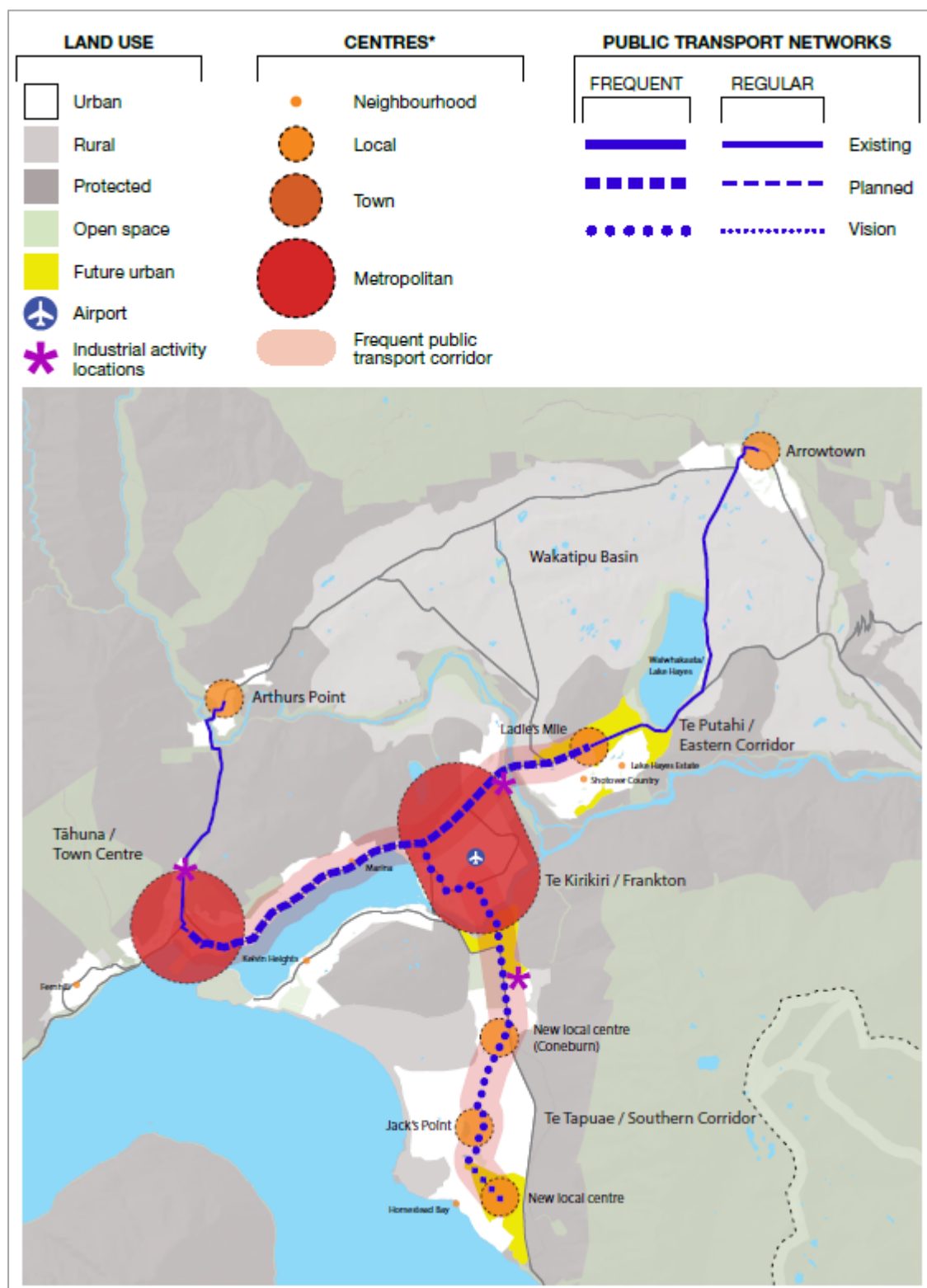


Figure 4-1: QLDC Spatial Plan - Wakatipu

4.2 Te Tapuae Southern Corridor Structure Plan

Te Tapuae Southern Corridor covers approximately 1,300 ha of land south of Kawarau River and includes the residential areas of Hanley's Farm, Jack's Point, and Homestead Bay. It represents a primary growth area for the district with an anticipated total development potential for over 9,000 houses. The access to the Remarkables is located towards the northern end of the Corridor.

QLDC has developed the Te Tapuae Southern Corridor Structure Plan (**TTSCSP**) to provide a framework for managing infrastructure development to support the community needs. The TTSCSP was adopted by Council in September 2025. Council initiated Plan Changes are anticipated in the future to achieve the objectives of the Structure Plan but have not yet occurred.

The TTSCSP proposal to service the Corridor revolves around reducing the number of single occupancy vehicles (cars) using Kawarau Falls Bridge because without action, the travel demands from Te Tapuae Southern Corridor (including Kelvin Heights and Kingston) north across the Kawarau Bridge are forecast to exceed the capacity of the current road and public transport services.

Achieving a reduction in vehicle volumes is proposed through a combination of providing alternative higher capacity and sustainable transport modes, providing more jobs and services in the Corridor so it becomes more self-sufficient, and implementing a Travel Demand Management programme.

Although the TTSCSP sets out short, medium and long term actions for the Southern Corridor, there is no confirmed funding for many of the improvements. Action Point 7 of the first three years of implementation includes construction of a roundabout at the Remarkables Ski Area Access Road with this being implemented by NZTA, ORC and QLDC.

NZSki will be monitoring the performance at the SH6 / Remarkables Ski Area Access Road intersection so that it can identify actions for improving safety and efficiency as well as informing decisions on the future configuration of the intersection.

5 Project Transport Effects

5.1 Existing Travel Patterns

The existing QLDC transport model is dated and does not provide the capability to model a range of public transport options or active modes. QLDC has commissioned a new transport model to reflect the changes in landuse across the district with capability to model a wide range of travel modes. Delivery of the new model is anticipated in early 2027. In the absence of a model, a high level assessment of the effects of ski field activity has been undertaken. However, it should be noted that it is not possible to distinguish between the effects generated by Coronet Ski Area and Remarkables Ski Area as both will contribute to increased movements on the transport network during the ski season.

Figure 5-1 shows the average daily winter and summer volumes³ recorded on the highway network in 2025. Within the Frankton area, the daily volumes are higher in the summer than during the winter. Traffic volumes on Frankton Road in the winter were similar to but lower than those recorded in the summer. South of the Kawarau River along the Southern Corridor, the winter volumes are higher than in the summer but the differences are modest.

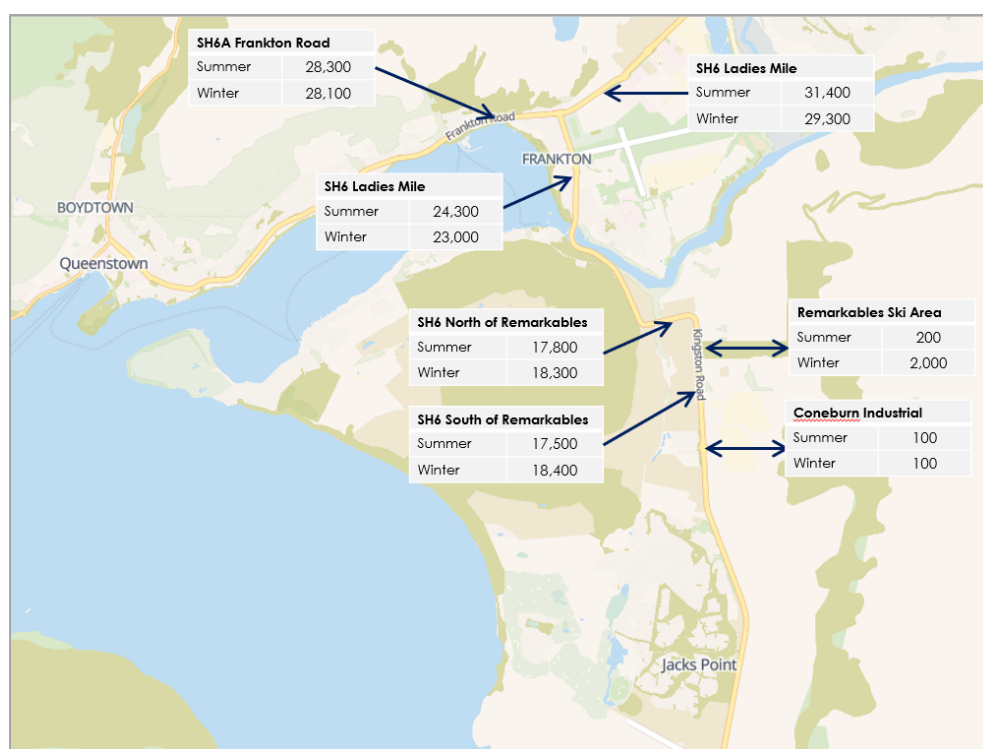


Figure 5-1: 2025 Summer and winter daily volumes

To provide greater context, Figure 5-2 shows the seasonal variation in daily traffic volumes recorded in 2025 on the state highway network within the Wakatipu Basin with the indicative daily traffic generation of the Remarkables Ski Areas in 2025 shown for comparison. Table 5-1 provides a comparison of the

³ Figure shows averages calculated for February and August

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winter and summer traffic volumes with the annual average volumes. Daily traffic volumes in spring and autumn are below the annual average.

Within Frankton, the busiest period on the network is late summer with volumes on SH6 Ladies Mile reaching 31,400 vehicles per day in the busiest weeks of the summer. Traffic volumes on Frankton Road west of SH6 and on SH6 Kawarau Road were lower but exhibit similar seasonal variations.

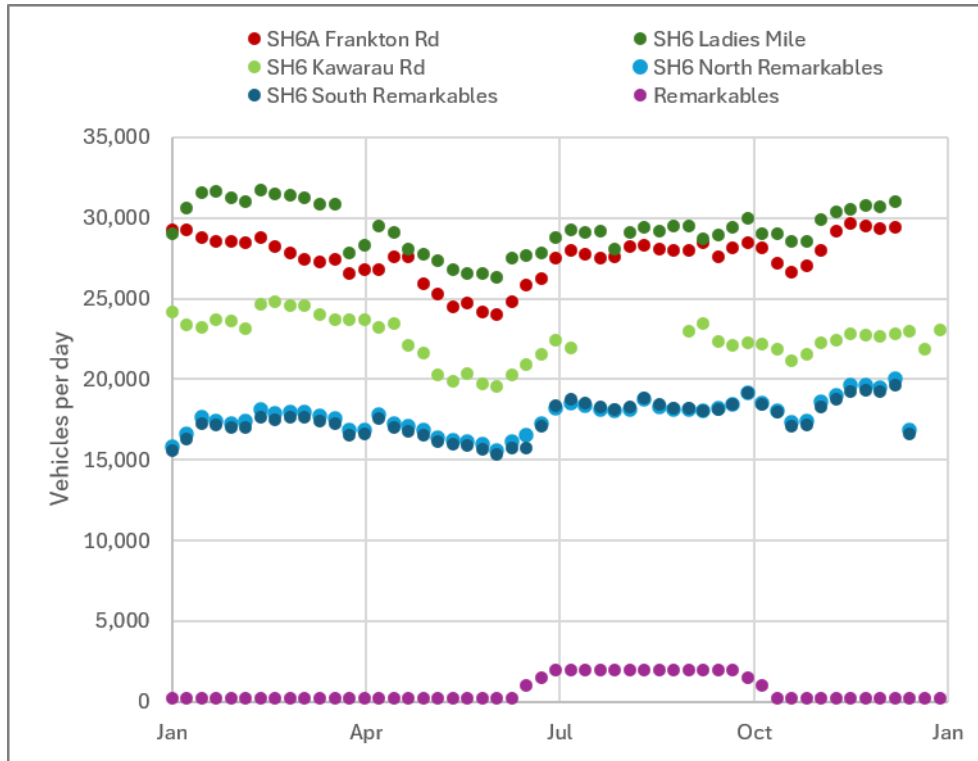


Figure 5-2: Seasonal variation in traffic volumes

Table 5-1: Comparison of winter and summer daily traffic volumes

Location	Summer	Average	Winter
SH6A Frankton Road	28,300	27,600	28,100
SH6 Ladies Mile	31,400	29,300	29,300
SH6 Kawarau Road	24,300	22,500	23,000
SH6 North of Remarkables	17,800	17,700	18,300
SH6 South of Remarkables	17,500	17,500	18,400

During the ski season, traffic volumes on SH6 Ladies Mile and Frankton Road were about 29,000 vpd and 28,000 vpd respectively and were similar to but higher than average volumes measured across the year.

Traffic volumes close to the Remarkables Ski Area Access Road exhibit a more noticeable increase in volumes during the ski season compared with volumes across the year. During the ski season, daily traffic volumes were about 500 vpd higher than the annual average on SH6 north of the Remarkables Ski Area Access Road which represents about 3% of the overall flow. There are only small differences in the traffic volumes recorded immediately to the north and south of the Remarkables Ski Area Access



Road because the count sites are closely spaced and because during the ski season, departing traffic initially travels south to the Coneburn roundabout before any Queenstown / Frankton traffic then turns to travel north. This movement pattern reflects the Temporary Traffic Management Plan that has been agreed with NZTA.

5.2 Future Traffic Generation

Table 5-1 provides a summary of the expected average daily traffic generation of the main activity centres along the Southern Corridor at full development based on a daily traffic generation rate of 6 vehicle movements per day per household for residential activity to reflect the fact that some movements would be local and not affect the state highway and also more travel being on public transport. Although the full level of currently approved development is expected to take 25 to 30 years, some areas such as Jack's Point and Hanley's Farm are already largely developed. The actual traffic generation may vary depending on the transport solutions provided for the Southern Corridor, this provides insight to the comparable demand.

Table 5-2: Indicative average daily traffic generation potential on Southern Corridor

Location	Households	Annual Average Daily Traffic Generation
Jack's Point	1,300	7,800
Hanley's Farm	2,200	13,200
Woolbrae	270	1,620
Woolsted Creek	100	600
Park Ridge	540	3,240
Homestead Bay	2,800	16,800
Coneburn	Industrial	900
Remarkables	Ski Area	900 ⁴

Although the Remarkables Ski Area could generate about 3,000 vehicle movements per day on the busiest days of the ski season once the Project is operational, it has very low traffic generation outside of the ski season compared with the residential development that is anticipated.

At a daily level, the Remarkables Ski Area could account for up to 6% of vehicle movements on the road network during the ski season with a negligible volume being generated outside the ski season. At an annual level, the Remarkables Ski Area could account for about 2% of all vehicle movements on the Southern Corridor.

Since the Remarkables Ski Area currently generates about 2,000 vpd on the busiest days of the ski season, the Project would contribute an additional 1,000 vpd on the busiest days but will not change the existing low level of traffic generation outside the ski season. The forecast growth in the annual average

⁴ Annualised to reflect 90 day ski season and 200 vpd average outside ski season

daily traffic volume represents a modest increase of about 250 vpd. This is comparable to the expected traffic generation of less than 40 dwellings compared with the current residential development rates reported by QLDC on the Southern Corridor of about 300 households per annum which contributes over 2,000 vpd per annum to the transport network.

The pattern of vehicle movements generated by the Remarkables Ski Area are generally in the opposite direction to commuter flows on the Southern Corridor at peak times because of its location outside the main employment centres. For example, on Kawarau Road the Remarkables Ski Area will generate southbound traffic in the morning with commuter traffic being northbound with this pattern reversing in the late afternoon. On Frankton Road and Ladies Mile, ski area traffic may contribute to some increase in local movement volumes in the same direction as commuter travel but based on the flows recorded by NZTA in 2025, the overall flows are expected to remain below the peak summer flows which are also expected to grow in the future.

6 NZSki Mitigation Actions

6.1 NZSki Bus Services

NZSki currently operates bus services between Queenstown and its ski areas at Remarkables and Coronet Peak. The number of services will be increased as part of the Project to enable more visitors to travel by bus rather than private vehicle. It is understood that NZSki could introduce new service routes if warranted by demand and also to increase travel mode choice. Potential new services routes could be provided for the Southern Corridor or the Eastern Corridor towards Arrowtown.

6.2 Travel Management Options

NZSki already implements controls at its car parks to reduce parking demands by encouraging visitors to share transport and increase average vehicle occupancy. With the proposed reductions in car park capacity at the upper car parks to accommodate additional buses and service infrastructure, NZSki will continue to implement minimum vehicle occupancy rates for the car parks to influence visitor travel choices.

The expansion of the lower car parks and provision of car park shuttle services forms part of the overall measures to encourage visitors to share vehicles to reduce travel demands.

Following consultation with NZTA, NZSki implements controls at the SH6 / Remarkables Ski Area Access Road intersection that restricts departure movements to left turn only during the ski season to prevent right turn egress across SH6. The operation of the controls will be monitored during the ski season with action taken to improve safety if necessary and efficiency where this is practical.

6.3 Proposed Conditions of Consent

The proposed resource consent conditions reflect the proportionately small traffic demand generated by the ski field (in context of the wider network) and reflect the uncertainty associated with the future configuration of the highway in relation to the provision of public transport services, potential second Kawarau Bridge, highway capacity and the effectiveness of any wide area travel demand management actions taken by QLDC or NZTA.

The TRANS.1 condition involves monitoring of SH6 / Remarkables Ski Area Access Road intersection performance to inform decisions on intersection improvements that may be required by TRANS.2.

Conditions TRANS.3, TRANS.4 and TRANS.5 relate to the Temporary Traffic Management Plan to ensure that the SH6 / Remarkables Ski Area Access Road intersection operates safely during the ski season until any improvements identified under TRANS.1 are implemented.

Conditions TRANS.6, TRANS.7 and TRANS.8 relate to the expanded parking areas that will be constructed at the base of the Remarkables Ski Area Access Road and will be required to support the shift from private vehicle to buses.

Conditions TRANS.9 to TRANS.13 relate to the Travel Demand and Parking Management Plan. The conditions set out the objectives of the plan, when it is required and how it will be maintained. The

objective of the plan is to ensure that NZSki takes appropriate actions to influence visitor travel choices with the overall goal of reducing travel demand from the ski field on the transport network.

The proposed conditions have been structured to allow NZSki to manage their forecast growth in vehicle movements and inform decisions on intersection improvements in an environment where the wider growth in highway volumes is outside their control.

7 Conclusion

Under the existing traffic environment:

- The Remarkables Ski Area makes a notable contribution to existing traffic volumes on the SH6 corridor during winter (ski) season only, and that relative contribution diminishes closer to Frankton.
- Outside of the ski season, the Remarkables Ski Area makes a negligible contribution to traffic volumes.
- The winter season is less critical than the summer season for operation of the transport network on SH6 and in Frankton, as traffic volumes are lower.

In the future:

- The Project is expected to increase the average daily traffic generation of the Remarkables Ski Area from 2,000 vpd to about 3,000 vpd. The growth in movements will be distributed to the north and south of the Ski Area. Growth to the north is expected to be about 700 vpd and will not occur until after the Project works are complete, that is, 2030.
- Annualised, the forecast increase in the Remarkables Ski Area traffic movements represents a very small proportion of the total anticipated traffic growth on the Southern Corridor. The Remarkables Ski Area could add 250 vpd by 2030 at an annualised level compared with more than 8,000 vpd over the same period from residential development along the Corridor.
- Such changes are not significant from a transport network planning perspective for the Southern Corridor, with transport network changes and upgrades to be driven primarily by other growth.
- Conditions of consent are proposed to promote greater use of buses to access the ski area and ensure that the SH6 / Remarkables Ski Area Access Road intersection operates safely.

This report provides supporting information to the ITA but does not change the conclusions with regards to effects management.



Appendix A Wakatipu Travel Patterns



A.1 State Highway 6 – Ladies Mile

Figure A-1 shows the average daily traffic volumes recorded on SH6 north-east of SH6A by year since 2018. It shows that apart from a dip in 2020 due to the COVID19 pandemic, daily flows have risen from about 25,000 vehicles per day (vpd) in 2018 to about 29,000 in 2025. The 90th and 98th percentile volumes provide an indication of traffic volumes in the busiest weeks of the year. In 2025, daily traffic volumes were around 32,000 vpd during the late summer which represents the busiest time of the year.

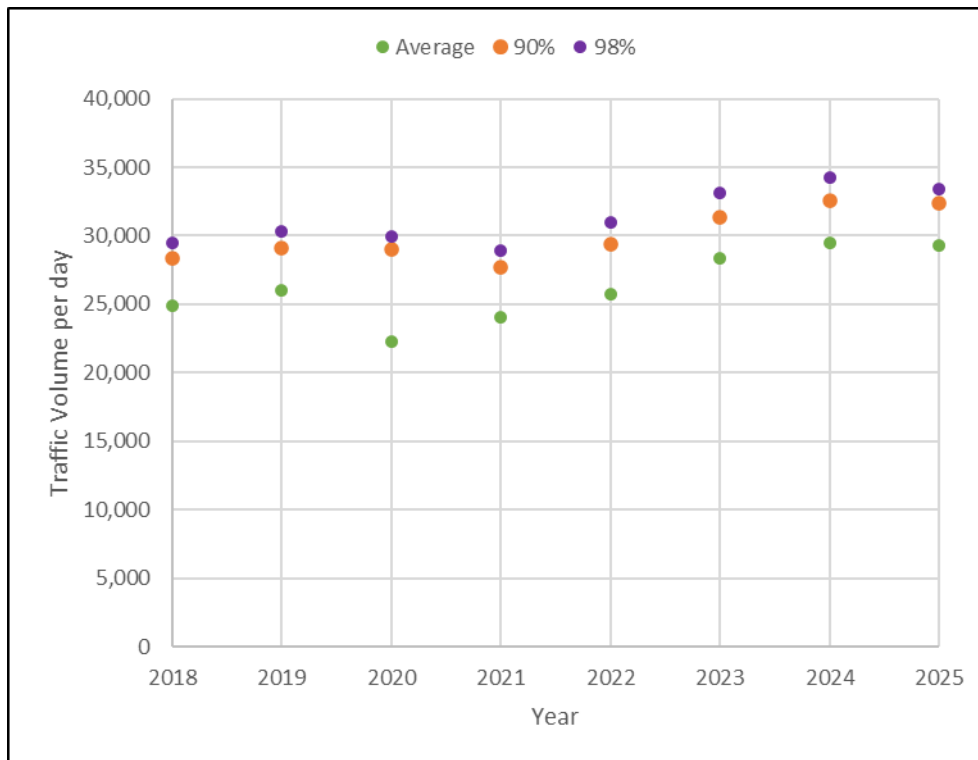


Figure A-1: Average traffic volumes on SH6 north-east of SH6A (Data Source: NZTA)

The seasonal variation in traffic volumes is shown in Figure A-2 by the changes in average daily volumes computed on a weekly basis. The highest average volumes of about 32,000 vpd were recorded in late summer with the lowest volumes of about 26,200 vpd occurring in May and early June prior to the start of the ski season. During the ski season which ran from mid June to mid September in 2025, daily traffic volumes on SH6 were about 29,000 vpd. This reflects average traffic volume conditions for the year as a whole.

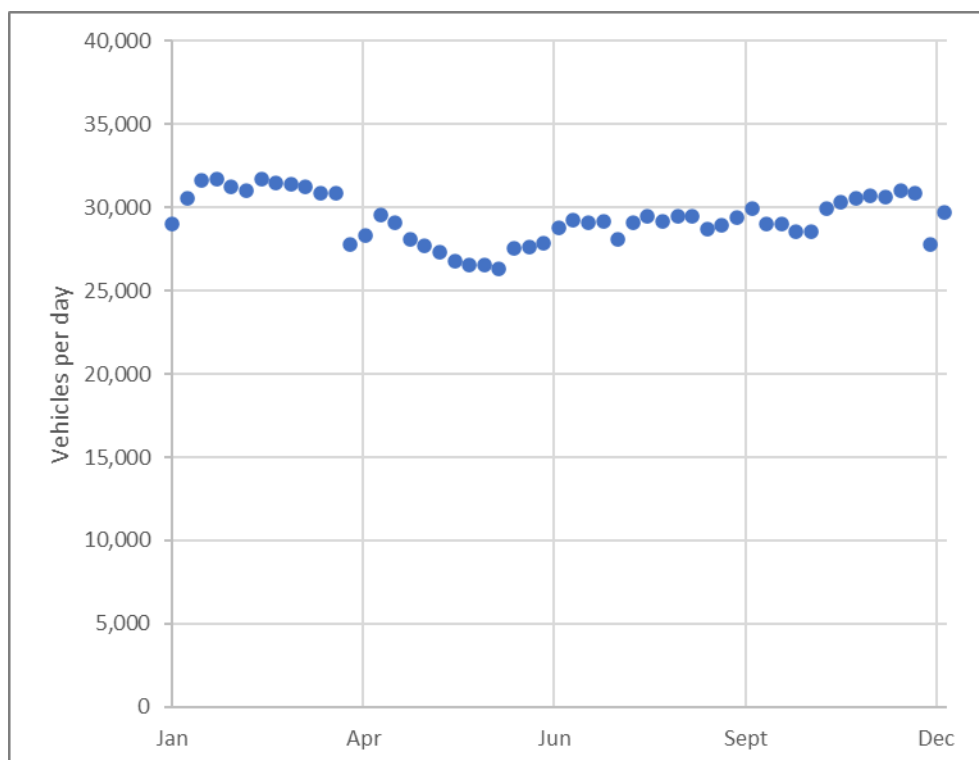
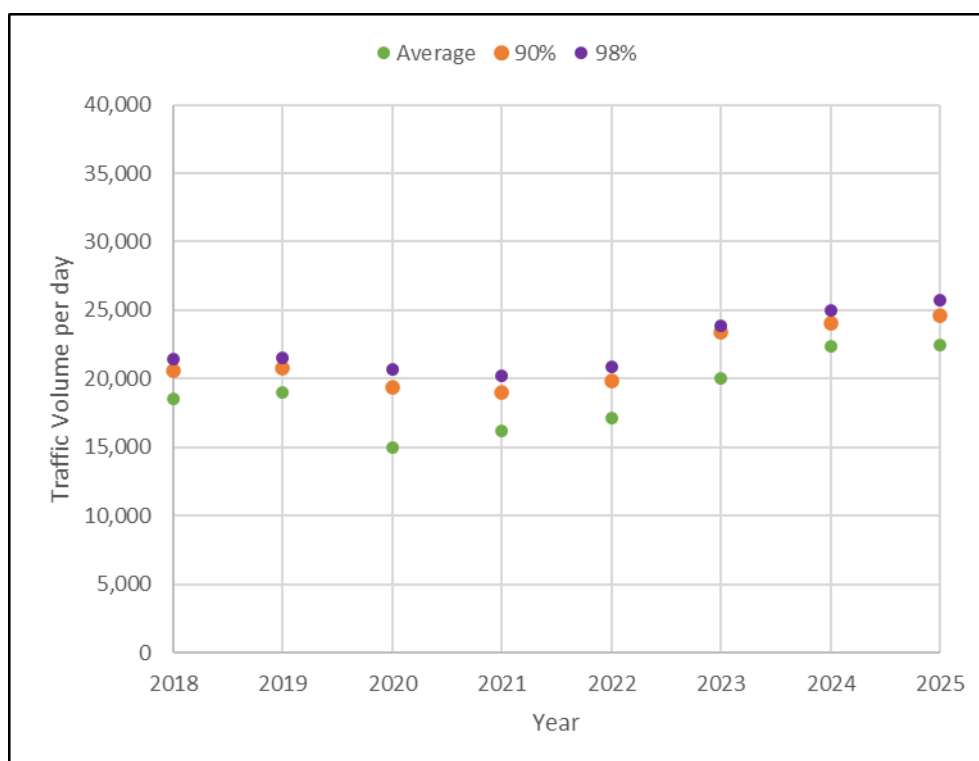


Figure A-2: Average daily volumes by week in 2025 (Data Source: NZTA)

A.2 State Highway 6 – Kawarau Road

Figure A-3 shows the average daily traffic volumes recorded by NZTA on SH6 south of the SH6A intersection. On an annual basis, the flows show a similar pattern to the flows on SH6 north-east of SH6A but are lower overall. Traffic volumes have risen from about 18,500 vpd in 2018 to about 22,500 vpd in 2025.

The daily traffic flows have a similar seasonal variation to those recorded on SH6 to the north (Figure A-4). While no data was recorded during the winter in 2025, reference to the volumes recorded in 2024 suggests that there would be no substantial variation in flows across that period. Again, the highest volumes occur in the summer with the winter ski season volumes being comparable to the average volumes measured across the year.



FigureA-3: Average daily traffic volumes on SH6 south of SH6A (Data Source: NZTA)

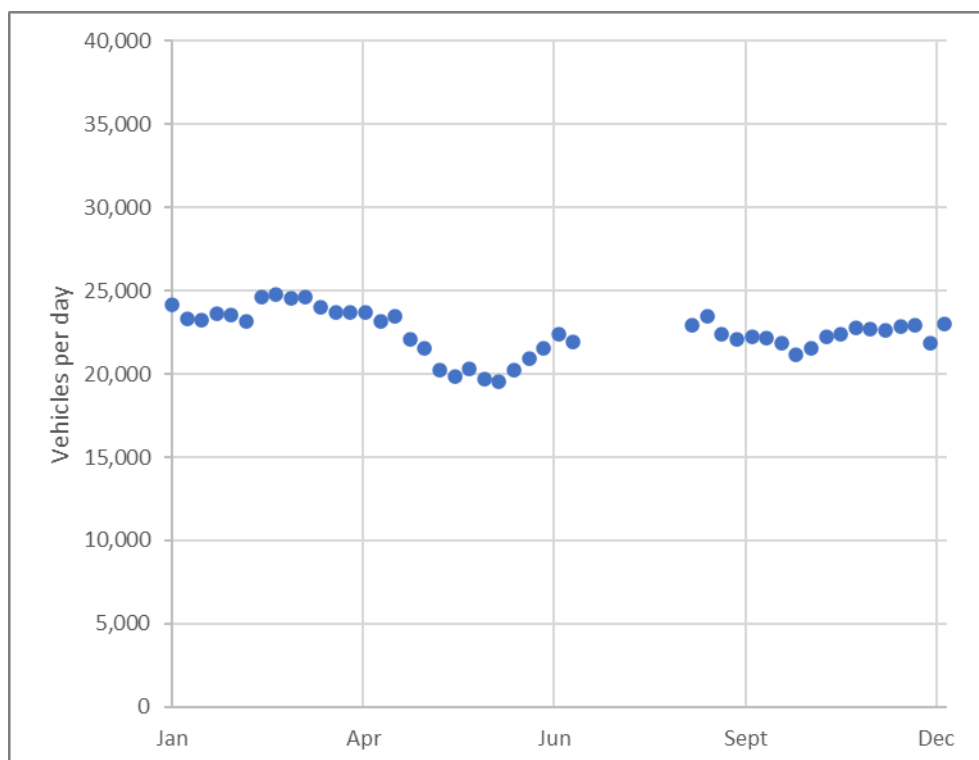


Figure A-4: Average daily traffic volumes by week in 2025 (Data Source: NZTA)

A.3 State Highway 6A – Frankton Road

The average daily traffic volumes recorded on SH6A west of the SH6 intersection are shown in Figure A-5. Volumes of nearly 27,000 vpd were recorded in 2018 and while this reduced following the COVID19 pandemic, the volume are now returned to a similar level and reached 27,500 vpd in 2025.

Figure A-6 shows that the seasonal variation in traffic volumes on SH6A has some similarity to the patterns recorded on SH6 in Frankton. The highest volumes were recorded in early summer with the lowest volumes in early winter. Again the traffic volumes in the ski season are similar to the average volumes measured across the year.

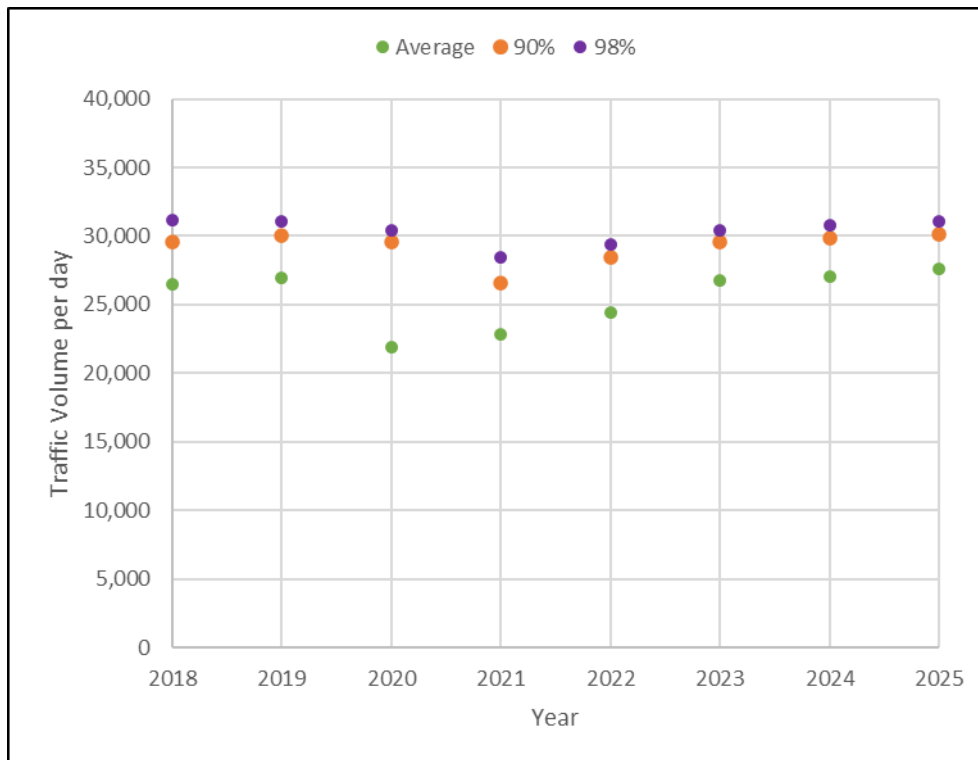


Figure A-5: Average daily traffic volumes on SH6A West of SH6 (Data Source: NZTA)

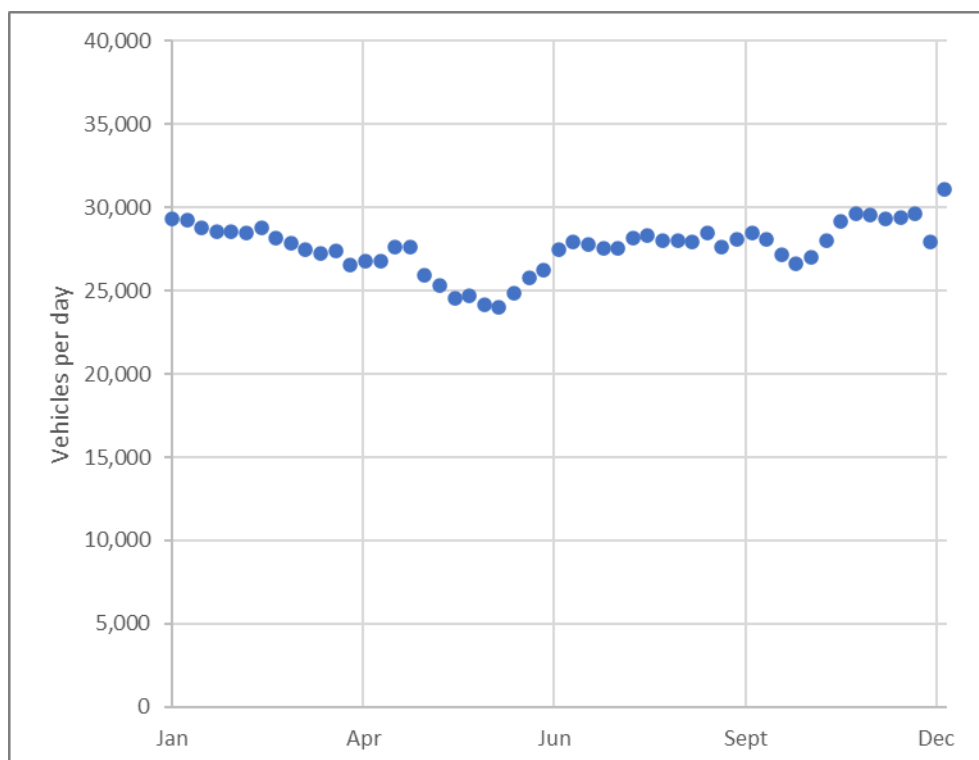


Figure A-6: Average daily volumes on SH6A by week in 2025 (Data source: NZTA)

A.4 SH6 South of Remarkables Ski Area

Figure A-7 shows the average daily traffic volumes recorded on SH6 south of the Remarkables Ski Area Access Road. It demonstrates that traffic volumes have been rising rapidly in recent years at more than 10% per annum. The seasonal variation in traffic volumes is shown in Figure A-8. During the ski season, the flows immediately to the south of the Remarkables Ski Area are very similar to those to the north because of the departure controls at the highway intersection. The traffic flows in this area are more strongly influenced by the Remarkables than in locations to the north with volumes being higher than during the summer. This effect is localised to the highway north of the Coneburn roundabout.



Figure A-7: Average daily volumes on SH6 south of Remarkables Ski Area (Data Source: NZTA)

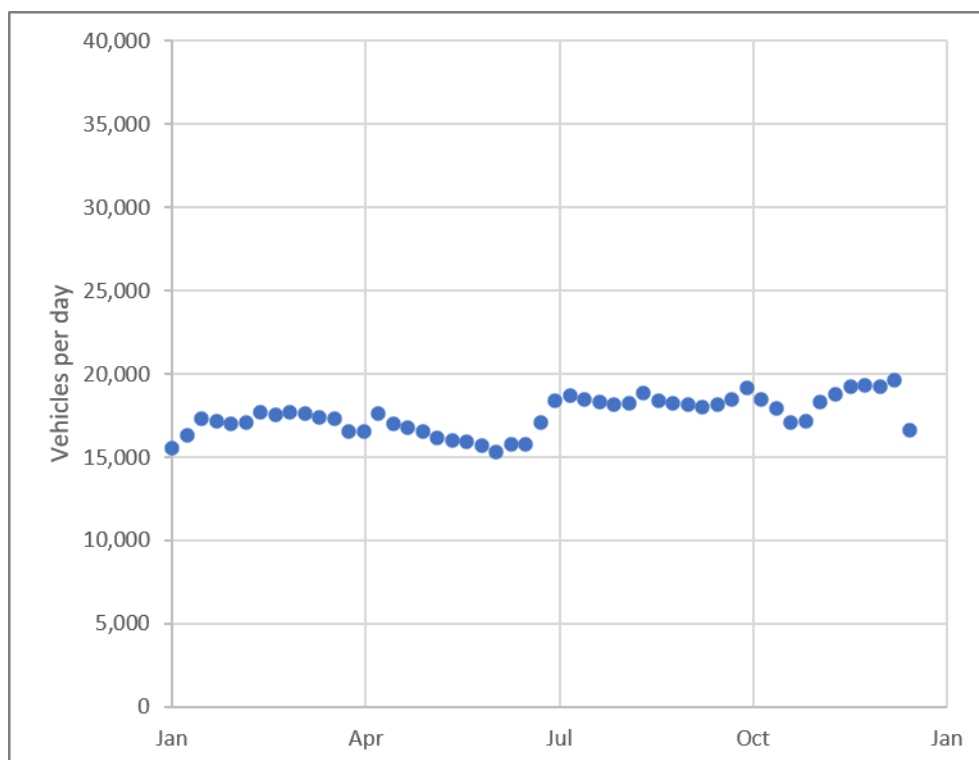


Figure A-8: Seasonal variation in traffic volumes on SH6 south of Remarkables Ski Area

A.5 SH6 / SH6A Intersection

Table A-1 shows the forecast turn count volumes at the SH6 / SH6A intersection from the existing QLDC transport model. In the morning peak hour, the dominant movement is from SH6 Ladies Mile into SH6A Frankton Road but there are high movement demands between the other state highway approaches. In the evening peak, the dominant movement is from Frankton Road to Ladies Mile but the 2039 forecast shows strong growth towards the south. Each of the modelled scenarios includes high movement volumes to and from the south on Kawarau Road.

Table A-1: Forecast turning movements at the SH6 / SH6A intersection (Source: QLDC transport model)

Approach	Destination	2027AM	2039AM	2027PM	2039PM
Frankton Rd	BP Corner	8	9	7	7
	Ladies Mile	306	350	582	690
	Kawarau Rd	188	211	355	702
BP Corner	Ladies Mile	6	8	20	26
	Kawarau Rd	3	4	12	22
	Frankton Road	6	8	17	19
Ladies Mile	Kawarau Rd	383	443	481	636
	Frankton Road	600	648	696	685
	BP Corner	23	27	19	23
Kawarau Rd	Frankton Road	368	557	368	467
	BP Corner	21	32	11	16
	Ladies Mile	485	677	452	525

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