MINO-696 Animals on the State Highway Network

27 April 2023

Providing some information around the issue of wild and farm animals on the State Highway Network. This includes a regional spread of where it is more prevalent, any engagement we are undertaking with councils and/or the Department of Conservation, and the number of accidents involving roaming stock or other animals.

Waka Kotahi NZ Transport Agency's response:

Where we are seeing animals posing an issue:

- Wandering stock call outs in the past 12 months broken down by region:

Northland	651
Auckland	126
Waikato	326
Bay of Plenty	233
West Wanganui	96
East Wanganui	241
Hawkes Bay	104
Gisborne	232
Wellington	124
Marlborough	47
Nelson	67
Canterbury	289
West Coast	78
Otago	340
Southland	130
	3084

- Crash data as a result of animals (please see caveats at the end of this document):

2012-2022* Crashes involving straying farm animals					
Region	**Fatal crashes**	**Serious injury crashes**	**Minor injury crashes**	**Non-injury crashes**	**Total crashes**
Auckland Region		3	21	153	**177**
Bay of Plenty Region	2	7	27	144	**180**
Canterbury Region	2	8	43	251	**304**
Gisborne Region		2	23	112	**137**
Hawke's Bay Region		5	15	96	**116**
Manawatū-Whanganui Region	1	8	31	257	**297**
Marlborough Region			1	41	**42**

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Nelson Region				3	**3**
Northland Region		8	39	272	**319**
Otago Region		8	35	172	**215**
Southland Region		3	28	179	**210**
Taranaki Region		2	17	113	**132**
Tasman Region		3	1	34	**38**
Waikato Region	4	16	91	407	**518**
Wellington Region		2	5	66	**73**
West Coast Region	1	3	4	64	**72**
Total	**10**	**78**	**381**	**2,364**	**2,833**

2012-2022* Crashes involving wild animals					
Region	**Fatal crashes**	**Serious injury crashes**	**Minor injury crashes**	**Non-injury crashes**	**Total crashes**
Auckland Region			8	33	**41**
Bay of Plenty Region			5	11	**16**
Canterbury Region		2	9	28	**39**
Gisborne Region				2	**2**
Hawke's Bay Region			2	7	**9**
Manawatū-Whanganui Region		1	9	29	**39**
Marlborough Region		1		2	**3**
Nelson Region					**0**
Northland Region	1		2	15	**18**
Otago Region		3	12	40	**55**
Southland Region		1	4	24	**29**
Taranaki Region		2	3	4	**9**
Tasman Region			2	5	**7**
Waikato Region	1	1	6	28	**36**
Wellington Region				12	**12**
West Coast Region				13	**13**
Total	**2**	**11**	**62**	**253**	**328**

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Waka Kotahi engagement with Councils and DOC:

- Below is a readout of our engagements with local councils regarding stock and wild animals on the state highway network. This is intended as a high-level overview only.

- Engagement / arrangements with local councils:
  - Far North District Council:
    - Do its own animal control during the day, this is then handled by a Network Outcomes Contract (NOC) after hours and on weekends.
  - Whangārei, Kaipara and Auckland councils:
    - All conduct their own animal control at all times.

- Western Bay of Plenty:
    - Waka Kotahi has worked with councils and arranged that loose animals are handled through a NOC.
    - Waka Kotahi have engaged with local councils / DOC about installing fences to keep wallabies off the state highway in this area.
- Eastern Bay of Plenty:
    - Upon consultation with local councils Waka Kotahi works to control loose animals on the roads in this area through ATOC and a sub-contractor.
    - Waka Kotahi has engaged with local councils / DOC about installing fences to keep wallabies off the state highway in this area.
- Waikato:
    - Animal issues are managed by a combination of local councils and NOCs
    - Waka Kotahi has engaged with local councils / DOC about installing fences to keep wallabies of the state highway in this area.
- Gisborne Regional Council:
    - Engaged with the Council to come up with a solution for the issue, especially as SH35 has had prevalent animal related issues in this region. It has currently been added to a NOC short term. Waka Kotahi is working to come up with a better solution with Gisborne Regional Council.
- Central Hawkes Bay District Council:
    - Currently collaborating with the Council regarding the issue, they are currently managing wandering animals under animal control but want to work on finding a solution where they do not have this responsibility due to traffic management concerns, possible NOC.
- Upper South Island:
    - Wandering animals are dealt with by local councils, deceased animals are delt with by a NOC.
- Central Otago District council:
    - The issue of animals has been a raised in a recent liaison meeting, particularly due to deer & pigs through SH8 Cromwell Gorge.
- Southland District Council:
    - Standing agenda item at liaison meetings with the council.

- Engagement/ arrangements with DOC:
    - Waka Kotahi currently supports road closures on SH2 Remutaka Hill to enable DOC to carry out Aerial Goat culling.
    - We send routine seal reporting around SH1 Ohau Point (Kaikoura) to DOC.
    - Raised the issue of Tahr around SH6 with DOC at our regular liaison meeting.

- Other engagements:
    - Met with the Shearwater Bird Trust and subsequently adjusted the streetlight on/off timing to reduce the impact on the Shearwater population from light strike.

Please note the following concerning the crash data provided:

- This data is provided from the road traffic crash database; Crash Analysis System (CAS) version 2.3.0.
- Waka Kotahi NZ Transport Agency maintains the Crash Analysis System which is updated once a Traffic Crash Report (TCR) is received from NZ Police sometime after the crash.
- Data is for all crashes for the years 2012 to 2022 as recorded in CAS to date - 24/04/2023.

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- Data is limited to crashes where 912 'Farm animal straying' or 915 'Wild animal' was a factor contributing to the crash.
- A crash, to be recorded in CAS must have occurred on a road. The CAS definition of a road is any street, motorway or beach, or a place to which the public have access with a motor vehicle, whether as of right or not e.g. a public car park.
- Due to the police reporting time frame and subsequent data processing there is a lag from the time of a crash to full and correct crash records within CAS.
- Due to the nature of non-fatal crashes it is believed that these are under-reported, with the level of under-reporting decreasing with the increasing severity of the crash.
- Due to the Covid-19 pandemic, NZ had a 4-level Alert system in place from 21 March 2020 until this changed to a Traffic Light system from 3 December 2021 to 12 September 2022. The amount of traffic on the roads during level 4 lockdowns was greatly reduced, which consequently reduced the number of road crashes. Road movements under the Orange and Red levels of the Traffic Light system would also be reduced due to the restrictions in place, so data from these periods will not align with previous trends.
- The cause of a crash cannot necessarily be attributed to any one factor (eg fatigue) as a crash may have multiple factors.
- Crash severity is the severity of the worst injury in the crash. There may be more than one injury in a crash, so the crash and injury tables may have different numbers.
- 2022 data is incomplete in CAS but this is current as at 24/04/2023

End.

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