



Safer Christchurch Strategy

Annual Report 2008 - 2009

Safer
CHRISTCHURCH

Christchurch
City Council



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Introduction

The Safer Christchurch Strategy, adopted in September 2005, was developed to make Christchurch a safer place to live, work, play and learn. Reviewed in 2008, the Strategy covers the three key areas of Injury Prevention, Road Safety and Crime Prevention.

This annual report documents the projects that have been undertaken during the financial year 1 July 2008 to 30 June 2009, either specifically initiated under the Safer Christchurch Strategy or where partner agencies to the Strategy are working within action areas of the Strategy. All initiatives under the Strategy guided Christchurch towards accreditation in 2008 as an International Safe Community based on criteria developed by the World Health Organisation (WHO). The challenge now is to ensure this solid foundation of safety initiatives is strengthened and built on to ensure successful re-accreditation is achieved at five-yearly reviews of the city's performance.

As a result of the 2008 review of the objectives and actions of the Safer Christchurch Strategy, the current annual report is formatted slightly differently from previous years. A number of the actions from previous reports have either altered slightly or have been discontinued. An example of this change is in the area of injury prevention where one action from the previous report has been updated from initiatives around "falls in older adults" to working on initiatives that "prevent falls" in all groups in the community.

The Safer Christchurch Strategy has the following aim and goals.

Safer Christchurch Strategy

Aim

Christchurch is the Safest City in New Zealand

Goals:

1. Reduce the incidence of injury in our community
2. Enhance safety on our roads
3. Enhance safety from crime through preventative and supportive actions
4. Support safety and injury prevention through collaboration and coordination

The annual report is structured so that the goals within the strategy have a set of baseline measures, a commentary on why this area of work is important and how we are doing in Christchurch on a population basis.

Each action, where activity has occurred, has baseline measures established and commentary around projects, partners and funding undertaken over the year with the planned activity outlined for the future.

The Safer Christchurch Strategy is overseen by the Safer Christchurch Interagency Group; the partners represent a number of central government agencies and sector representatives.

The actions within each of the three goals - Injury Prevention, Road Safety and Crime Prevention – have a dedicated coordinating committee established for each area. The role of these coordinating committees is to:

- Inform the Safer Christchurch Interagency Group
- Increase collaboration among the sector
- Coordinate planning in line with the Safer Christchurch Strategy
- Provide a snap shot of activity in terms of need, interventions and opportunities to facilitate better decisions in terms of funding for outcomes
- Role in analysing hard data – quantitative and qualitative
- Make recommendations to the Safer Christchurch Interagency Group

Lastly, it should be acknowledged that the Safer Christchurch Strategy is a city-wide strategy. It is not owned by the Christchurch City Council; however the Council has taken a lead role in implementing the Safer Christchurch Strategy mandated through:

- The Local Government Act 2002.
- The Long Term Council Community Plan 2009–2019; by coordinating the Safer Christchurch Interagency Group and implementing the Safer Christchurch Strategy.
- Christchurch Community Outcomes which include: a safe city, a healthy city and an attractive and well designed city.
- The Strengthening Communities Strategy Goal Seven: Enhancing the safety of communities and neighbourhoods

Goal One:

Reduce the incidence of injury in our community

Objective 1

Provide active support to locally led initiatives that make significant contributions to reducing the incidence of injury.

Why is Injury Prevention important?

New Zealanders are sustaining injuries at an epidemic rate. Injuries are taking lives, destroying families and ruining futures. Injuries can be traumatic, debilitating and have huge social, economic and personal costs.

On an average day in New Zealand

- Five people will die from an injury
- 380 people will be hospitalised due to injury
- 4000 people will need medical treatment for injuries
- ACC will pay out \$5 million dollars in injury costs¹

The good news is that injuries are generally predictable and preventable events.

In 2008, work began on developing the third implementation plan of the New Zealand Injury Prevention Strategy (NZIPS) for July 2008 to June 2011. Three key areas were identified as important to building on past gains and making a positive impact on future numbers and rates of fatalities and injuries. These were: Addressing serious injury rates, ensuring the emerging evidence base is quickly translated into action and cultural change². The third area, cultural change, requires New Zealanders to move beyond the idea that injuries are caused by “freak events” and move towards a culture that understands the majority of injuries are predictable and preventable, where injury prevention is a collective responsibility and local communities have a vital role in leading attitude and behavioural change.

The Injury Prevention Project Facilitator and the Injury Prevention Committee

Following the securing of funding from the Ministry of Health and ACC in early 2008, an Injury Prevention Project Facilitator was appointed to the role in October. The purpose of the role is to facilitate and coordinate injury prevention partnerships and projects with groups and organisations concerned with the prevention of intentional and unintentional injuries in the Christchurch community.

A key activity of this role is to facilitate the Injury Prevention Committee. After several months hiatus in early 2008, the committee began meeting regularly from late October 2008. An Annual Action Plan, which addresses the key objectives

of Goal 1 of the Safer Christchurch Strategy, was presented to the Safer Christchurch Interagency Group and signed off in February 2009.

How are we doing in Christchurch?

A Note About Statistics

Reporting injury statistics presents a number of challenges. There is no single agency that provides statistics for all forms of fatalities, hospitalisation and injury treatment. Different agencies collect and collate information in different ways, often using different categories and classification types. This issue is often compounded by the necessary reliance on human judgement to classify and sort the data in its raw form.

Figures in the following section are sourced from the National Injury Query Statistics (NIQS) database which is administered by the Injury Prevention Research Unit of the Otago School of Medicine and the ACC IP Data Analysis Team. Hospitalisation figures represent stays which are longer than 48 hours do not include day patients or re-admissions and are for people who are normally resident in the Christchurch Territorial Authority Area. Hospitalisation figures are for the year 2007. Fatality figures are from the NIQS database, sourced from the Coroners Office. Due to the processing time for Coronal inquests, the latest figures available are for 2005.

The Injury Prevention Coordinating Committee will continue to work with other agencies to encourage greater consistency and coordination of injury statistics. An Injury Data Fact Sheet for Christchurch was prepared in early 2009 in an attempt to set a local baseline from which consistent annual updates can be added. The updating of this document and its dissemination to key local stakeholders will be an ongoing action point in the Committee’s annual planning.

Injury Overview

Both fatal and non-fatal injury rates for Christchurch have remained reasonably static since 2000. In general, men continue to injure themselves at a slightly higher rate than women, although differences begin to emerge when the type of injury is analysed, in particular see suicide and self harm. The over 65 age group continue to appear at a disproportionate rate in both fatal and non-fatal statistics.

1. ‘Injury Prevention Models and Approaches’ Fact sheet #23 Safe Communities Foundation New Zealand
2. NZIPS Annual Report 2007/2008

Fatalities

There were a total of 148 injury-related fatalities in Christchurch in 2005. The three most common causes of injury death were falls (50 deaths), suffocation (32 deaths) and motor vehicle crashes (24 deaths).

The most frequent age groups were 25-44 year olds with 35 deaths, followed by 85+ and 45-64 age groups with 31 deaths each and the 15-24 age group with 20 deaths.

Hospitalisations

There were a total of 3992 injury-related hospitalisations in Christchurch in 2007. Falls were the most common cause of injury accounting for 1658 (41%) hospitalisations, followed by

poisoning (430 hospitalisations) and struck by/against injuries (334 hospitalisations).

Of these hospitalisations, 1193 (29%) occurred in the 65+ age group, followed by 901 in the 25-44 age group and 661 in the 15-24 age group.

Injury Claims

There were a total of 8220 new injury claims accepted by ACC in 2007. Falls were the most common cause of injury with 3701 claims followed by Injuries Inflicted by Another Person (928) and by Struck by/Against with 915 claims. In 2007, active claims for all areas of injury in Christchurch totalled \$137,959,915 and in figures just released, a total of \$131,578,729 in 2008.³

2005 Injury Fatalities by Major Cause and Age, Christchurch TLA

	0-4 years		5-14		15-24		25-44		45-64		65+		Total
	Raw Number	Crude Rate	Raw Number	Crude Rate	Raw Number	Crude Rate	Raw Number	Crude Rate	Raw Number	Crude Rate	Raw Number	Crude Rate	
Fall	0	+	1	+	1	+	3	+	4	+	41	86.7	50
Poisoning	0	+	0	+	3	+	11	10.6	6	7.2	3	+	23
Struck by or against	0	+	0	+	1	+	2	+	0	+	2	+	5
Motor Vehicle Traffic	0	+	2	+	7	12.5	5	4.8	5	6	5	10.6	24
Cut/Pierce	0	+	0	+	0	+	0	+	1	+	1	+	2
Overexertion	0	+	0	+	0	+	0	+	0	+	1	+	1
Pedal Cyclist	0	+	0	+	0	+	0	+	0	+	0	+	0
Other Specified	0	+	0	+	0	+	0	+	0	+	0	+	0
Machinery	0	+	0	+	0	+	0	+	1	+	0	+	1
Other Land Transport	0	+	0	+	0	+	0	+	1	+	1	+	2
Unspecified	0	+	0	+	0	+	0	+	0	+	1	+	1
Natural/Environmental	0	+	0	+	0	+	0	+	0	+	0	+	0
Fire/Hot Object/Substance	0	+	0	+	0	+	0	+	0	+	1	+	1
Other Specified	0	+	0	+	0	+	0	+	0	+	0	+	0
Other Transport	0	+	0	+	0	+	0	+	0	+	0	+	0
Suffocation	0	+	0	+	7	12.5	12	11.5	11	13.2	2	+	32
Pedestrian	0	+	0	+	0	+	0	+	0	+	0	+	0
Drowning	0	+	0	+	0	+	1	+	1	+	0	+	2
Firearm	0	+	0	+	1	+	1	+	1	+	1	+	4
Total	0		3		20		35		31		59		148

Raw Number = Number of deaths Crude Number = Number of deaths per 100,000 persons

3. "Claims summaries by TLA" ACC IP Business Intelligence, October 2009

2007 Injury Hospitalisations by Major Cause and Age, Christchurch TLA

	0-4 years		5-14		15-24		25-44		45-64		65+		Total	
	Raw Number	Crude Rate	Raw Number	Crude Rate	Raw Number	Crude Rate	Raw Number	Crude Rate	Raw Number	Crude Rate	Raw Number	Crude Rate	Raw Number	Crude Rate
Fall	75	324.7	201	452.7	105	182.5	148	142.4	194	221.7	935	1900	1658	453.4
Poisoning	31	134.2	13	29.3	117	203.4	161	154.9	85	97.1	23	46.7	430	117.6
Struck by or against	7	30.3	40	90.1	118	205.1	89	85.6	38	43.4	42	85.3	334	91.3
Motor Vehicle Traffic	3	*	18	40.5	83	144.3	104	100	63	72	48	97.5	319	87.2
Cut/Pierce	6	26	21	47.3	86	149.5	123	118.3	45	51.4	11	22.4	292	79.8
Overexertion	*	*	8	18.8	33	57.4	71	68.3	43	49.1	59	119.9	215	58.8
Pedal Cyclist	4	*	38	85.6	23	40	41	39.4	32	36.6	8	16.3	146	39.9
Other Specified	32	142.9	19	47.3	16	33	32	42.2	26	36.6	17	42.7	142	46.5
Machinery	*	*	*	*	22	38.2	30	28.9	36	41.1	6	12.2	96	26.3
Other Land Transport	*	*	12	27	23	40	27	26	12	13.7	3	*	78	21.3
Unspecified	11	47.6	5	11.3	10	17.4	22	21.2	12	13.7	8	16.3	68	18.6
Natural/Environmental	6	26	*	*	6	10.4	21	20.2	19	21.7	10	20.3	64	17.5
Fire/Hot Object/Substance	18	77.9	3	*	7	12.2	13	12.5	11	12.6	5	10.2	57	15.6
Other Specified	*	*	*	*	3	*	12	11.2	6	6	4	*	28	6.5
Other Transport	*	*	*	*	6	10.4	7	6.7	4	*	3	*	22	6
Suffocation	4	*	*	*	*	*	*	*	5	5.7	8	16.3	20	5.5
Pedestrian	*	*	*	*	*	*	*	*	3	*	3	*	13	3.6
Drowning	*	*	*	*	3	*	*	*	*	*	*	*	6	1.6
Firearm	*	*	*	*	*	*	*	*	*	*	*	*	4	*
Total	197		378		661		901		634		1193		3992	

Raw Number = Number of injuries Crude Number = Number of injuries per 100,000 persons

Action 1

Support and develop initiatives that prevent falls

Falls are the leading cause of death and hospitalisation from injury in Christchurch. The most common place for a fall to occur is in the home and the most common type is falling from the same level from a slip, trip or stumble.⁴

Most fall injuries happen in two age groups, children aged under 14 and people over 65. The most common type of fall for children under 14 is from playground equipment, and although these often result in hospitalisation (276 in 2007), fatalities are rare, with only one occurring in 2005.

In the over 65 age group, the risks from injuries received from a fall are much higher with 41 deaths and 1658 injury hospitalisations. The associated medical, social and personal costs are also significantly higher. Statistics show:

- One in three people over 65 will fall in any given year
- 10 per cent of those people fall more than once
- 30 per cent of injuries will require medical attention
- There is a high rate of under-reporting of minor to moderate injuries
- 50 per cent never regain their pre-fall level of functioning

The national lead agency for falls prevention is ACC and in Christchurch key ACC providers are Presbyterian Support, Healthcare NZ and Eastcare Physiotherapy. These agencies offer a number of falls prevention programmes including introduction and maintenance Modified Tai Chi classes and the home-based Otago Exercise Programme (OEP). Presbyterian Support report that enrolments for Modified Tai Chi classes have increased by 43% in the period July 2008 to June 2009⁵. Nationally, research shows Modified Tai Chi classes have resulted in a 43% reduction in falls while the Otago Exercise Programme has helped reduce falls by 35%. More than 1600 people took part in these programmes last year. Exercise builds a participant's strength and balance, boosts their confidence and lowers the risk of falls. Christchurch recorded an 8 per cent reduction in ACC claims for older persons in the year to 30 June 2008.

Action 2

Support and develop initiatives that prevent sports injuries

The majority of sports injuries are to the head, shoulders, hamstrings, knees and ankles. Sports injuries need to be carefully managed to reduce the risk of re-injury. ACC figures show that out of the 73 local authorities they monitor, Christchurch's rate of sports-related claims sits slightly below the median, ranking 33 out of 73.

New claims for sports injuries to ACC totalled 3524 in 2007 at a cost of \$15,021,438. When added to ongoing claims this total climbs to 22,353 Christchurch people whose lives have been affected by a sports-related injury in just one year.

The sports club accreditation scheme, ClubMark, continues to be rolled out across Christchurch. ClubMark is an initiative developed by Healthy Sports Clubs Christchurch. Membership of the group comprises representatives from Sport Canterbury, ACC, Christchurch City Council, Community and Public Health and Hauora Matauraka.

Key areas covered by ClubMark include:

- Health and safety – injury prevention
- Responsible management of alcohol
- Planning – financial and strategic
- Volunteer development
- Community relationships

A needs assessment for sport injuries is scheduled to be undertaken as part of the Injury Prevention Coordinating Committee's 2009-2010 action plan.

4. "Hospitalised Falls" IPRU Fact sheet #35

5. Presbyterian Support Enrolment Data Reporting, 2009

Action 3

Identify and develop initiatives that reduce childhood injuries

In 2007, it was recognised that there was a need for greater coordination and opportunities for networking among agencies working in the area of child safety in Christchurch. This was achieved in 2008 by the Injury Prevention Coordinating Committee re-establishing a Christchurch Safekids Coalition as a working group of the Committee.

Local Safekids Coalitions are affiliated to Safekids New Zealand (an injury prevention service of Starship Children's Health in Auckland) which in turn is a member of SAFEKIDS Worldwide. Safekids New Zealand provides support and resources to local coalitions aimed at reducing the incidence and severity of unintentional injuries to children aged 0 to 14 years. They provide an information and research centre and run collaborative campaigns focused on areas that cause significant childhood injury.

The Christchurch Coalition was launched in May 2009 with a planning and information day facilitated by Safekids New Zealand. Representatives of 29 local agencies attended and were given a review of the 2008-2009 campaign (Drowning and Burns prevention) and an introduction to the 2009-2010 themes of child car restraints and cutting and piercing injuries. The Coalition has met regularly since May and is currently working on a 12-month Action Plan.

The charts below show fatality and hospitalisation figures for Christchurch children aged 0-14 years. When viewing these figures it is important to remember that every year there are also thousands of children who suffer minor to moderate injuries and are treated by GP's, A&E clinics and at home.

Fatalities Children 0-14 years by Injury Type Christchurch 2001-2005

Age Group	Injury Type	2001-2005 Total
0-14	Accidental Threat to Breathing	7
0-14	Drowning / Submersion	7
0-14	Transport Accident: Pedestrian	4
0-14	Transport Accident: Vehicle Occupant	4
0-14	Electricity / Fire / Burns	3
0-14	Other Causes	3
0-14	Accidental Poisoning	<3
0-14	Falls	<3
0-14	Mechanical Forces: Animate	<3
0-14	Mechanical Forces: Inanimate	<3
0-14	Transport Accident: Motorbike	<3

(SafeKids. Child & Youth Epidemiological Service)

Hospitalisations for Children 0-14 years by Injury Type, Christchurch 2002-2007

Age Group	Injury Type	2003-07 Total
0-14	Falls	1887
0-14	Mechanical Forces: Inanimate	825
0-14	Accidental Poisoning	375
0-14	Transport: Cyclist	234
0-14	Other Causes	222
0-14	Mechanical Forces: Animate	178
0-14	Electricity / Fire / Burns	140
0-14	Assault	107
0-14	Transport: Pedestrian	84
0-14	Transport: Vehicle Occupant	70
0-14	Intentional Self Harm	61
0-14	Transport: Other Land Transport	50
0-14	Transport: Motorbike	35
0-14	Accidental Threat to Breathing	34
0-14	Drowning / Submersion	14
0-14	Undetermined Intent	9
0-14	No External Cause Listed	<3
	Total	4,325

(Source, SafeKids. Child & Youth Epidemiological Service)

Action 4

Ensure an integrated approach to alcohol-related harm with crime prevention and road safety

The Injury Prevention Committee recognises that alcohol-related harm is an over-arching issue in all three areas of injury prevention, crime prevention and road safety. They believe that an integrated approach is the only effective way to address such a wide ranging issue. The Injury Prevention Committee is committed to working in a collaborative way with the other committees by being regularly represented at all committee meetings, by actively participating in discussions and activities and through the sharing of resources, experience and expertise.

Action 5

Support neighbourhood-based initiatives which aim to reduce injuries

An underpinning value of best practice injury prevention is empowering communities to find local solutions to local issues.⁶

In late 2008 and early 2009 the Injury Prevention Project Facilitator visited Community Development Advisors from every community board area in the Christchurch Territorial Local Authority to gain an understanding of the needs of that particular area and the communities that live there. These relationships will continue to be fostered through regular communication and participation and support for local events.

Neighbourhood Support is an active member of the Injury Prevention Coordinating Committee and provides a link with local communities through its magazine Eye on Communities. The Injury Prevention Committee has been, and will continue to be, a regular contributor to this publication.

6. *A Tool Kit to Help Communities Take Action to Prevent Injuries and Build Safe Communities*, 2009, NZIPS

Action 6

Support initiatives targeted at minimising the rates of suicide and self harm

In December 2008 the Ministry of Health released Suicide Facts: Deaths and intentional self-harm hospitalisations 2006. This is the most up-to-date analysis of suicide and self harm data available. It shows that rates of both suicide and self harm in New Zealand have been trending down during the last decade.

Other key points from this document include:

- A total of 524 people died by suicide and 2860 were hospitalised for intentional self harm in New Zealand in 2006.
- Men are dying by suicide at twice the rate of women but women are being hospitalised for self harm at almost twice the rate of men.
- Over 75% of people who die by suicide are over 24 years of age.
- Maori have the highest rate of suicide with 17.8 deaths per 100,000 of population compared to a non-Maori rate of 11 per 100,000.

Locally, Christchurch Police report a 20% increase in call outs to attempted suicides in the year to March 2009. From 2002 to 2006 people were dying as a result of suicide at a rate of 21.1 deaths per 100,000 per year and being hospitalised at a rate of 72 people per 100,000 for injuries due to intentional self harm.

One of the ongoing issues when seeking information about suicide is obtaining Ministry of Justice data and statistics that are up to date and accessible. The nature of the legislation and the fact that all self-inflicted deaths are referred to the Coroner will always affect the timeliness and accessibility of information, however, there have been a number of changes in recent years which go some way to addressing this.

On the 1 July 2007 a new Coroners Act was implemented and the Ministry of Justice formed new Coronial Service Units (CSU) throughout the country. Part of their role is to collate and disseminate information on self-inflicted deaths in a more up-to-date and user-friendly manner.

In 2008, the Coronal Support Unit also undertook a major national IT initiative called Court Management System. One of the main tasks of this program is to give a more accurate and up-to-date picture of trends and statistics for research purposes.

Another step towards greater coordination and information sharing will be the upcoming appointment of a Suicide Prevention Coordinator by the Canterbury District Health Board. The Injury Prevention Coordinating Committee will work closely with this appointment in the future.

A needs assessment for suicide and self harm in Christchurch is scheduled to be undertaken as part of the Injury Prevention Coordinating Committee's 2009-2010 action plan and a cross agency forum is planned for late 2009.

Goal Two:

Enhance Safety on our roads

Objective

Support the implementation of the Christchurch Road Safety Strategy 2004

Action 1

Support the Christchurch Road Safety Strategy as the mechanism to enhance safety on our roads

Why is this important?

The Christchurch Road Safety Strategy along with the Safer Christchurch Strategy determines the direction for road safety in Christchurch. It was last updated in 2004. The implementation plan contained in the Strategy proposes actions to address issues relating to speed, alcohol, intersections, safety belts, fatigue, risks associated with cycling, walking and motorcycling, specific road-user groups and the physical environment.

How are we doing in Christchurch?

The Christchurch Road Safety Action Plan is informed by the crash data from NZ Transport Agency. Reported crash data for Christchurch is updated in reports at the monthly meetings of the Road Safety Coordinating Committee.

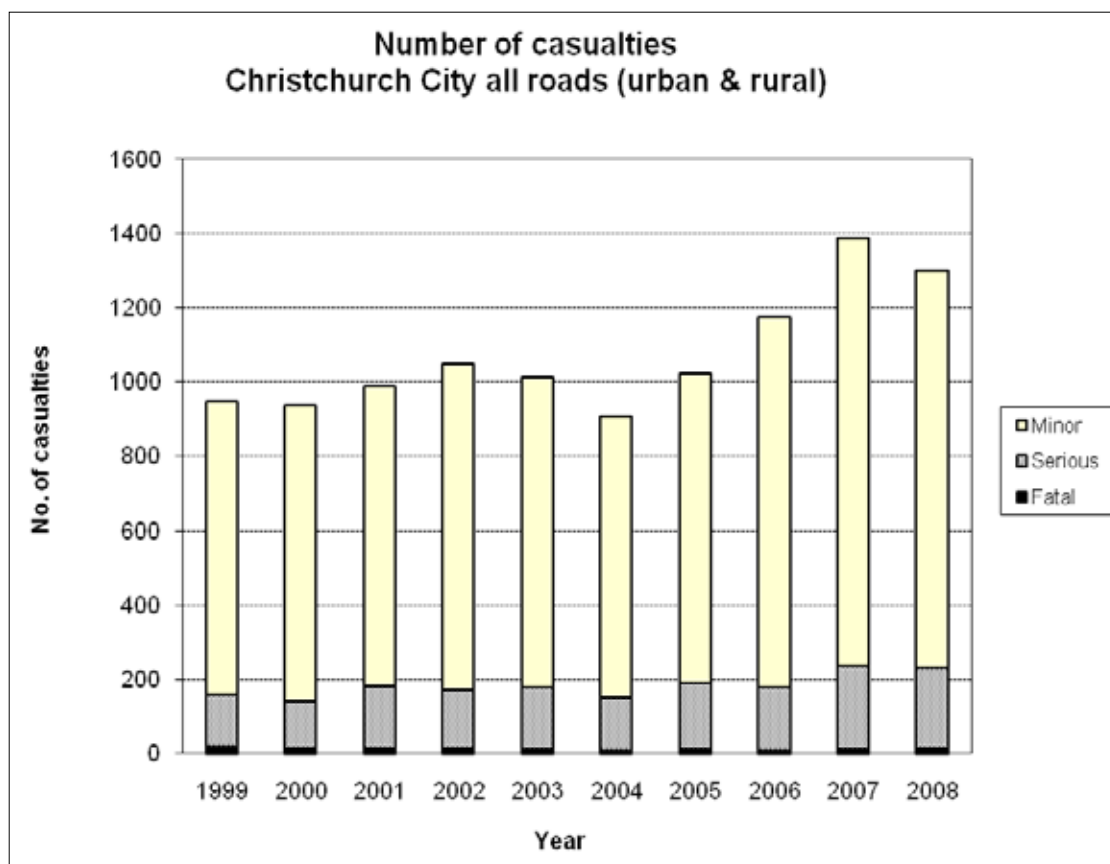
In Christchurch City in 2008, 63% of deaths, 86% of serious injuries and 92% of minor injuries were sustained in crashes in urban areas of the city. Overall, there has been a reasonably steady increase in the reported number of fatal and injury crashes. In 2007, the total was the highest in the 10-year period. While there was a slight reduction in 2008, the number of fatal casualties was the highest since 2002.

Although it is of concern that the number of fatal casualties has increased by three from the previous year, the number of both serious and minor casualties have been reduced. Overall, the total number of casualties decreased by 86 from the previous period.

Casualty numbers and severity 2004 to 2008 - whole City

	2004	2005	2006	2007	2008	Total	%
Fatal casualties	11	15	10	13	16	65	1%
Serious casualties	141	178	168	223	218	928	16%
Minor casualties	756	830	995	1151	1067	4799	83%
Total casualties	908	1023	1173	1387	1301	5792	100%

(SafeKids. Child & Youth Epidemiological Service)



NZ Transport Agency, Christchurch City Road Safety Report 2004-2008

The following table shows the major road safety issues in Christchurch City compared to nationally. The major issues remain unchanged from the previous period.

Major road safety issues Christchurch City	Nationally
Intersection crashes	Speed
Vulnerable road users (pedestrian and cyclists)	Alcohol
	Failure to give way
	Restraint Use

Vulnerable road users are those who have little physical protection in the event of a crash and are therefore susceptible to severe injuries.

2008 Road Trauma

In 2008, the number of pedestrians killed in Christchurch was the highest in the last five years. Overall, the number of pedestrians injured is not reducing.

Although cyclist injuries do not feature highly in the overall crash numbers in Christchurch City, representing only 11% of all injuries, they made up 15% of fatal and serious injuries in the last five years. The number of cyclists being injured in crashes in Christchurch City is increasing. The most common type of cyclist crash was when a cyclist travelling straight through an intersection is struck by a vehicle turning right across the cyclist's path. Other common crash types were right-angle collisions at intersections and cyclists being struck by motorists of parked vehicles opening doors.

Motorcycle casualties are similar in that they also do not feature highly in the overall crash statistics, representing only 9% of all casualties, however they make up 19% of all fatal and serious injuries. The most common type of crash mirrors that of the cyclists, with the straight travelling motorcyclist being struck at an intersection by a vehicle turning right across their path. Crashes involving motorcyclists have almost doubled in the last four years.

In 2008 on local roads in Christchurch City, there were 864 injury crashes and 1434 non-injury crashes, and 171 injury crashes and 287 non-injury crashes on State Highways, as reported by the New Zealand Police. Overall, there were 16 fatal crashes in 2008, compared with 20 in 1999. The social cost of all crashes for the city in 2008 was \$273.4 million, up from \$241.5 million in 2007. Within Christchurch there are several innovative programmes designed to tackle the issues associated with road safety. The key focus areas during the next three years have been identified as:

- Promoting cyclist and pedestrian safety
- Focusing on intersection safety
- Continuing work on stopping and following distances
- Working with Police to promote sober driving for the whole community
- Taking part in the regional promotion of fatigue and driving issues

(Ministry of Transport survey results 2008)

Further information about 2004 to 2008 injury crashes on local roads in Christchurch City:

- Worst month March
- Worst day Friday
- 17% on wet or icy roads
- 31% at night
- 55% at intersections
- 1408 roadside objects struck⁷

7. NZ Transport Agency. (June 2009) Briefing notes – road safety – Christchurch City.

Story behind the baseline

The Christchurch Road Safety Co-ordinating Committee was established in 1989 as a subcommittee of a standing committee of the Council. A Road Safety Co-ordinator, the first in the country, was appointed to lead road safety projects for the Christchurch City Council and coordinate them with the work of the Council's road safety partners. In 1991, the government organisation, then named the Land Transport Safety Authority, set up co-ordinating committees in local authorities throughout the country and funded road safety coordinators based on the Christchurch model.

The Christchurch Road Safety Coordinating Committee is one of the three reference groups for the Safer Christchurch Interagency Group, along with the Injury Prevention and Crime Prevention Committees. The three committees share information and there is an opportunity to coordinate work with the other two reference groups. Christchurch has four Road Safety Coordinators working in the area of general road safety programmes, alcohol, schools and cycle safety. The road safety programmes for Christchurch are determined by the following;

- Christchurch Road Safety Strategy – August 2004
- Road Safety Action Plan
- Funding and priorities set by NZ Transport Agency

The Road Safety Co-ordinating Committee meets monthly and reports on the implementation of the Road Safety Action Plan to each meeting of the Safer Christchurch Interagency Group.

In the 2008-2009 reporting period there were a number of campaigns carried out or overseen by the committee that relate directly to the Safer Christchurch Strategy and the relevant road safety actions. They include:

Speed Campaign

Excessive speed is one of the major contributing factors to road crashes and both the Christchurch Road Safety Strategy and the Road Safety Action Plans identify speed and following too close as the major issues to be addressed. Speed is also a disproportionately high factor in crashes involving 15 to 19-year-old drivers.

The success of previous stopping distance demonstrations have led to schools and other community groups requesting stopping distance events in their areas. In the 2008-2009 reporting period three events were run at primary schools for the school communities. The fourth was run at the CPIT with the aim of helping to educate foreign students. Each event

attracted 300 to 400 people with the final one at Somerfield School attracting about 700 people. This road safety initiative developed from a brainstorming exercise to find a way of showing drivers that the faster they go, the longer it takes to stop, putting pedestrians at risk.

Each event begins with a demonstration by driving instructor Don Elvy. A set of cardboard figures in the road remains safe when the car drives towards them and brakes at 50km/h but at 60 km/h the driver, braking at the same spot, hits one of the life-size figures, spraying fake blood over the car and sometimes the onlookers. Members of the audience are invited to ride in the car and discuss the experience afterwards. Stopping distances are measured showing that at 60km/h it takes nearly twice as far to stop as at 50 km/h.

The second part of each event is a dramatic staged rescue of victims from a crashed car by the Fire Service and St John. The Fire Service uses the Jaws of Life to rescue three volunteers from the vehicle.

Spectators are encouraged to take part in the action by completing a competition form asking them to estimate the difference it takes to stop at different speeds. The competition entries are drawn at the end of the event and prizes distributed to the winners.

The speed trailer was also deployed throughout various locations in Christchurch during the year. Some useful spots included outside schools and in suburban areas at the request of the community, or occasionally when Council staff thought it would be beneficial.



Achievements

A survey in 2005 to monitor these events showed that about 3% of the survey sample of 400 Christchurch residents had attended an event, and about 50% said they had heard of the events. Most of those who had attended an event said they were more likely to slow down as a result.

A survey in June 2008 showed that 60% of respondents said they had heard about the stopping distance displays and 8% had attended them. Of those who had attended a display, 72% said they were more likely to slow down as a result. No one said they were not more likely to slow down as a result. 78% of those who attended a display said they were now more aware of the distance it takes to stop.

59% of respondents answered correctly that it takes twice as long to stop at 60km/h than at 50km/h. This was greater among those who had attended a display (63% against 56%).



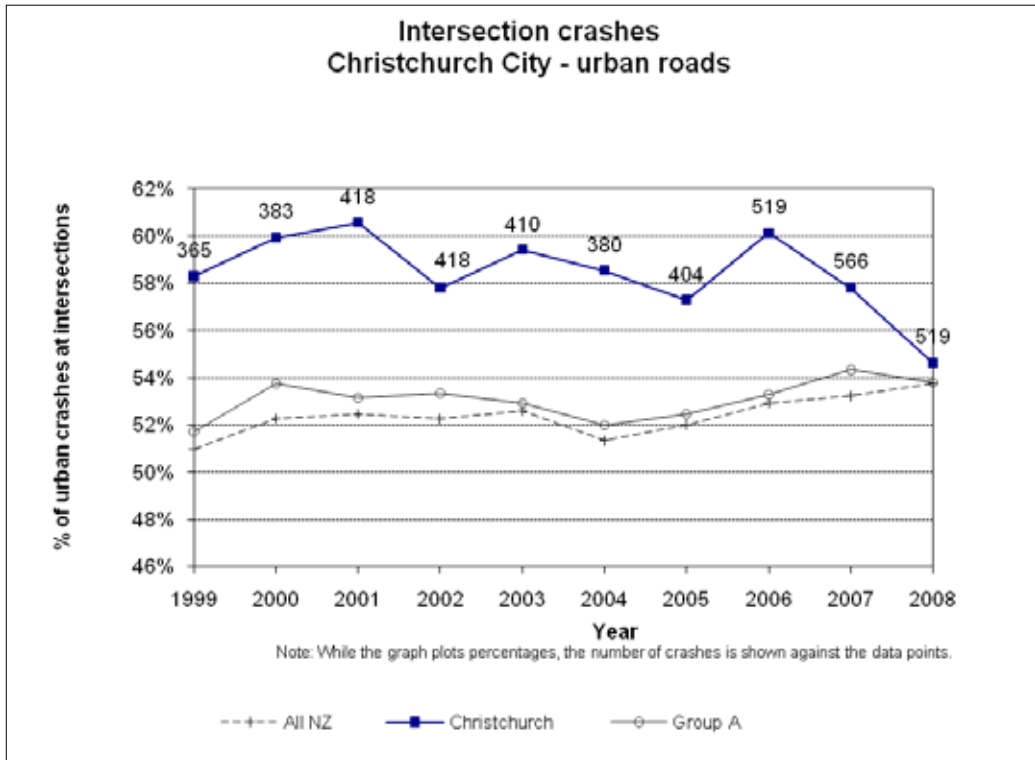
Intersection Safety

Crashes at intersections account for almost 60% of all urban crashes in Christchurch. Most crashes occur at traffic signals. At the 10 intersections with the highest number of crashes in the last five years, the main type of crash was turning versus straight-through traffic.

An educational campaign was planned and run in September 2008. The campaign was planned for a time when the Police were setting up a special task force to focus on enforcement at intersections and giving intersection safety a high profile in the media.

During this time intersection safety advertising was displayed on billboards, bus backs, radio and in the newspaper. The focus of the campaign was on asking drivers turning right to check that the way was clear.





NZ Transport Agency

Cycle Safety

The number of cyclists injured on Christchurch roads increased in 2006 to the second highest number in more than 10 years, accounting for almost 10% of all people injured (Land Transport NZ Briefing Notes – Road Safety Issues 2007). Promoting safety for cyclists has a high profile in the Christchurch Road Safety Strategy. Transport strategies also focus on safe and sustainable transport systems. The issue of cycle safety is identified in the Road Safety Action Plan.

For 2008-2009, a strong visual was used to emphasise the message about drivers giving space to cyclists. An overlay of the words 1.5 metres and arrows between the cyclist and the vehicle were used effectively in the picture. The promotion took place in February 2009 with three bus backs, three billboards, one advertisement in The Star and a radio advertisement on More FM, The Rock/Edge, The Breeze, ZM and Newstalk ZB.

The timing of the promotion was chosen to co-ordinate with the Bikewise activities and a focus on cycling in the city.



Between 1995 and 2008, the rate of cyclists suffering serious injuries in Christchurch per 100,000 people has fluctuated between 10.9 (2007) and 3.9 (2000) per year. In 2008, the rate was 9.8 per 100,000 people. In 1995, there were 1.3 cyclist fatalities per 100,000 people in Christchurch. In 2008, there were zero cyclist fatalities.

Restraints Campaign

Rear seat wearing rates for seat belts are lower in Christchurch than in many other main cities and are much lower than front seat wearing rates. There have been recent crashes where young people as back seat passengers who were not wearing safety belts have been killed.

In 2007, 20 of the 55 fatalities in Canterbury were people not wearing seat belts. Of those 20, at least 15 would probably still be alive if they had been wearing their seat belts.

In 2008, a giant three-dimensional billboard was used to promote wearing seat belts in the back seat. Flat billboards, using the same art work, were put up at sites in the city in both 2008 and 2009. Running in conjunction with this was an enforcement campaign by the Police in which they were provided with cards using graphics from Land Transport NZ. These showed what could happen if a seat belt was not worn and were given to those getting tickets. The cards had relevant restraint statistics on the back.

An interactive event was also organised at CPIT in which students were attached to a bungee cord to add to the message of the risks of not wearing a seatbelt in the back seat of a vehicle.

A survey of 400 Christchurch residents in 2008 showed that 23% of respondents recalled the original campaign. There has also been some national advertising using the slingshot artwork. Of those who recalled the campaign, 12% said they were more likely to wear a seat belt in the back seat as a result of the campaign. 82% said they already wore a seatbelt. The 6% who said they would not change were all males.

Other relevant campaigns completed throughout the year include a 'fatigue and distractions' radio advertising campaign following Queen's Birthday Weekend and a 'winter driving' advertising campaign throughout the winter months. Windscreen cloths and ice scrappers supplied by Environment Canterbury were also distributed through radio stations, libraries and the Council.



Action 2

Support initiatives targeted at minimising alcohol-related harm ensuring an integrated approach with injury and crime prevention

Baseline Measures for Christchurch:

In Christchurch City, alcohol was involved in 503 fatal and injury crashes in the district in the last five years, resulting in 13 deaths and 670 other injuries. The number of injury crashes involving alcohol is increasing. 91% of all alcohol crashes were in urban areas of the district, 40% being where the driver lost control on a bend. Speed was the other factor often associated with alcohol in injury crashes. 76% of at fault drivers in these injury crashes were males. The most common ages of these drivers were between the ages of 15 to 24 years.⁸

Story behind the baseline

Christchurch Community Alcohol Action Programme

Each year a scriptwriting competition on the “don’t drink and drive” message is run for students from any Christchurch, Hurunui, Selwyn or Waimakariri secondary schools. This year students wrote a script suitable for performing during school assemblies on the alcohol limit for restricted drivers. The best scripts become finalists and their authors are invited to organise a performance of their script during a Finals Night performance. The winning script is chosen as a result of this performance. The young author then gets an opportunity to work with a professional drama tutor to develop a play that can be toured by a professional theatre company to secondary schools throughout Christchurch and North Canterbury.



crash bash

CHRISTCHURCH INTER-SECONDARY SCHOOL
scriptwriting competition

scripts due 29 may 2009

write a story with impact • workshop your ideas • win cash prizes

SADD
STUDENTS AGAINST DRIVING DRUNK

Christchurch City Council

8. NZ Transport Agency. (2008) Briefing notes – road safety – Christchurch City.

Christchurch Central Business District Transport Accord

The Transport Accord celebrated its first anniversary in May 2009. The Accord's signatories are Christchurch's taxi operators and Red Bus Company, in partnership with the Christchurch City Council, NZ Transport Agency (formerly Land Transport New Zealand), New Zealand Police, Hospitality Association of New Zealand, Environment Canterbury, New Zealand Automobile Association, New Zealand Taxi Federation and ACC.

Through the Transport Accord, the industry has worked together to ensure it provides the public with a better and more reliable public transport service, while also helping to support the work of the city's Alcohol Accord and enhance the central city's night-time economy.

The key objectives of the Accord are to:

- Encourage people not to drive after drinking
- Encourage people to use public transport
- Improve the image of public transport
- Improve central city traffic management
- Encourage personal safety for everyone
- Build better relationships between stakeholders and the public

Alternative Transport

The Alternative Transport Project is a sub-committee of the Transport Accord and was set up to encourage non-planning drinkers (that is people who go drinking without working out how they will get home) to use passenger transport, including taxis, shuttles and the Red Bus's After Midnight Express.

A working group has been established to ensure that the principles of the Transport Accord are adhered to. In particular, the following projects have been worked on this year:

- Establishment of temporary taxi stands at night
- Improvements of taxi driver habits (e.g. reduction in illegal parking late at night)
- Input into the design stage of the new Transport Interchange, to ensure that the needs of taxi passengers are catered for, especially those with mobility issues
- Investigations into how the parking restrictions could be enforced at night, particularly towards the end of the week

Other initiatives include a radio advertisement developed to support Police enforcement before Christmas. The theme of the ad was: Chances are you will be stopped. This advertisement was aired on The Edge, The Rock, More FM, ZM and Radio Sport. The advertisement ran in the last week of November and the first week of December.

Work continued throughout the year on an integrated approach among road safety, injury and crime prevention through attendance and input at the regular committee meetings. These relationships will be built on with the appointment of new staff to the Safer Christchurch team and the appointment of new road safety staff within the Council.

Action 3

Support community-based initiatives which enhance road safety

Story behind the baseline

As stated in the Safer Christchurch Strategy, the responsibility of building a safer community does not belong to any one organisation. It is through collaboration and coordination that a synergistic approach can be taken to ensure the objectives are achieved. The community-based initiatives within road safety are an example of how many organisations and the community can all work together to achieve the goal of enhancing safety on our roads.

Pedestrian fatalities make up one quarter of the road fatalities in Christchurch. More than 40% of crashes involving pedestrians take place at traffic signals. Traffic turning at signals failing to give way to pedestrians is an issue for many school students crossing arterial roads on the way to school. In 16% of crashes in 2006 a vehicle failed to give way to a pedestrian either at traffic signals or a pedestrian crossing. Initiatives undertaken within the community for the 2008-2009 reporting period include: pedestrian safety, Feet First and Walking School Buses, safer routes to school, school travel planning, cycle safe, A&P show displays and parents as role models. All of these programmes worked with community groups to ensure full involvement in the activities and an increased ownership of the issues.

Pedestrian Safety

There is a lack of knowledge from both drivers and pedestrians about the traffic rules relating to pedestrian zebra crossings. This has been highlighted as an issue in the Christchurch Road Safety Strategy.

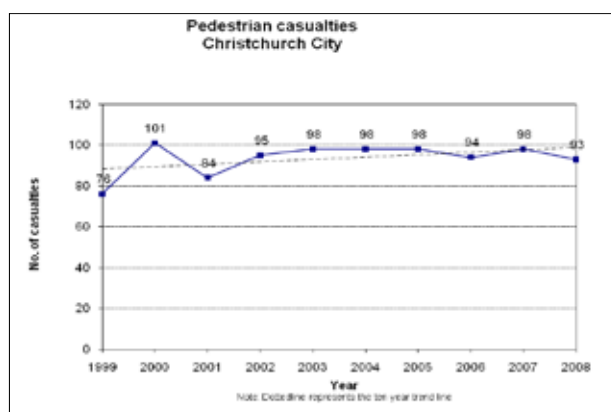
In March 2009, as successfully used in previous years, people dressed in a zebra costume were led across the road on pedestrian crossings with school patrols. The activity aimed to raise awareness among drivers of the need to slow down and pay attention as they approach pedestrian crossings. Schools were involved in hosting the zebra at their crossings and making the event part of their classroom activities.



In April, a promotion asking turning traffic to give way to pedestrians at traffic signals used art work developed and used in the previous year. It was displayed on billboards, bus shelters, bus backs and in The Press. It was accompanied by a radio advertisement with the same theme.



A survey of 400 Christchurch residents showed that 29% of respondents said they recalled advertising about giving way to walkers when turning at the traffic lights. 11% of respondents disagreed or didn't know that pedestrians have a right to complete their crossing when the red man starts flashing. Those aware of the publicity were slightly more likely to agree strongly with the statement (79% against 74%).



NZ Transport Agency

Walk or Wheel Wednesdays, Support for Feet First Walk to School Every Week

Walking School Buses

The following initiatives are designed to encourage regular walking to school as a way of promoting safe and sustainable travel to school and improving pupil's health and wellbeing.

- a. An competition between classes within participating schools to have the highest percentage of pupils walk at least 10 minutes of their journey to school on Wednesdays. The winning class in each school received a class prize of a voucher for sports equipment.
- b. Feet First Walk to School Every Week is a national programme encouraging walking to school one day a week every week. In support of this programme "Zebra Crossing" a pantomime zebra spent one week visiting schools participating in the Feet First programme that operated a school patrol at a zebra pedestrian crossing. The pantomime character is used to raise driver awareness of the presence of pedestrian crossings, particularly outside schools. He also serves as a mascot for school walking-related activities, such as Feet First.
- c. Provide assistance with establishing and providing resources for Walking School Buses (i.e. health and safety plan, safety vests, umbrellas, and fridge magnet of contact lists). This year a leaflet asking residents to take care when exiting their driveways was produced, at the request of walking school bus drivers, for delivery to householders along the walking routes of their walking school buses.



Our school supports active travel

Please watch out for children when leaving your driveway

• Drive out forward from your driveway if you can.
• Double check the footpath and cycleway.
• If you have to reverse, do it safely and slowly.
• Look for pedestrians and cyclists.

Christchurch City Council

Thirty-five Christchurch schools (combined roll of about 9200 students) participated in the Walk or Wheel Class Challenge in the fourth term of 2008. As of June 2009, 38 Christchurch schools have registered on the Feet First website.

Twenty-four of the 35 schools participating in the Walk or Wheel Wednesday Class Challenge submitted participation statistics. The average participation was 78% over the eight weeks of the challenge, this was despite two Wednesdays being extremely wet and miserable days when participation dropped.

Safer Routes to School Projects

- a. Sponsorship School Patrollers: Ensuring that children can cross busy roads safely on their journeys to and from school is of major concern to all school communities. Pedestrian crossing points adjacent to schools (zebra pedestrian crossings and kea crossings) are controlled by school patrollers at peak school arrival and departure times. There are about 70 crossing points where school patrols operate with assistance from Police Education Officers.
- b. Sponsorship of Adult Wardens: Several Christchurch schools are located on or near major arterial roads. Children experience difficulty crossing at busy signalised intersections where conflict arises between them and turning vehicles. To ensure the safety of children crossing at these intersections, an adult warden is employed to supervise the children morning and afternoon. This enables children to walk to and from school independently with confidence and safety.

- c. Chaos at the School Gate: Often traffic congestion and illegal parking in the vicinity of the school gate creates an unsafe environment for children. Chaos at the School Gate is a programme to improve parental parking behaviour at selected schools. This is achieved through a three-week long education and enforcement campaign outside four selected schools (St Paul's, North New Brighton, South New Brighton and Beckenham) – one per term. During the first week of the campaign the Parking Officers speak to all drivers parked outside the nominated school, rewarding considerate parkers with a small plastic jacket (a parka for perfect parkers), and informing illegal parkers of the safety reasons for the rules. This is followed by two weeks of strict enforcement. Classroom-based road safety instruction is encouraged during the campaign.



Cycle Safe Christchurch

The Cycle Safe Programme (CSP) adds value by improving actual and perceived cycle safety for children, through an education programme for Year 6 pupils. The CSP maintains, develops, promotes and delivers excellent service to schools participating in the programme and encourages parents to allow their children to cycle to school as a healthy active transport option.

The CSP continues to offer 100% of all Christchurch Primary Schools the opportunity to participate in the programme and secure new bookings. New schools that CSP has worked in during the 2008-2009 financial year include Halswell, St Margaret's and Medbury. CSP continues to work in 81% of all primary schools in Christchurch as well as special needs, character, home, ESOL and adult education venues or with community groups, e.g. Girl Guides, if requested.

Targets have continued to be met and exceeded. More than 70 schools and 3300 pupils participate in the programmes annually.

- During the 2008-2009 financial year, the CSP visited 86 schools and 3613 Children participated in the programme.
- During the 2008 school year, the CSP visited 83 schools and 3372 Children participated in the programme.

A & P Show

The Canterbury Road Safety Co-ordinators collaborate each year to create a regional road safety display appropriate for 12 A&P shows in Canterbury. The Christchurch show is the largest of these.

The road safety display is set up to provide an interactive experience for adults and children. The local Road Safety Co-ordinator, the Canterbury Regional Road Safety Co-ordinator, other road safety personnel and Canterbury Road Safety Co-ordinators take the opportunity to interact with the public on a one-to-one basis and provide written material and visual messages to raise awareness of road safety issues.

The Christchurch Show in 2008 was three days from 12 to 14 November. Over the three days, there were 4646 entries in the display competition with 2610 on the Friday, Show Day. This provided the opportunity to interact with people, promote road safety messages and talk about road safety. In addition, many bags with stickers and balloons were given away to children.

Parents as Role Models

There is a body of research showing that the driving convictions and crashes of parents are reflected in that of their offspring in the early years of their driving. As with other behaviours, children copy the actions and attitudes of their parents. If there are to be changes in societal norms in relation to driving, children need to be given positive role models from an early age.

Focus groups among parents commissioned by the NZ Roadshow Trust indicated that parents are not convinced that they are providing the role models in relation to driving to their young children.

The NZ Roadshow Trust designed and tested a process to lead groups of parents of young children towards an acceptance that their children are noticing and copying parental driving styles.

The Trust contracted and trained a provider to carry out a pilot programme with 16 groups of parents of children aged 18 months to four years old, over a 12-month period. Each group consists of six to 10 parents. Sessions lasted about an hour and followed a consistent process. The groups targeted were parent groups, Church groups, Plunket, playgroups and others involved in recruiting groups of parents.

A display with information about the Parents as Role Models process will be set up at TRAFINZ in September to provide more information to the road safety community.

The evaluation of the programme was positive, the Trust employing the contractor to continue running sessions in Christchurch with adjustments according to comments in the evaluation.

- The evaluation showed all participants, except one, recalled the main message of the seminar including those interviewed soon after the seminar and those interviewed up to four months later.
- More than 70% indicated they had changed their behaviour as a result of the seminar and expected this change to be permanent.
- More than 90% discussed the seminar's messages with at least one other person.
- Almost all believed the interactive and personal approach helped them connect with the message.
- The researcher considers the recall the highest she has known.

Cambridge, S. August 2009. Report on Road Safety in Christchurch, Christchurch City Council Road Safety Coordinator.



Goal Three:

Enhance Safety from crime through preventative and supportive actions

Objective

Provide active support to locally led initiatives that make significant contributions to reducing the incidence and effect of crime

Why is this important?

Crime is costly to individual victims and society as a whole. Criminal offending in New Zealand is closely linked to indicators of disadvantage, such as low income, family dysfunction, low educational attainment and substance abuse. These issues are complex and require cross agency intervention strategies. Official crime rates provide some reflection of levels of reported crime in communities, which are often a reflection of levels of community cohesion and social health.

Safe Communities. Action Plan to Reduce Community Violence and Sexual Violence

How are we doing in Christchurch?

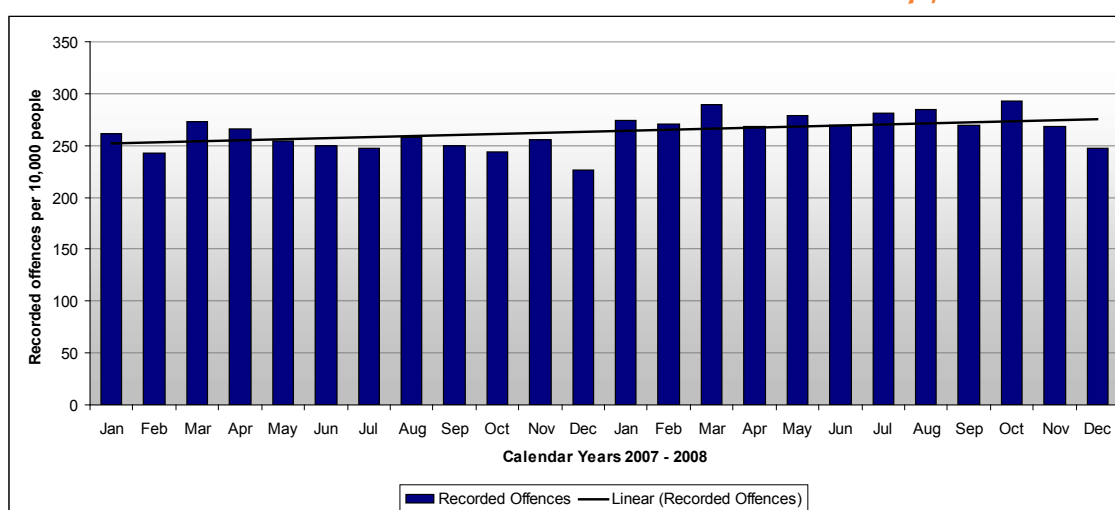
As with the previous reporting period, the Safer Christchurch Interagency Group has concentrated on community violence in the June 2008 to July 2009 year. Violence is a problem that can have devastating effects on individuals, families and communities, both in terms of physical injury and emotional trauma caused directly to victims, and in terms of fear it generates among the wider community. People are more fearful of violence than any other type of crime.

Despite the fact that overall crime has shown a decreasing trend in recent years, there is concern about safety within the

central city, particularly at night. Alcohol and its affects are of particular concern not only in the area of crime but across all areas of the Safer Christchurch Strategy. In Christchurch, 85 per cent of all weekend crime is attributable to alcohol. During a two-year period (2007 to 2008), 37.5 per cent of all charges for violence were recorded as involving alcohol. Over the same period, 71 per cent of all charges for disorder were recorded as involving alcohol⁹. These two figures illustrate a significant increase on previous years reporting and highlight the increasing issue of alcohol misuse and crime in our community. In both these recorded offence areas, the category “unknown if alcohol involved or not” accounted for 29% of the total charges¹⁰, indicating that the actual figure of alcohol and crime relationship is potentially even higher.

Community Violence: In 2008, the total number of recorded offences in Christchurch was 37,441. This is the second lowest in the time series (1996 to 2008), and 6480 fewer than the high of 43,921 in 1997. Since 1996, there has been a decreasing trend in the number of recorded offences per 10,000 people. In 2008, the rate per 10,000 people was 1015, compared with 1334 in 1996. The resolution rate has generally increased since 2002. 2008 (40.2 per cent) was once again a positive increase on the previous period¹¹. The lowest resolution rate in the time series was in 1998 (32.9 per cent).

Recorded Offences Within Christchurch Central 2007 / 2008¹²



9. Neeson, M. (2009). Christchurch Central Crime Rates. Strategic Analyst, District Intelligence Group, Canterbury.
10. Erasmus, D (2009). Email received 13 October 2009.
11. Neeson, M. (2009). Christchurch Central Crime Rates. Strategic Analyst, District Intelligence Group, Canterbury.
12. Neeson, M. (2009). Christchurch Central Crime Rates. Strategic Analyst, District Intelligence Group, Canterbury.

Long-term trends indicate that violence has been increasing within Christchurch Central but it should be noted that considerable work has been undertaken to improve reporting and recording of offences involving family violence. Family violence offences have increased steadily during the last five years and account for about one-third of all reported violence. When family violence-related offences are excluded, there has been little change in recorded violence.

Minor and serious assaults in both Christchurch Central and Metro showed a slight increase from the previous period and showed the normal movements according to seasonal reporting changes.¹³

Action 1

Maintain a programme of training and community awareness in CPTED principles including safety audits of all appropriate staff at Christchurch City Council and Christchurch Police

Objectives:

To ensure the phased adoption of CPTED design principles into city-wide planning and policy.

To promote CPTED principles for application by owners and occupiers of existing buildings and spaces.

CPTED provides a framework for incorporating crime prevention within quality urban design by focusing on reducing the opportunity to commit crime, therefore lessening the motivation to offend. Used alongside social, environmental and community development strategies, CPTED is an effective tool for reducing crime.

Baseline Measures for Christchurch:

A smaller number of Council staff underwent introductory and advanced CPTED training in the 2008-2009 financial year, due to key positions being vacant during some of this time.

Story behind the baseline

The National Guidelines for Crime Prevention through Environmental Design in New Zealand were published in November 2005. Although some training around CPTED principles with Council staff had already occurred, these guidelines introduce CPTED principles in ways that are appropriate and provide a framework for the New Zealand context. Therefore, ongoing training for planners and developers is important to ensure Christchurch City public spaces and parks are designed with CPTED in mind. It is now common practice at Christchurch City Council for any design brief to include adherence to CPTED principles.



What will be done to improve performance in next two years.

- Training for staff and Safer Christchurch partners will be undertaken, with the first introductory workshop for 20 participants taking place in October 2009.
- Selected staff will undertake ongoing advanced training to create a highly skilled, in-house CPTED assessment resource.
- Request For Service (RFS) to include CPTED concerns/ reporting, including training for Customer Call Centre staff.
- CPTED-based frequently asked questions (FAQs) on the Council website to feed into customer service.
- Opportunities to provide introductory CPTED training to businesses and community groups will be sought.

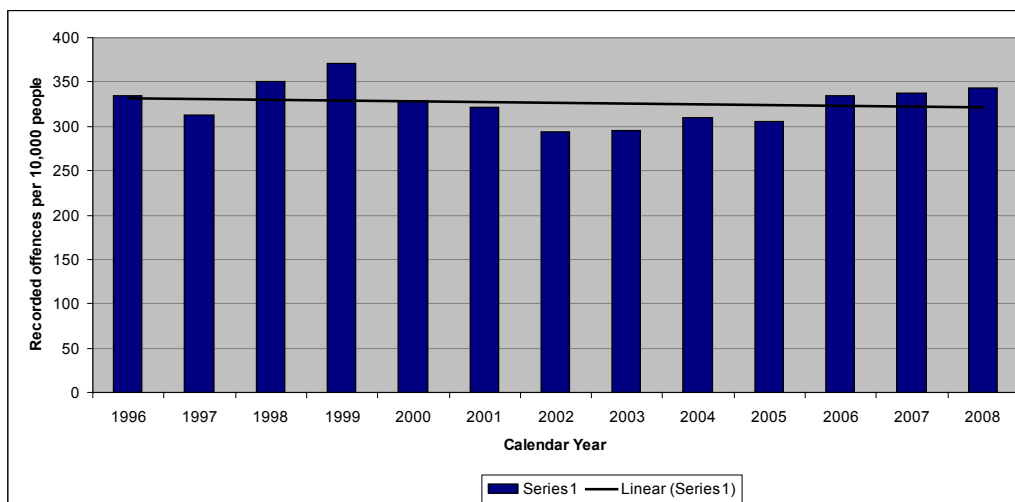
It is also important that the general public are aware of the CPTED principles so that they too can apply these principles in 'their own backyard'. In furthering this aim, Age Concern, for example, includes practical CPTED elements in their Home and Personal Safety Course (see later section, Dispelling the Fear of Crime in the Elderly).

13. Neeson, M. (2009). Christchurch Central Crime Rates. Strategic Analyst, District Intelligence Group, Canterbury.

Action 2

Support crime prevention and alcohol-related harm initiatives which seek to reduce violence and increase safety in the central city

Total recorded violence per 10,000 people (ex family violence, intimidation and threats) in the Christchurch Central Area.



- For Christchurch, there was a 12% increase in recorded violence (excluding FV and intimidation/threats). This was reflected in grievous, serious and minor assaults which increased by 10.5%, 13.9% and 10.2% respectively.
- Within Christchurch Central, recorded violence increased in 2008 by 11% (excluding family violence and intimidation/threats). This was reflected in grievous, serious and minor assaults which increased by 16%, 19% and 2% respectively. Recorded robbery offences decreased by just over 3%.
- Recorded wilful damage offences, including graffiti vandalism, in Christchurch increased by 2% (an increase of 87 offences) during 2008.
- Breaches of the alcohol ban in Christchurch increased by 32%, an increase of 225 recorded offences. In total, 1059 offences were recorded and 934 of these were recorded in the Christchurch Central Area, an increase of 21% on the previous year. This statistic is seen as a positive number as the large majority of alcohol ban offences are as a result of proactive policing and are generally seen as preventing more serious offending at a later time.

Story behind the baseline

Christchurch agencies and Safer Christchurch stakeholders have been identifying and working for a number of years on the perception and rate of crime in the Central City. Alcohol has been identified as a major aggravator of crime and violence in the Central City and the effects of alcohol misuse extend well beyond the immediate victims and are also felt by business owners and inner city residents.¹⁵ As a result of this, in October 2006, the Christchurch CBD Alcohol Accord was formed in an attempt to reduce alcohol-related inner city crime and violence through a collaborative partnership with licensees, the City Council, New Zealand Police, Community and Public Health, a division of the Canterbury District Health Board, and the Hospitality Association.

Other groups working within the area of alcohol and crime in the inner city are the Community Violence Reduction Project (CVRP) and the Tri Agency Group.

CVRP was established as a joint initiative to reduce alcohol-related violence in the Central City in 2005. The project was originally funded by the Ministry of Justice's Crime Prevention Unit and the partner agencies, Christchurch City Council, Police and Canterbury District Health Board. Although no longer externally funded, the group still continues to work towards its original aims.



15. Law Commission. (2009). Alcohol in Our Lives; An issues paper on the reform of New Zealand's liquor laws.

Christchurch CBD Alcohol Accord:

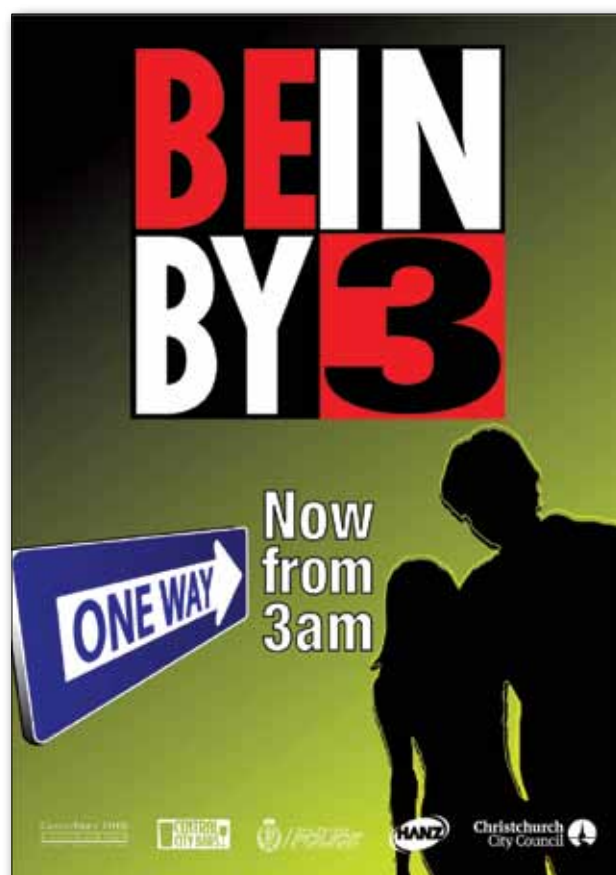
The Alcohol Accord is managed by an Alcohol Accord Management Committee with representation from licensees, HANZ, Christchurch City Council, Canterbury District Health Board, New Zealand Police and other stakeholders.

The Alcohol Accord was the first of its kind in New Zealand, with its first initiative being a one-way door at 4am – bars not admitting any new patrons after 4am.

In October 2008 the Accord celebrated its second anniversary and at the same time, licensees through the Alcohol Accord Management Committee agreed to pull back the one-way door policy by an hour, making it effective from 3am. The decision was made in an attempt to further reduce the crime spike at this hour of the morning. Running in conjunction with this initiative, the Police ran a number of Operation Crusader campaigns in the weekend. This saw maximum patrol numbers on the streets during the peak periods of calls for service. With the new initiative in place for only nine months of the reporting period, it is still too early to draw any statistical conclusion as to the efficacy of the move.

The CVRP project team, who work in close alignment with the Alcohol Accord, continued to work on the concept of creating an accreditation process for security providers operating within the Central City to raise standards within the industry and improve overall safety of both patrons and licensed premises. The Security Providers Accreditation or SPA initiative aims to set a minimum proficiency standard security providers must achieve and maintain in order to be eligible to provide their services or staff to licensed premises and licensed events in Central Christchurch. Throughout the reporting period, a panel made up of regulatory personnel, security personnel and licensees was formed to work through the processes of accreditation, what the minimum service standards would be and how the SPA initiative would run. It is anticipated that the SPA initiative will be operational by late 2009 or early 2010.

Work continued on the issue of party buses dropping intoxicated passengers into the Central City. The Police are taking the party bus companies to court in relation to the legality of their liquor licenses. A High Court decision is still pending. This work is being closely monitored by the CVRP team which expects a decision late 2009. The issue with party buses and their impact on the central city is the amount of intoxicated patrons they drop into town after a night of driving around various bars on the outer city limits. The large numbers of intoxicated people in one area often leads to anti-social behaviour and conflict.



Training and Monitoring:

Included in the SPA initiative is the continued training and monitoring of hospitality staff in the Christchurch area. The training is delivered by Police and Community and Public Health staff (members of the CVRP team) to up-skill licensed premise staff and security staff on compliance with the Sale of Liquor Act. Areas covered include relevant legislation, patterns of behaviour, how to deal with situations etc.

The monitoring is carried out on a roster basis involving Police, Community and Public Health and Council staff.

The number of people trained in the reporting period were:

- 1461 people (made up of institutional presentations involving 1142 staff and 11 “on premises” sessions involving 319 people).
- 58 security staff were involved in training made up of three formal sessions and eight premise training sessions.
- 18 Premises underwent a formal policy review while more than 100 underwent a basic review that revealed no need for a full review.
- 460 first-year University of Canterbury students were involved in information sessions covering drinking expectations and responsibilities.

Monitoring Activities	Monitoring Achievement
Monitoring of licensed premises to ensure compliance with the Act and licence conditions	<ul style="list-style-type: none"> • 22 monitoring sessions conducted involving 319 premise visits. • Three Controlled Purchase Operations involving 34 premises. • 12 premises sold liquor to the volunteers and have/will be dealt with through the Liquor Licensing Authority

What will be done to improve performance in next two years.

The Alcohol Accord Management Committee and the Community Violence Reduction Project have the following initiatives planned for the next two years to assist with the aim of reducing alcohol-related violent crime by 5% each year.

During the next 12 months work will focus on:

- Improving pedestrian safety by closing off Oxford Terrace to traffic on Thursday, Friday and Saturday nights
- Continuing working with the taxi industry to ensure passengers being brought into the central city bars are not bringing alcohol into the city
- Working with off-licences in the Central Business District, in particular supermarkets and convenience stores, to develop new ways to reduce alcohol-related crime and violence. Plans are in place to try and establish an Off Licence Accord, based around the CBD Alcohol Accord structure
- Continued training for licensed premise staff and door staff around the Sale of Liquor Act
- Continue to support security providers with training and add value to emerging central government issues i.e. Amendment to Security Guard and Private Investigators Act
- Identify initiatives to work with suburban bars and sports clubs
- Work closely with the Council around the new Liquor Bans in the Central City to address the problem of people drinking in and around public spaces
- Advocate for changes to the Sale of Liquor Act to enable sensible restrictions on liquor promotions and other amendments. This work will be carried out in conjunction with the Law Commission’s Alcohol in Our Lives discussion document. Plans are in place to meet with Sir Geoffrey Palmer and to complete a submission to the Law Commission



Addressing the Perception of Safety in the Central City

According to the Canterbury Police District Intelligence Group, overall crime continued to decrease in 2008 but there remains a serious concern about safety within the central city, particularly at night. In fact, the Quality of Life in 12 New Zealand Cities report (2008)¹⁶ reported that of the 12 cities studied, Christchurch had the lowest percentage of residents who felt safe in their City Centre after dark (32.3%).

As part of its commitment to improving central city safety, the Council adopted two new measures to help target the city's hot spots and to improve perceptions of crime and safety in the city – an additional 25 crime prevention cameras for the Central City (in addition to the 14 already in place) and introduction of the Christchurch Safe City Officer Programme.

Christchurch Safe City Officers

Introduced in October 2008 by the City Council as one of the measures to help reduce alcohol-related crime and violence in the central city and improve public perceptions of safety, the Christchurch Safe City Officers assist in incidents where there is a real potential for these to escalate into serious conflicts.

Officers focus on being highly visible in public areas already identified as high-risk for criminal offending and anti-social behaviour. The Officers promote Central Christchurch as a

Safe City, provide people with information and assistance; deter crime and antisocial behaviour through their high visibility; collaborate with and provide information to the Police, the Council and other agencies; and are able to identify hazards and other issues to be addressed which will help to create a safe, vibrant night-time environment. Perceptions about safety take time to change but the Council is committed to making Christchurch, New Zealand's safest city.

The Safe City Officers are able to move people on and help prevent more serious incidents of violence happening. They also identify intoxicated individuals and assist them to make their way to safety before they potentially become victims of violence.

Up to 12 Safe City Officers walk the streets of the Central City in teams each Thursday, Friday and Saturday nights.

The Safe City Officers also work closely with the Police to help keep the Central City safe. They have assisted the Police in identifying and apprehending offenders on numerous occasions.

On a monthly basis, the Safe City Officers are removing an average 300 bottles from the street; advising up to 250 people they are in breach of the Central City Alcohol Ban; assisting 115 members of the public with requests for advice, directions or assistance; intervening in up to 25 street arguments, assaults or fights; escorting 15 people to places where they feel safe; and providing first aid for on average three to four people.



16. Quality of Life in 12 New Zealand Cities 2008. (2008). Quality of Life Project

Crime Prevention Cameras

The Christchurch City Council and the Christchurch Police have worked together to provide access to 65 crime prevention cameras in the Central Business District. This is a combination of traffic management cameras and exclusive crime cameras. As a result of this collaboration between the Police and Council, Christchurch now boasts the most effective public CCTV network in New Zealand.

In the reporting period, there were 317 requests from Police investigators for access to crime camera footage. Of these requests, 176 found footage that was helpful to the enquiry. In the same period the crime cameras were directly responsible for the arrest of 88 offenders in the central city and locating 27 missing or wanted people.¹⁷ While the crime cameras are an important tool for both the Police and the Council to ensure the inner city is safe, the most effective use of the technology is when specifically trained sworn Police staff monitor the CCTV covered areas in a systematic and proactive manner.

With the implementation of the Christchurch Safe City Officers and the additional crime prevention cameras operating in the Central City, the Council is looking for a significant improvement in the public's perception of safety in Christchurch after dark in the Quality of Life in 12 New Zealand Cities 2009 report.

The Council is also investigating how it might coordinate the Safe City Officer and Police-sponsored Maori Warden programmes.

New Safer Christchurch Team

To further strengthen its resolve to make Christchurch the safest city in New Zealand, the Council has established a new team focused on safety. This team is led by the Safer Christchurch Manager, who is responsible for managing and leading the city's efforts in this area. He is working collaboratively with the Council's partners to achieve the goals under the Strategy and develop new, innovative initiatives which build on the success of work in this area to date.

Reporting directly to the Safer Christchurch Manager are three roles: the Crime Prevention Project Facilitator, the Injury Prevention Project Facilitator and Graffiti Office Team Leader. The Crime Prevention Project Facilitator is responsible for coordinating partnerships with groups and organisations working in crime prevention in the community and managing the work identified under Goal Three in the Safer Christchurch Strategy. The Injury Prevention Project Facilitator, like the Crime Prevention role, works at coordinating partnerships and groups in the area of injury prevention, carrying out work under Goal One of the Safer Christchurch Strategy. The Graffiti Office Team Leader is responsible for taking a lead role in implementing the three-pronged approach to prevent graffiti vandalism. They are supported by the Volunteer Coordinator who is building a network of accredited community volunteer groups for the quick and early removal of tags; and the Restorative Justice Co-ordinator who is working collaboratively with agencies to implement an intervention programme, including lowering recidivism and involve parents in the process; and the data entry specialist who is building a comprehensive database to support and coordinate the work of the Graffiti Office and its strategic partners.

17. Constables Garrick, K & O'Malley, J. (2009). Christchurch Crime Prevention Camera Report.

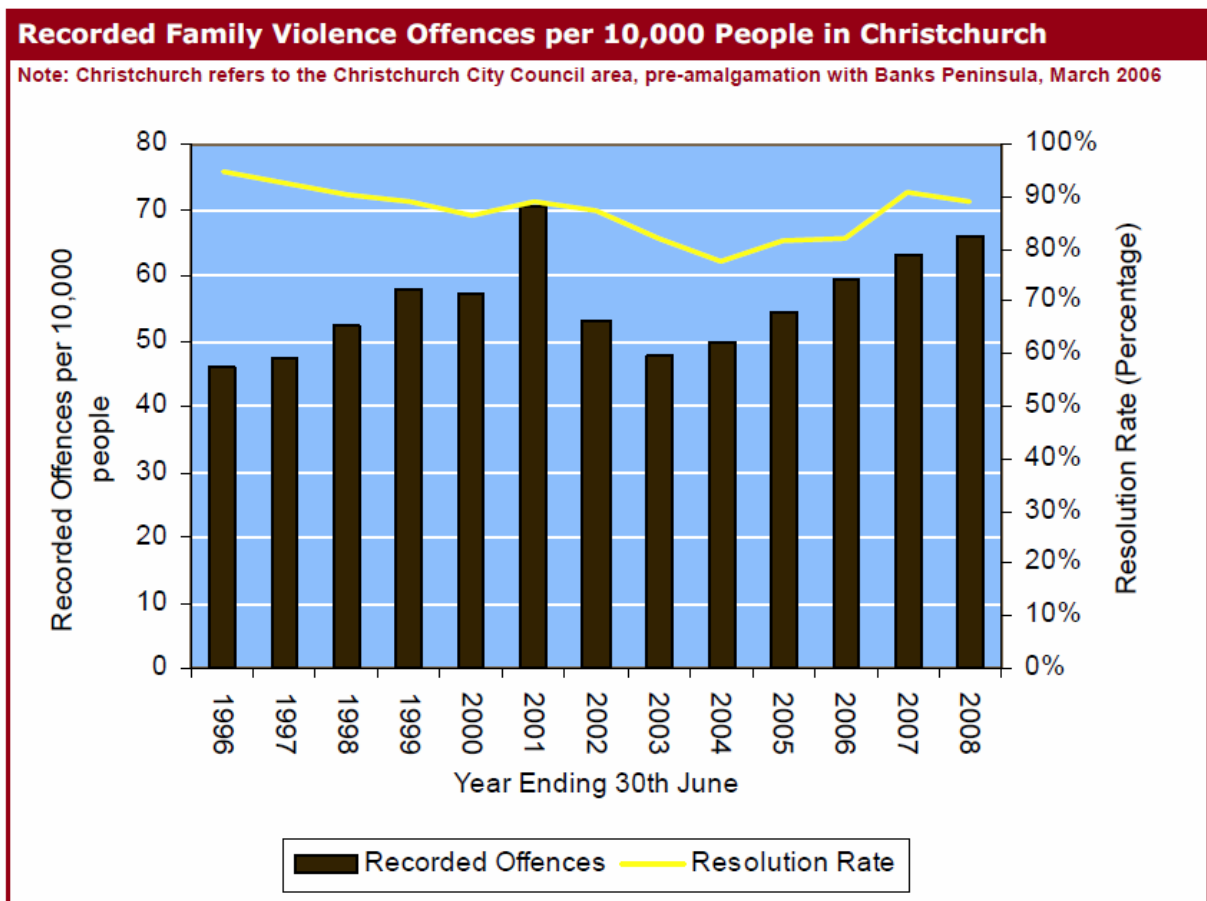
Action 3

Support initiatives which reduce the incidence of Family Violence, Child Abuse and Elder Abuse

Baseline Measures for Christchurch:

Family Violence:

Alcohol was involved in 31% of family violence offences during the 2007-2008 year in Canterbury. Anecdotal information from Police suggests that the majority of incidents they attend involved alcohol.



Source: New Zealand Police: Crime Statistics.

In 2008, the rate of recorded domestic violence offences was 66 per 10,000 people, equating to a total of 2436 recorded offences. With changes in reporting methodology, trends are difficult to interpret accurately. However, at least some of the increase in reported offences can be attributed to greater public awareness of family violence and an increase in the willingness of victims to report offences, following major local and national initiatives, including the It's not OK campaign.

Crime statistics only reflect reported and recorded offences, rather than the actual level of offending in the community. It is thought that only 18% of domestic violence incidents are reported to the Police.

Family Safety Team

The Family Safety Team is a joint initiative between Police and Refuge - Battered Women's Trust. The team consists of six advocates and four police officers. The team focus is on high risk family violence cases, particularly those that have complex needs such as mental health, alcohol and drug, organised crime and honour-based violence. The cases are referred from the Family Violence Roundtable which receives referrals from a variety of agencies in the community. The teams' principal roles are to ensure agencies are sharing information and coordinating their responses to ensure the safety of families. The dynamics of family violence are complex and require that agencies work collaboratively. With its links into both the NGO and GO sector, the Family Safety Team is uniquely placed to do that work. Alongside that work is identifying and addressing systemic gaps in the sector.

The Family Safety Team presently has about 45 cases and is undergoing a national review.

Youth Workers

For a number of years, the Council and the Police have worked together in the Christchurch City Council Police Youth Project. Three Council employed Youth Workers work alongside a specialist Police Officer. They identify and support individual young people who face a range of serious problems, including family violence or instability; alcohol and drug dependency; truancy; absence from home; and offending. The Youth Workers work closely with the young person and their family, school, community, and government and non-government agencies to create pathways for the young person to move forward and create a stable and productive future.

The Police Officer and Youth Workers work in the city and suburbs on Friday nights, identifying young people at risk and returning them home.

In the six months to 31 June 2009, the Team have created programmes for 31 young people. Of these, 24 are ongoing, two cases have been satisfactorily resolved and five young persons failed to engage.

He Waka Tapu

Based in Aranui, He Waka Tapu provides a range of support, counselling and psychological services to Maori. Programmes include Te Aratiatia Rangitahi (drug and alcohol education for youth); Te Mauri Ora (outpatient programme for young Maori with alcohol-drug dependency); Nga Ara Tika (giving wahine the opportunity to address issues of violence in their lives); Tool box Parenting (parenting skills with a Maori perspective); and Health Promotion.

Through the City Council, the Ministry of Justice funds programmes which are designed to assist young Maori to address violence and substance abuse in their lives, by providing a wrap around case worker and funding towards relevant programmes.

In the reporting period, 36 male and female Maori youth were either put through the programme or joined the programme as a result of a referral. Of that number, 22 exited successfully with only one youth exiting prematurely. Of the 22 that exited successfully, all but three are now attending an educational institution and all remained offence free while on the programme.

Action 4

Support neighbourhood-based initiatives which aim to reduce crime and to increase opportunities for neighbourhoods to connect

Limited initiatives were undertaken in this area in the reporting period. There is a strong link with Neighbourhood Support through their Canterbury Coordinator being a long-standing member of the crime prevention coordinating committee.

What will be done to improve performance:

- » Working specifically with Neighbourhood Support to identify gaps and work with them in a collaborative manner in an attempt to fill them
- » As mentioned later in this report, establish and implement a marketing strategy for the Safer Christchurch team that will take into account targeting community and neighbourhood networks
- » Engage with Community Boards to work on specific community crime issues
- » Work with Police Area Commanders on a regular basis to assist with targeted local crime issues

Action 5

Support initiatives around the restoration and wellbeing of victims

Minimal specific initiatives were carried out in this area during the reporting period. Support and information were shared with Christchurch Victim Support through their membership on the Crime Prevention Coordinating Committee. Some role specific work is being carried out on a case-by-case basis with victims of graffiti vandalism and the graffiti office. This area of work is based around restorative justice.

What will be done to improve performance:

- » Continue to work with Victim Support to support any initiatives they have in their business
- » Scope for any gaps in service delivery and work with Victim Support to look at initiatives to fill the identified gaps

Action 6

To support reintegration back into the community

The Christchurch City Council is the only agency in New Zealand to deliver a holistic social housing team aimed at contributing to the community's social wellbeing by ensuring safe, accessible and affordable housing to people on low incomes, including elderly persons and people with disabilities.

Another group that the Council housing team works with are people recently released from prison. In this role, the housing team work closely with Prisoners Aid and Rehabilitation Society (PARS) to ensure that recently released prisoners have access to appropriate housing. When deemed necessary, housing officers will visit the inmate in prison, just before their release, to assess their needs and to scope the availability of housing.

They will also work with PARS on the recent release of a prisoner and arrange for them to visit the Council building to complete a needs assessment and arrange accommodation. Some of the above work is also supported by the Christchurch City Mission, which is a member of the Crime Prevention Coordinating Committee.

As part of the holistic, social approach taken by the Council housing team, they also arrange various activities throughout the year for the benefit of the tenants. The activities provided are based around social needs, recreational, creative, physical, education and personal development. An activities calendar is sent out to the tenants every three months with a variety of activities that they can participate in.¹⁸ A variety of programmes on offer to recently released inmates who are now tenants include, budgeting advice, cooking classes and community gardens, plus many more socially motivated classes.

What will be done to improve performance:

- » The Crime Prevention Coordinating Committee will invite a PARS representative to become a member of the committee
- » Crime Prevention Project Facilitator will work with Council City Housing team to build stronger links to the Safer Christchurch Strategy.

18. Christchurch City Council, City Housing Information Sheet. Updated 3 August 2009.

Goal Four:

Support safety and injury prevention through collaboration and coordination

Objective

Ensure that there are collaborative relationships built between central government, local government, iwi, non-government organisations and the community sector

Action 1

The Safer Christchurch Interagency Group will meet on a regular basis as the governance group for the Safer Christchurch Strategy and support and maintain coordinating committees for each goal area of crime, injury and road

Why is this important?

Safe communities is a World Health Organisation (WHO) concept that recognises safety as “a universal concern and a responsibility for all”. The WHO Safe Communities model creates an infrastructure in local communities for addressing safety and injury prevention initiatives through local partnerships. This approach to safety promotion and injury prevention mobilises local community members to action and encourages greater cooperation and collaboration between non-government organisations, the business sector, central and local government agencies (Coggan, 2004).¹⁹

The Safer Christchurch Strategy has been formulated to ensure that no one organisation has the responsibility of “owning” the Strategy and all of the work that goes with it. Instead, as with the WHO Safe Communities structure, it is recognised that the combined effort of all participating organisations is essential in the successful implementation of the strategy.

How are we doing in Christchurch?

The Safer Christchurch Strategy structure was completed in 2006 with the establishment of the final coordinating committee. The structure is based on the principle that collaboration and coordination is paramount to be successful.

The Interagency Group continues to meet every two months (meeting five times in the reporting period), with the three coordinating committees meeting every month to two months. The following groups are partners to the Strategy.

Safer Christchurch Interagency Group

- ACC
- Canterbury District Health Board
- Christchurch City Council
- Christchurch Police
- Department of Internal Affairs
- Families sector representative
- Healthy Christchurch
- Housing New Zealand
- Ministry of Education
- Ministry of Health
- Ministry of Justice
- Ministry of Pacific Island Affairs
- Ministry of Social Development
- Family & Community Services
- Child, Youth and Family
- Work and Income
- New Zealand Fire Service
- New Zealand Transport Agency
- Te Runanga o Ngai Tahu
- The Department of Corrections
- Youth sector representative
- Older Persons sector representative

19. Coggan, C. (2004). Safe Communities Foundation New Zealand: Business Plan, Safe Communities Foundation Online at www.safecommunities.org.nz/resources/reports/SCFNZ%20Business%20Plan%20report%202.pdf, retrieved 29/09/2009

Injury Prevention Coordinating Committee consists of the following agencies:

- Canterbury District Health Board – Community and Public Health
- ACC
- St John
- SPINZ – Suicide Prevention Information New Zealand
- Police
- Christchurch City Council
- Land Transport New Zealand
- Neighbourhood Support
- Enliven Positive Aging Services
- Water Safety New Zealand
- South Island Injury Prevention Coordinator
- Fire Service
- Waimakariri District Injury Prevention Coordinator

The Crime Prevention Coordinating Committee is made up of elected/appointed members from the following networks:

- Age Concern
- Christchurch City Mission
- Christchurch Women’s Refuge
- Community Violence Reduction Project
- Department of Internal Affairs
- LOAD – Liaison on Alcohol and Drugs
- CAIP - Canterbury Abuse Intervention Project
- Social Service Provider Network
- Elder Abuse Practitioners Group
- Strengthening Networks Meeting
- Community Watch
- Neighbourhood Support
- Disabled Persons Assembly
- Refugee and New Migrant Forum
- Police
- Victim Support
- Fire Service

Membership of this group waned from certain sectors throughout the reporting period with a strengthening in the latter period.

Members of the Christchurch Road Safety Co-ordinating Committee include the following organisations:

- NZ Transport Agency
- Christchurch City Council
- Ministry of Transport
- Police
- Nga Maata Waka
- Pacific Trust
- Environment Canterbury
- Spokes
- Justice Department
- Automobile Association
- ACC
- District Council Co-ordinators
- NZ Road Transport Association
- NZ Trucking
- Age Concern
- Ministry of Education
- Students Against Driving Drunk (SADD)
- NZ Roadshow Trust
- Fire Service

The process around the reporting from the coordinating committees to the Interagency Group is structured so that at each Interagency Group meeting a formal report will be tendered by a representative of each coordinating committee. This report is based around the most recent meeting of the respective committee and their initiatives/actions.

Plans are in place for the new reporting period to slightly alter the structure of the reporting so that it is more closely aligned with the Safer Christchurch Strategy actions that each coordinating committee is responsible for. It is anticipated that this will create a clearer governance role for the Interagency Group in relation to the coordinating committees and the strategy.

Action 2

Injury prevention and safety promotion networks are built and maintained locally, nationally and internationally

During the 2008-2009 reporting period, the Christchurch City Council Safer Christchurch team was formed and positions were filled as the opportunity presented itself.

In October 2008, the Christchurch Graffiti office was established and Claire Milne was appointed as the office Team Leader. Soon after this date Grant Harris was appointed as the Restorative Justice Coordinator and Belinda Barrett-Walker as the Volunteer Coordinator. An administration/data role in the office was partially filled on a part-time basis and plans are in place to fill this role permanently.

In October 2008, Nicola Martin was appointed as the Injury Prevention Project Facilitator and continues to hold this position. In November 2008, Nick Fahey was appointed as the Crime Prevention Project Facilitator and stayed in this position until April 2009. This position was vacant for a short period until Sue Ramsay was appointed to the role in early June 2009.

In May 2009, Glenn Dobson was appointed as the Safer Christchurch Manager, bringing the Safer Christchurch team to full capacity in early June 2009. As a result of the new team structure, relationships were able to be built and maintained on a local, national and international basis.

Locally: Crime Prevention Coordinating Committee, Road Safety Coordinating Committee, Injury Prevention Coordinating Committee, Safer Christchurch Interagency Group, Community Violence Reduction Project, Christchurch Central Business District Alcohol Accord, Tri Agency group, ACC, Ministry of Health, Community Boards, Probation service, He Waka Tapu, local marae.

Nationally: Safe Communities Foundation New Zealand, Ministry of Justice (Community Relations and Operations team, formerly CPU), IPNANZ, SPINZ, Other LTA's.

Internationally: Safe Communities Foundation New Zealand, Safer Communities International Conference 2008 co-hosts.

Action 3

Maintain International Safe Community Accreditation

Why is this important?

The International Safe Community (ISC) accreditation and re-designation process provides, not only support for communities, but an indication of a level of achievement within the field of community safety. The designation of ISC and WHO Safe Communities model has provided an invaluable structure for the work of the communities with whom we work.²⁰ The continued work towards re-accreditation provides an independent evaluation structure and benchmark for the Safer Christchurch Interagency Group to use to ensure a collaborative approach to maintaining Christchurch as an International Safe Community.

How are we doing in Christchurch?

In October 2008, the Christchurch City Council co-hosted the 17th International Safe Communities Conference with Safer Communities Foundation New Zealand (SCFNZ). The conference itself was a great success and attracted both attendees and guest speakers from all over the world. It was during this conference that Christchurch was designated as the 9th International Safe Community in New Zealand and number 144 in the world. The designation itself followed a rigorous process of a lengthy application, site visits and fulfilling various criteria.

Re-designation is required every five years in order to remain designated as an International Safe Community. In order to be re-designated Christchurch must meet the following six criteria:

1. An infrastructure based on partnership and collaborations, governed by a cross-sectorial group that is responsible for safety promotion in their community.
2. Long-term, sustainable programmes covering genders and all ages, environments and situations.
3. Programmes that target high risk groups and environments, and programmes that promotes safety for vulnerable groups.
4. Programmes that document the frequency and causes of injury
5. Evaluation measures to assess programmes, processes and effects of change
6. Ongoing participation in national and international Safe Communities networks²¹

20. www.safecommunities.org.nz/home, retrieved 20/09/2009.

21. What is a Safe Community? Fact Sheet #2. Safe Communities Foundation New Zealand

Action 4

Co-ordinate funding to implement the Safer Christchurch Strategy

Why is this important?

For the long term sustainability of both the roles focussed on the Safer Christchurch Strategy and the initiatives that are implemented to support the goals of the Strategy, it is essential that long term funding is sourced, coordinated and managed.

As stated previously, the responsibility of delivering the strategy is not the core role of any one organisation and as such the funding requirements are also the responsibility of many. To ensure that the funding is spent on initiatives in its most efficient structure, it is vital to coordinate the spending and if necessary benchmark with what other Safe Communities are doing. With work based in the community, for the betterment of the community, funded often through public money, the transparency and efficacy of the funding needs to be well managed and coordinated.

How are we doing in Christchurch?

The following funding (GST inclusive) was received in the 2008-2009 financial year for Safer Christchurch initiatives:

Crime Prevention Project Facilitator (eight-month apportionment)	\$100,000	Ministry of Justice (Community Relations and Operations Team)
He Waka Tapu Violence & Abuse Intervention Project	\$62,000	Ministry of Justice (Community Relations and Operations Team) and NZ Police co-fund
He Waka Tapu Wrap Around Case Worker Project	\$62,000	Ministry of Justice (Community Relations and Operations Team) and NZ Police co-fund
Injury Prevention Project Facilitator (nine-month apportionment)	\$56,250	Ministry of Health
Injury Prevention Project Facilitator (9 month apportionment)	\$15,000	Accident Compensation Corporation
Graffiti office	\$125,000	Ministry of Justice (Crime Prevention Unit)

Action 5

Ensure all projects initiated through Safer Christchurch are evaluated

A complete and thorough evaluation of initiatives set up by the Safer Christchurch Interagency Group is vital to establish the success and efficiency of the project. The evaluation framework should be considered at the scoping or implementation stage of the project to ensure that clear objectives and timeframes are documented and taken into account.

In the 2008-2009 reporting period there were no projects undertaken by the Safer Christchurch Interagency Group that required an evaluation to be undertaken.

Action 6

Develop a media strategy to enhance public awareness around perception of crime and safety and injury prevention activity

Why is this important?

“Violent crime up in Christchurch”²² was one of numerous headlines recently used by the media to report on the Police 2008-2009 fiscal year national crime statistics. The 2008-2009 crime statistics for total offences for the Canterbury region were 52,173; compared with a total of 48,515 for Wellington; or 28,828 for the Southern Policing District.²³ What was not reported however, is that when these figures are adjusted for total population statistics, Canterbury has a clear lower crime rate per 10,000 population than either of its closet neighbours (Wellington and Southern) and indeed most of New Zealand. This style of reporting is of particular interest when you take into account the fact that in the 2008 Quality of Life Survey, 40% of respondents stated that they felt unsafe in the city due to the profile of rising crime rates publicised in the media.²⁴

A slightly different situation exists for the area of injury prevention, where a media strategy is important to raise public awareness about the risks of injury in New Zealand. Examples of this, not well known to the general public, include;

- » Injuries are the leading cause of premature death and disability.
- » Injuries account for more potential years of life lost than cancer and heart disease combined.
- » Injuries are the leading cause of death for ages one to 34 years.
- » Injuries are preventable – attitudes and behaviours can change.²⁵

An effective media strategy is vital to ensure a correct and balanced message is delivered to the public of Christchurch regarding their overall safety in the city.

How are we doing?

In 2008, a Safer Christchurch Communications Strategy was developed and approved by the Safer Christchurch Interagency Group. This focused on building wide public awareness about the work being done to raise the public’s perception of safety in Christchurch, using mainly traditional media outlets.

An updated strategic programme of communications and marketing is now planned to keep both the public and stakeholders informed of progress with key activities and events under the Safer Christchurch Strategy. Examples of future media/marketing initiatives include:

- » Encouraging a greater awareness of the Safer Christchurch brand through its use by Safer Christchurch signatory partners. This Strategy and its process has been signed off by the Safer Christchurch Interagency Group to ensure a greater public awareness of the brand.
- » Attendance at public expos/events to reach target groups i.e. older persons, youth, businesses etc.
- » Using alternative forms or mediums to communicate the Safer Christchurch message i.e. presentations to interest groups, community boards, relevant conferences etc.

22. www.stuff.co.nz/national/crime/2923560/Violent-crime-up-in-Christchurch, retrieved 2 October 2009

23. http://www.stats.govt.nz/methods_and_services/TableBuilder/recorded-crime-statistics.aspx, retrieved 2 October 2009

24. Quality of Life in 12 of New Zealand Cities 2008. (2008). Quality of Life Project

25. See Nic re this reference from the draft prevent injuries & build a safe community booklet

Graffiti Vandalism

Why is the reduction of Graffiti Vandalism important?

Graffiti vandalism can have a significant impact on perceptions of safety and the economic development of communities. The Quality of Life in 12 New Zealand Cities report suggests that Christchurch residents rate highly on city pride. Graffiti is identified as being significantly more likely to be rated as a problem by residents in the 12 cities than in the rest of New Zealand. Bi-annual residents' survey and central city surveys indicate that residents of Christchurch take pride in their city environment and would support efforts to reduce graffiti vandalism and increase perceptions of safety.

The adoption of specific legislation in 2008 under the Summary Offences Act recognises that graffiti vandalism is an issue that impacts on New Zealand Communities.

The Summary Offences (Graffiti Vandalism) Amendment Bill 2008 is expanded under Section 11 – Wilful Damage – to include penalties specifically relating to the act of committing graffiti vandalism, and possession of graffiti implements (possessing implements without reasonable excuse in circumstances which show an intention to commit graffiti vandalism). This legislation also provides specific direction for sale and access of spray cans and carries penalties prohibiting the sale of spray cans to people under 18, and directs access to spray cans in shops to be restricted – (failing to restrict access to spray cans in shops so that they are only accessible with the help of shop staff).

Graffiti vandals may also be held to account under Section 269(2) of the Crimes Act 1961– Intentional damage – which carries a penalty of a prison term up to seven years.

<http://www.legislation.govt.nz>

Responding to this legislation the Ministry of Justice drew together representation from across New Zealand to support the development of a supporting strategy to provide guidance and best practice models.

The main objective of the national STOP (Stop Tagging Our Place) Strategy, developed under the Ministry of Justice during 2008, is to prevent graffiti vandalism in New Zealand.

Its secondary objectives are to:

- encourage an approach to graffiti vandalism that tackles all aspects of the issue
- encourage innovation and persistence in the development of local strategies
- targeting graffiti reduction
- encourage the identification and sharing of best practice activity that reduces and eliminates graffiti vandalism



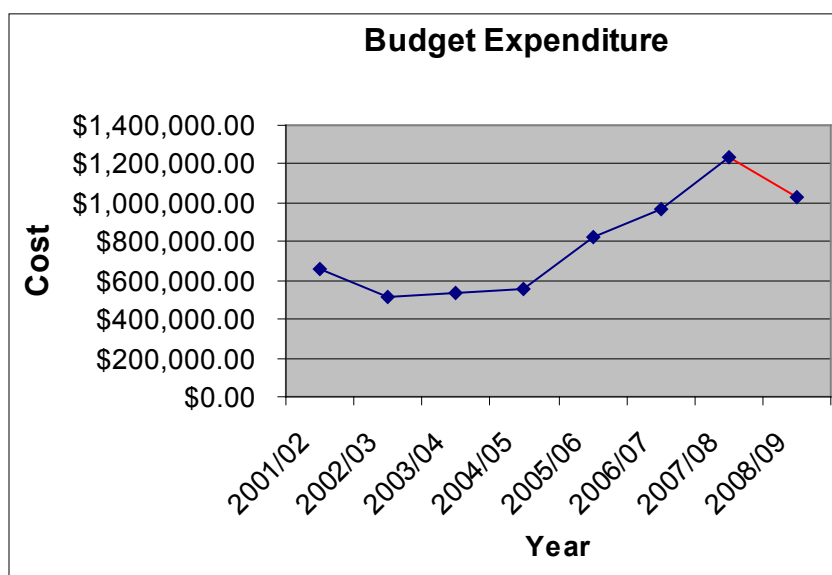
<http://www.justice.govt.nz/policy-and-consultation/crime-prevention/graffiti-vandalism/stop-strategy-combatting-graffiti-vandalism>

The Christchurch City Council have taken an active role in the development of the STOP Strategy and continue to be represented on the Strategy Implementation Review Group. Recognising the need to take a multi-pronged approach to addressing graffiti vandalism, Christchurch City strategies continue to be developed toward stabilising the ratepayer dollar associated with graffiti vandalism removal and repair, reduce the incidence of crime, and increase perceptions of community safety.

Baseline Measures in Christchurch:

Graffiti vandalism has been a growing concern for the Christchurch City for more than a decade and this is reflected in research as far back as 1999. The contract removal cost of graffiti vandalism rose from \$664,000 in 2001-2002 to just over \$1.2 million by the end of June 2008 for Christchurch City Council alone.

The increased expenditure number correlates directly to the increase in tagging hits removed by the external contractor which totalled some 42,000 for the 2007/08 year.



Consideration of other associated costs, including private resident, commercial, industrial and justice system costs could place the actual cost to Christchurch City ratepayers and income taxpayers in excess of \$3 to 4 million. It is to be noted that these costs are indicative of paint, marker and other similar tools and do not include costs associated with Dutch Graffiti or 'glass etching'.

Story behind the baseline

Since 2005, Christchurch has seen a significant resurgence of graffiti vandalism across the city alongside a growing decrease in the perception of community safety. This, along with associated behaviours in the Phillipstown area, led to action by community leaders. At that time 25 per cent of houses in Phillipstown were tagged to some degree.

The Phillipstown Strengthening Communities Team, with support from the Christchurch City Council, launched a pilot project under the key strategy areas of restoration (removal), education and prevention.

As the Phillipstown project neared the end of the pilot phase, it was clear to the projects advisory group that the implementation of the pilot, and coinciding increase in graffiti vandalism across the city, had propelled the project city wide almost from the outset. The identified need for the Christchurch City Council to take a strategic lead in further developing and implementing the strategies was supported by the Phillipstown Community Centre Trust, the Project Advisory Group, Hagley-Ferrymead Community Board and Council staff within the Community Support and Transport and Greenspace Units.



What are we doing in Christchurch now?

Initial investigation during the planning stages of the project recognised that the role of a lead agent was a key component for achieving the projects success through collaboration between those agencies which are involved in removal, restorative justice (including community service and identification of offenders) and legal art programmes.

In April 2008, following up on the success of the Phillipstown pilot, and recognising the need to support the contracted removal programme with social intervention strategies, the Christchurch City Council approved the setting up of an office to coordinate a similar city-wide programme, using an approach that looks at strategies for social change.

Commencing operations in October 2008, the Graffiti Office works within the Safer Christchurch Team. The vision of the Graffiti Office is to take a lead role in supporting a collaborative, structured city-wide approach to restoration and social justice programmes, for the removal and reduction of graffiti vandalism. The primary objectives of the Graffiti Office are to significantly:

- Reduce the implications of graffiti vandalism on perceptions of community safety
- Reduce the incidence of crime
- Reduce the cost of removal to the ratepayer
- Increase community pride and the safety and wellbeing of the residents of Christchurch

The approach includes:

- I. Restoration – where there is quick and early removal of tags by accredited community volunteer groups, individuals and commercial and business entities and supervision of taggers in clean-up and removal programmes.
- II. Education – developing awareness in youth as well as community members and leaders on the impact of graffiti vandalism, how it can be prevented, and how everyone can do their part to help.
- III. Prevention – an intervention programme where restorative justice strategies, including a range of collaborative prevention, is applied to lower recidivism and to draw parents in to the process.

How have we done?

Operating for nine months during this reporting year, the Graffiti Office has taken a strategic approach to assessing the underlying contributors and influences of graffiti vandalism, recognising that understanding the graffiti culture specific to Christchurch will support long-term change.

Working to develop partnerships with key stakeholders, such as the New Zealand Police, the Corrections Department, utility companies, and residential and business communities, has provided a sound base for the development of the Graffiti Office, and provides direction and support for the office.

Restoration/Reduction

A key outcome to date is the Graffiti Office input into the tendering process for the external removal contract. Undertaken by the Transport and Greenspace Unit, this contract was tendered to a new provider on 1 March 2009. The contract has a more comprehensive expectation for data return to the Graffiti Office, supporting data analysis and Graffiti Office outcomes and an expectation for a lower annual removal cost. Statistics indicate that the contract procurement process and subsequent tendering of the contract and tightening of contract parameters has seen a reduction in contract spending for the 2008-2009 year to about \$1 million.

However, it is to be noted that reporting of graffiti vandalism has increased, possibly in part due to education strategies developed and implemented by the office, and this may be reflected in an increase in removal statistics in the 2009-2010 year.

It is recognised that supporting residents to take responsibility and retain a sense of pride in the look of their community increases perceptions of safety and can reduce the incidence of crime.

Working closely with the contract removal services, localised area clean ups, and ongoing individual and group volunteer input continues to be co-ordinated throughout the city's neighbourhoods through the volunteer removal programme.



Achievements 4/10/08 – 30/06/09

- Retainment of, and continued provision of support to, registered Volunteers
- Acknowledgement and training evening held 31 March 2009
- Increased volunteer programme registrations – 73 individual or groups of volunteers actively participating on an ongoing basis
- One community clean up completed – (youth participants)

Before



After



Under the Colombo Street Over-bridge

Prevention

A combination of restorative justice, community service, and youth work interventions continue to be developed and implemented. Working closely with Police Youth Aid and Community Probation Services, processes within the restorative justice programme require that offenders use community service hours in tagging removal.

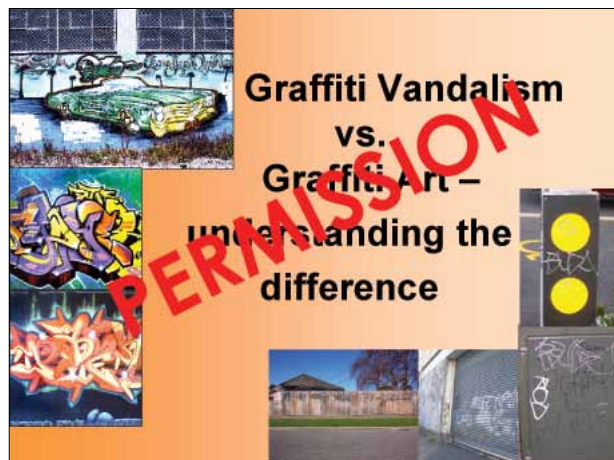
Combined with sound intervention processes, the programme coordinator works with external agencies to support youth in addressing change to reduce motivational factors that contribute to their offending.

Statistics 4/10/08 – 30/06/09

- Referrals received: 31
- Community Service hours required: 567
- Community service hours completed: 505
- Clients supported into:
 - Employment – seven
 - Education Courses – 14
 - School – seven

All other participants remaining in existing education/employment

- Recidivist offenders – one prolific
- Restorative justice recognises that the Victim matters too.



Education

Education is threaded throughout Graffiti Office programmes. In collaboration with the Council's education and marketing services, resources have been developed for marketing and public information about graffiti vandalism removal and prevention.

Adopting the Off the Wall concept, information and reporting collateral has been developed and disseminated including:

Graffiti Office and Volunteer Programme Brochures, o800 VANDAL fridge magnets, reporting and graffiti office business cards (victim use), legislation information, and the Christchurch City Council webpage has been developed to reflect Graffiti Office support.

As an initial approach to raising awareness around Graffiti vandalism and the objectives of the Graffiti Office presentations have been delivered to a wide audience including:

- CYF restorative justice co-ordinators
- Safer Communities Conference
- Seven internal Christchurch City Council units and teams
- One Transpacific Industries (TPI) removal team
- Five Police Communications staff
- One Police Intel Group
- Police Youth Aid
- Police Information Reporting Centre - IRC
- One Youth Collective
- One Graffiti Office Volunteers
- Community Board Conference Display



Database Development

During investigation of options for data collection and collation it was recognised that data collection within, and among, the numerous local government and government organisations is fragmented and that a lead role by the Graffiti Office is required to ensure a comprehensive effective approach to the reduction of graffiti vandalism in Christchurch.

The Graffiti Office data systems have been developed to track incidents, trends, community clean-up events, and identify potential hotspots. In collaboration with Police, Intel data information held assists in the identification and tracking of graffiti vandals. These processes have been instrumental in assisting with the provision of evidence-based information when seeking restitution for damages from apprehended graffiti vandals.

What will be done to improve performance in the next two years?

As the Graffiti Office continues to seek an understanding of the social implications that influence graffiti vandalism and work toward mitigating its effect on Christchurch City and surrounding districts, the following key priority areas have been identified:

- **The establishment of city-wide and local advisory levels.**
A key priority area for development, bringing the city-wide advisory team together will be a culmination of relationship building and liaisons that have been developed during the first year of Graffiti Office operations. The city-wide advisory team will provide direction and support to the Graffiti Office, enabling universal stakeholder issues to be explored and solutions identified.
- **The development of a collaborative Graffiti Vandalism Strategy for Christchurch City.**
Using the Ministry of Justice's STOP Strategy as a basis it is important that Christchurch City develops a strategy that recognises the contributing factors that are unique to Christchurch and its neighbouring Territorial Local Authorities (TLA).
- **Addressing Graffiti Vandalism along the rail corridor.**
The growing ownership and misconception that the Christchurch City rail corridor is a sanctioned Graffiti area, have been increasing for some years. It is envisaged that, working under the advisory groups both city-wide and local, a plan for the clean-up and re-vitalisation of the rail corridor will become a major piece of work undertaken by the Graffiti Office. It is accepted that this will be a programme of work that may span a number of years.
- **Data base development.**
The Graffiti Office continues to work with IT for procurement of web-based data solutions to support the data systems currently in place within the office.
- **Education Programme development.**
The office continues to investigate best practice in this area, and the development of a programme for delivery into schools is part of the programme of work over the 2009-2010 year.



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