

Safe Communities Foundation New Zealand

Dr Carolyn Coggan, *New Zealand*

Christchurch City Council International Safe Community Application for Designation & Site Visit Report

July, 2008

Safe Communities Foundation New Zealand (SCFNZ)

128 Hurstmere Road, Takapuna , PO Box 331399, North Shore City, 0740 New Zealand.

Tel: +64 9 488 7601 Fax: +64 9 488 7602 www.safecommunities.org.nz

Certifying Centre of the WHO Safe Community Network;

Affiliate Safe Community Support Centre of the WHO Collaborating Centre on Community Safety Promotion; &
Accrediting Centre for Safe School Community International Accreditation Programme.

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Application & Site Visit Report

Name of Community: Christchurch, New Zealand

Date of Site visit: 10th June, 2008

Reported: Dr Carolyn Coggan, Director,
Certifying Centre for International Safe Communities,
Auckland, New Zealand

Participating Experts and Observers for site visit:

- ⇒ Dr Carolyn Coggan – Director, Safe Communities Foundation NZ
- ⇒ Tania Peters - National Programme Manager, Safe Communities Foundation NZ
- ⇒ Laurie Gabites - Trustee SCFNZ & Manager City Safety– Wellington City Council
- ⇒ Dee Young – Programme Manager, NZIPS Secretariat, ACC
- ⇒ Cathy Bruce - Project Manager Local Government, Alcohol Advisory Council of NZ
- ⇒ Tare Couper - Team Manager, ACC Injury Prevention
- ⇒ Christine Laven - Senior Adviser (Community & Programmes), Crime Prevention Unit
- ⇒ Victoria Owen - Local Government NZ
- ⇒ Mark Maxlow - Team Leader, Safe Waitakere
- ⇒ Lyndon Hammond - Land Transport NZ
- ⇒ Graeme Barber – Principal, Woodend School & Educational Advisor SCFNZ.

Working Programme:

Objectives of activity: Assessment of safe community in Christchurch, based upon the criteria for designation as a member of the International Safe Community Network.

Session 1: Opportunity for members of site visit review team to meet to review procedures and to raise any relevant issues for further discussion.

Session 2: Introductions, initial questions and response session between site visit review team and members from Safer Christchurch Community.

Session 3: Presentations and discussions related to:

- ⇒ Community Violence Reduction Project
- ⇒ Family Safety Team
- ⇒ Street Youth Work Project
- ⇒ Falls Prevention

Session 4: Visit/presentations and discussions related to:

- ⇒ NZ Fire Service
- ⇒ Windsor School
- ⇒ Cycle Safety Programme
- ⇒ Performing Zebra
- ⇒ Chaos at the school gate
- ⇒ Treatment Plant – work place safety and sphere of influence

Session 5: Feedback from Certifying Team
General Discussion
Social interactions and close of day.

Overview:

Christchurch City is located on the east coast of the South Island and is known as the Garden City. The Maori name for Christchurch is Otautahi which is derived from a Nga Tahu Chief Tautahi who built a settlement on the banks of the Otakaro (Avon River) that flows through Christchurch City. Maori oral tradition identifies the first inhabitation of Christchurch to be around 1000 years ago. The first European settlers arrived in 1840 and the City of Christchurch, located on the Canterbury plains, was planned in England as a model Anglican church settlement.

Christchurch is the largest urban centre in the South Island, and with a population of 348,435 in March 2006 serves the second-largest population of any territorial local authority in New Zealand. It has a total land area of 141,260 hectares, about 70% of which is located in Banks Peninsula. The population is less ethnically diverse than New Zealand's population as a whole. In March 2006 just over 75% identified as European, 7.6% Maori, 7.9% Asian and 12% as New Zealander. Unemployment is relatively low at 2.6% in the quarter to September 2007. The majority of the population is concentrated in Christchurch city, which is connected by road and rail tunnels to the port town of Lyttleton, the largest settlement on Banks Peninsula.

Christchurch City has three major tertiary institutions, 164 schools, nine major hospitals, the majority of which are publicly funded. It has an international airport, is located on State Highway 1, and the main trunk railway north-south as well as the railway to the West Coast of the South Island. The port of Lyttleton serves a large geographic area, including the West Coast, shipping coal and timber from the region.

The Safer Christchurch Strategy adopted in September 2005 by the Christchurch City Council, was developed to make Christchurch a safer place to live, work, play and learn. The Safer Christchurch Interagency Group incorporates a wide network of local agencies and community groups involved in injury prevention, road safety and crime prevention in

Christchurch City. It was built on a history of coordination and collaboration through the former Christchurch Safer Community Council (established in 1990 as one of the four pilot safer community councils throughout New Zealand) and the long established (1989) Christchurch Road Safety Coordinating Committee.

Underpinning the work of Safer Christchurch, the Safer Christchurch Strategy is the first community safety strategy developed for Christchurch City. The strategy aligns injury prevention, road safety and crime prevention. Since its establishment, the Safer Christchurch Interagency Group has sought to align these three aspects of safety enhancement, injury prevention, crime prevention and road safety, by bringing together key players in all of these areas. Each of the committees which together comprise Safer Christchurch, has developed its own terms of reference outlining how members and groups will work together. Although Christchurch City Council plays a lead role in Safer Christchurch, the initiative belongs to the city as a whole. Safer Christchurch and the Safer Christchurch Strategy are also strongly connected to Christchurch City Council's Long Term Council Community Plan (LTCCP).

The International Safe Community application was beautifully and thoughtfully put together, with many great photos illustrating how all the criteria have and/or will be addressed for Safer Christchurch. Both in the application and during the site visit, the time and effort that had gone into developing Safer Christchurch and the Safer Christchurch Strategy was evident. The letters of support from a wide range of individuals representing their organisations were extremely positive and bode well for the future of Safer Christchurch. The appendices that accompanied the application were very impressive and provided a further insight into the Safer Christchurch Interagency Group.

The remainder of this report provides details related to both the application and site visit on how Safer Christchurch met each of the six criteria for designation as an International Safe Community.



Criteria 1: To achieve criteria 1 safe communities must have an infrastructure based on partnership and collaborations, governed by a cross-sectional group that is responsible for safety promotion in the region:

For almost two decades, Christchurch City has been the focus of active efforts to enhance collaboration and establish partnership models in the fields of community and road safety and this was well demonstrated during the site visit. Christchurch City was one of the four pilot sites for a safer community council and before amalgamation with Christchurch City Council in 2006, Banks Peninsula District Council also had its own Safer Community Council. The establishment of the Safer Christchurch Strategy, brought together representatives from a broad range of statutory and community agencies to coordinate crime prevention initiatives. In addition the Christchurch Road Safety Coordinating Committee, established by the Christchurch City Council in 1989, was the first local authority to employ a Road Safety Coordinator.

Safer Christchurch has used these existing coordination bodies to develop an infrastructure grounded in partnership and collaboration across the three areas of injury prevention, crime prevention and road safety. The three Coordinating Committees from these areas draw together a range of organisations with an interest in safety enhancement in a partnership approach. The Safer Christchurch Interagency Group, the structure of which is well demonstrated on page 27 of the application, provides governance to the model, with strong support provided by Christchurch City Council as a lead agency.

The Safer Christchurch Interagency Group has representation from the following agencies and sector representatives.

- Accident Compensation Corporation (ACC)
- Canterbury District Health Board (CDHB)
- Land Transport New Zealand
- Healthy Christchurch
- Ministry of Health
- Ministry of Social Development
 - Child Youth and Family
 - Family and Community Services
 - Work and Income
- Christchurch City Council
- Christchurch Police
- Department of Internal Affairs
- Families sector representative
- Housing New Zealand
- Ministry of Education
- Ministry of Justice
- Ministry of Pacific Island Affairs
- Older Persons' Sector Representative
- Te Runanga o Ngai Tahu

- The Department of Corrections and
- Youth Sector Representative.

The support of the mayor Bob Parker was well demonstrated by his letter of support and his chairmanship of the Safer Christchurch Interagency Group. As the mayor stated in his opening address at the site visit *“we want to resolve how to create safer cities, we acknowledge that Christchurch City does have issues which need to be addressed. This application is a way for us all to put a stake in the ground to say this is where we are at and by implementing best practice we can do better”*. The site visit team was pleased to see that the Christchurch City Council, as well as including safety in its Long Term Community Plan (LTCCP), employs or contracts the services of the four Road Safety Coordinators, dedicates a community advisor to Safer Christchurch, provides representation on both the Interagency Group and the three Coordinating Committees, as well as providing administrative support to Safer Christchurch. The site visit team was impressed that many of the organisations involved showed their support by being represented at the site visit. As District Commander Superintendent Dave Cliff stated *“what impresses me most about this city is the relationships and the extraordinarily good lines of communication that exist between key organisations”*.

Safer Christchurch, are to be congratulated on getting the support from the Kaiwhakahaere of Te Runanga o Ngai Tahu, Na Mark Solomon. As he says in his letter of support , *“within the traditions of Ngai Tahu, there is a responsibility to support the health and wellness of the community of Otautahi (Christchurch) and Ngai Tahu's role as a partner in Safer Christchurch is an important way of giving effect to these obligations”*.

It is also pleasing to note the way that Safer Christchurch has also sought to build on key national organisational strategies and initiatives. This is an important aspect of the International Safe Communities model.

The site visit team was impressed with the way that the application, from pages 25 to 33, clearly demonstrated the structure, roles and strategic goals of the coordinating committees listing their history, the agencies involved, their roles, strategic goals and aims. The diagram on page 33 presented a very clear picture of where the Safer Christchurch Strategy aligns with the Long Term Council Community Plan, its goals and outcomes. The letters of support appended to this application provided further evidence of effective collaboration and alignment of relevant organisational goals and strategies. As stated by the regional manager for Family and Community services *“The Christchurch Safer initiative stands as a positive example of best practice collaborative planning and action within the region”*. This section of the application provided a very comprehensive summary that was further strengthened by information and activities at the site visit.

However concern was expressed by the site visit team that they could not gain a strong sense of a high level of collaboration and partnership occurring within the Safer Christchurch Interagency Group. They felt that although some great safety initiatives were occurring in

Christchurch, the strong history of safety promotion in three distinct themes has meant that the three Coordinating Committees still work somewhat in isolation.

Nevertheless, the site visit team considered that the Christchurch City is to be congratulated on the way that the Safer Christchurch Interagency Group promotes the principles of the World Health Organisation Collaborating Centre on Community Safety Promotion Safe Community model through partnership with other government agencies, non-government service providers, residents, and the business community. It was especially pleasing that the Mayor, CEO and Councillors attended the site visit and expressed their support/involvement in improving community safety for Christchurch residents and visitors. The impact which the resignation of the current Christchurch City Council Team Leader for Safety may have was discussed during the site visit and the review team was impressed with the steps being taken to ensure the sustainability of safe community initiatives in Christchurch City, in particular the integration of the six criteria in their approach to community safety. From both reviewing the application and especially during the site visit it was evident that the Christchurch Safe Community programme is Council led but community owned.



Mayor of Christchurch Bob Parker



Presentations to site visit team

Criteria 2: Safe communities must have long-term sustainable programmes covering both genders and all ages, environments and situations.

The application and site visit comprehensively demonstrated the wide range of injury prevention and community safety initiatives underway in Christchurch City with 33 initiatives listed. It was also acknowledged in the application and reiterated during the site visit that Christchurch City has a wide range of community safety programmes in place and that only a small selection was highlighted in the application. Each of the three coordinating committees is responsible for gathering data relevant to their area of safety and planning and priorities are governed by these. Many of the programmes that are supported by Safer Christchurch have been developed at a community level but some have been developed regionally or nationally and delivered locally. Christchurch also has a long history of high levels of volunteer work.

As previously stated, Safer Christchurch is currently focused on the following three priority areas:

Injury Prevention

- Suicide and deliberate self harm
- Falls in older adults
- Sports injuries
- Childhood injuries
- Water safety
- Alcohol-related harm



Road Safety

Road Safety

- Speed
- Alcohol and drugs
- Intersections
- Safety belts and child seats
- Fatigue and distraction
- Specific risks – cycling, walking, motorcycling
- Specific road users – older road users, young people, schools and early education
- Physical environment

Crime Prevention

- Crime Prevention Through Environmental Design (CPTED)
- Community safety
- Violence
- Alcohol
- Family violence
- Restorative Justice – victims and the reduction of reoffending

Pages 36-71 of the application presented a small selection of programmes drawn from the much larger array of projects and initiatives operating in Christchurch. These tables provide a clear resume of: programme and developer; what it addresses; population it targets; length of operation; reach of programme; results; and partners. The following is a list of these programmes listed under their priority areas and including the target population:

Injury Prevention

- | | |
|---|--|
| • Residential Construction Health and Safety Pegasus Town & all residential construction sites in Canterbury. | Construction workers & residents of Pegasus town. |
| • Stay on Your Feet Canterbury | Older adults. |
| • ClubMark | Sports players, spectators & administrators. |
| • Beach Education | School-based programme for primary school aged children in Christchurch. |
| • AquaSafe programme | Primary school based programme. |
| • Stairgate Falls Prevention Project | Preschoolers with families living in high deprivation areas of Christchurch. |
| • FireSafe | All schools & their communities. |
| • FireWise | Students 2-4yrs, 10-13yrs & school leavers. |
| • Caring callers | Socially isolated, predominately older people at risk. |
| • SPINZ | People at risk & those supporting suicidal people. |

Many of these programmes have been developed specifically for Christchurch City, however others operate within the wider Canterbury region. The site visit team appreciated that this section was only a selection of initiatives occurring in injury prevention in Christchurch and were very impressed with the extensive coverage of many more initiatives contained in the appendices. Site visit members were particularly impressed by the presentations related to falls prevention and fire safety. However, concern was expressed over the lack of unintentional child safety initiatives. It was noted that currently Christchurch City does not have a Safekids Coalition.

Road Safety

- | | |
|--------------------------------------|--|
| • Parents as Role Models | Parents of young children. |
| • Cycle Safe Christchurch | Year six pupils at Christchurch schools. |
| • Stopping Distance Events | School communities. |
| • Slingshot Seat Belt Campaign | Teenage passengers in back seat of vehicles. |
| • Crash Bash and Crash Bash Roadshow | Young drivers. |
| • Share the Road | Drivers and cyclists. |
| • Local Safety Campaigns targeting | Truck drivers. |

Further details of these programmes and two excellent case studies on the Slingshot Campaign and the Crash Bash and Crash Bash Roadshow were also included in this section. The site visit team was very impressed with the demonstration by Crash Bash and, given the many cyclists in Christchurch, the emphasis on teaching students cycle safety.



Cycle Safety



Crash Bash Road Show

Crime Prevention

- Canterbury Solutions to Sexual Violence 'Grooming' Project
- Community Watch
- Neighbourhood Week

- Christchurch Youth Work Project

- ACTIS

- Igniting Change-Act to Prevent Family
- Canterbury Youth Workers' Collective
- Crime Prevention through Environmental Design
- Neighbourhood Support Canterbury
- Canterbury Elder Abuse and Neglect

- Self Defence for Women

- Hornby Toy Library Inc Security

Whole community.

Whole community.

All residents who want to become involved in street events around crime reduction.

Young people who through their behaviour show a capacity to become a significant offender but still in the early stages of a pattern of offending.

Resident community of Aranui, a predominately low socio-economic area of Christchurch.

Community –wide focus violence.

Youth & those who work with them.

Christchurch City Council, architects & designers, the wider community.

All neighbourhoods.

Older people, family & carers prevention services.

Female residents in HeiHei Broomfiels a socially deprived community in West Christchurch.

Children & young families.

- | | |
|--|---|
| Measures | |
| • Project Legit | Identified (16-18yrs) taggers. |
| • Addressing noise & safety issue of street racers | Boy racer hoons & wider public. |
| • Strengthening Communities Project Philipstown | Philipstown community & young people referred through Police Youth Aid. |
| • Junior Neighbourhood Support | Primary school children. |

Further details of many of these programmes and an excellent case study on Igniting Change – Act to Prevent Family Violence have been included in this section. Safer Christchurch is to be congratulated on providing this information which could assist other communities developing initiatives. It was pleasing to note the use of evaluation in the case study.

It was also pleasing to note that when discussing the public perception of Christchurch's inner-city crime problems, the Mayor mentioned that the Council would soon be voting on the establishment of a Walkwise (community safe city officers) project and other safety initiatives. Discussion followed on how the establishment of Walkwise ambassadors would compliment the successful 4am one-way door policy. Subsequent to the site visit, SCFNZ were informed that the Council voted to support the establishment of a 10 year programme which would include the Safe City Officer programme and the installation of a further 25 cameras.

During the site visit, members were impressed by the presentation related to the Street Youth Work Project and the obvious dedication of this team. The joint presentation related to the community violence reduction project demonstrated both a high level of collaboration and a good example of enforcement, training and education. Their contention that current legislation related to the Sale of Alcohol is flawed as *"alcohol is not just another commodity but rather a major contribution to crime and injury"* was compelling. The presentation by the Christchurch Family Safety Team also provided an impressive example of effective collaboration using a continuous improvement approach in the area of family violence prevention.

While it was acknowledged that many safety initiatives are successfully operating within Christchurch City, the site visit team considered that there needed to be a stronger emphasis on the development of a positive safety culture for Christchurch residents. It was also felt that while alcohol misuse was identified as a priority issue within all three key areas of injury prevention, crime prevention and road safety, a coordinated approach to alcohol misuse across all three areas is warranted. In addition to those organisations already active within Safer Christchurch, such an initiative would need to involve the District Health Board and the Ministry of Education.

Criteria 3 – Programmes that target high-risk groups and environments

The site visit team was impressed with the introduction to the section for criteria 3, 'programmes that target high-risk groups and environments'. This introduction succinctly gave an indication of the way the high risk populations were identified. Again, although only a small selection drawn from a much larger array of projects and initiatives operating in the Christchurch community were listed, once again a brief description of some of the programmes was provided to give the site visit team more detailed information.

Following the layout of the whole application, the initiatives are all listed under the programmes of the three Coordinating Committees, road safety, injury prevention and crime prevention. Site visit members felt that it was important to align these initiatives up with the identified high risk groups to be able to see if all the high risk areas had been addressed.

The following groups were identified by Safer Christchurch as being at a higher risk of injury/and or requiring specialist safety promotion effort. The programmes listed under each group have been drawn from the list of initiatives from the three Coordinating Committees.

- **Maori:**

- Child Restraint Car Seat programme
- Falls Prevention Kindergarten Programme
- PEEPS
- Sphere of Influence
- Early Start
- Family Safety Team
- Violence and Abuse Intervention Programme
- Fire Awareness Intervention Programme
- Start Inc
- Family Help Trust
- He Waka Tapu

- **Pacifika:**

- Car seat rental & purchase scheme
- Falls Prevention Kindergarten Programme
- PEEPS
- Sphere of Influence
- Early Start
- Family Safety Team
- Fire Awareness Intervention Programme
- Start Inc
- Family Help Trust

- **Refugee and new migrants:**

- Learner License Assistance for people from Refugee and Migrant Communities



Fire Awareness

- Learner License Shaki Ethnic Women’s Support Group
 - PEEPS
 - Sphere of Influence
 - Liaison with Christchurch’s Asian Communities
 - Youth Friendz Camp
- **Young people – alcohol, risk-taking behaviour:**
 - Friends of Packe Street Park
 - Christchurch Street Worker Project
 - **Older people – falls, driver safety:**
 - Safe with Age
 - Enliven

It should be noted that in doing this the site visit team have included programmes that are general but could include members of the high risk groups e.g. Sphere of Influence which has been developed for “Christchurch City Council staff, their extended families, contractors, suppliers and the Christchurch community”. The visit to the Waste Water Treatment Plant demonstrated the outstanding commitment which Christchurch City Council has made to ensure that Council’s workplaces are safe for both staff and contractors.

The site visit team were pleased to note, when reading the brief descriptions of some of the initiatives, the evidence of interagency collaboration occurring. For example, the Family Safety Team mentions *“an interagency collaborative meeting held weekly to share information regarding mutual families at risk”*. This was further explored during the site visit and it was realised that more interagency collaboration was occurring than was obvious in the way the tables were presented.

However, as discussed during the site visit, it was disappointing that Suicide as a high risk area was removed as a priority area despite the fact that suicide is a major cause of injury death in Christchurch. Site visit members highlighted the recently launched action plan for suicide prevention and the opportunities which are available to improve emotional well-being and mental health.

Criteria 4 - Documentation of the frequency and causes of injuries

The introduction and demographics section of this application provided a very comprehensive documentation of the data on the extent, cause and costs of injuries and crimes in Christchurch. This introductory section was extensive, very well presented and it was pleasing to see that Emergency Department data from Christchurch Hospital had been accessed and included. The site visit reinforced the impression that in this application, data informed the establishment of priorities and also allowed Safer Christchurch to be responsive to new and emerging situations. This is very commendable.

Many in the site visit team were aware of Christchurch's long history of innovative and extensive work in the road safety area and their use of data for the Christchurch Road Safety Strategy and this was reaffirmed during the site visit. The site visit team acknowledged the short history of the injury prevention component and were impressed with the progress made so far using the available data sources. The plan for the employment of a full-time injury prevention coordinator was discussed at the site visit. It was stated that one of the initial foci for this position would be to update the Christchurch injury data to ensure that all initiatives are based on the available evidence.

The Crime Prevention Coordinating Committee obviously makes good use of the Police recorded crime statistics and it was pleasing to see that measures to address alcohol-related violence in the inner city had been developed on the basis of an identified and validated need.

Overall the site visit team was satisfied with the way Safer Christchurch had sourced and documented relevant data to inform the development of their projects.



Workplace Safety



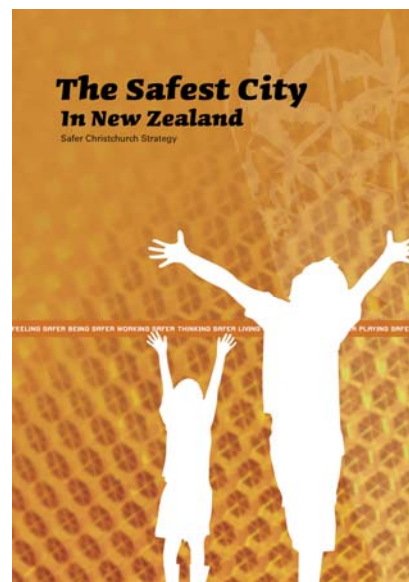
Criteria 5 – Evaluation measures to assess the programmes, processes and the effects of change

The site visit team was pleased to note the importance that the application placed on taking an “evidence-based approach to the undertaking of appropriate accountability and evaluation processes” and noted the large number of programmes that have been evaluated and mentioned or included throughout the application and appendices.

Both the Road Safety and Crime Prevention committees make extensive use of data and have evaluation activities embedded into their programmes. It was also pleasing to note that independent evaluations are also used and the example given of the Community Violence Reduction Project was very informative.

However, it will be important for Safer Christchurch to develop a comprehensive media strategy to support their safe community efforts. The site visit members suggested that one of the roles for Safer Christchurch could be to match some of the negative images related to safety within Christchurch City to “success” stories, so that members of the public are provided with a balanced view of community safety efforts. Already Christchurch City Council has recognised the importance of managing this risk and has moved its communication department to directly report to the Chief Executive Officer.

During the site visit, members were provided with the most recent copy of the Safer Christchurch annual report. The team was impressed with the comprehensive annual reports that have been produced by Safer Christchurch in the last two years and the way that these reports track progress against the key monitoring tool the Safer Christchurch Strategy. Safer Christchurch is to be congratulated on producing such comprehensive and user-friendly documents. These reports are an excellent model for other communities to adopt.



Criteria 6 – Ongoing participation in national and international safe communities networks.

Safer Christchurch have documented the regional and national networks that they are part of and they have regular contact with Safe Waimakariri, Safe Waitakere and Safe City Wellington. A member of Safer Christchurch attended and presented at the 15th International Conference in South Africa in 2006 and also attended the traveling seminar and site visits attached to that conference. In addition, as part of their ongoing participation in Safe Communities' networks Christchurch City bid and successfully gained the right to co-host with the Safe Communities Foundation New Zealand, the 17th International Safe Communities Conference.

This is the first time that New Zealand has hosted an International Safe Communities Conference and Safer Christchurch is to be congratulated on achieving this important milestone. It is expected that representatives from Safer Christchurch will both attend and present at this conference in October 2008. At the site visit, attendees were informed that a new requirement from the International Safe Community Network is that representatives from designated communities are expected to participate in at least one international safe community initiative outside of their own country within five years of achieving the criteria for designation.

At the site visit, the possibility of Safer Christchurch mentoring another New Zealand community to achieve the criteria for International Safe Communities designation was discussed and agreed to. Many communities wish to start the Safe Communities journey but are unsure if they have the skills and resources to begin. Often all that is required is to speak to others that are well on their way on the Safe Communities journey. Brief annual reports are also particularly helpful for emerging communities. It was also suggested that Safer Christchurch could submit regular news items to the Safe Communities Monthly Newsletter. This could be in the form of brief reports on initiatives and activities or could highlight when important reports are completed such as the Safer Christchurch Strategy Annual Report. The site visit team also discussed the need to ensure that the information on the Safe Communities Foundation website is up to date. It will also be important for Christchurch to be highlighted as an International Safe Community on the Christchurch City Council website.



Future Directions/Recommendations

In undertaking the site visit and review of Christchurch's Safe Community application for designation as an International Safe Community, the review team considered that the following points could further assist Christchurch in its continuous-improvement approach to community safety.

- ⇒ That Safer Christchurch works towards a closer collaboration between the three coordinating committees, Injury Prevention, Road Safety and Crime Prevention.
- ⇒ Consideration is given to appointing the chairs of each of the three coordinating committees to the Safer Christchurch Interagency Group.
- ⇒ A focus for the injury prevention coordinator must be to support the establishment of a Safekids coalition within Christchurch city.
- ⇒ Further steps are taken to ensure that suicide prevention is included as a priority area for Safer Christchurch.
- ⇒ That urgent consideration be given to the establishment of a city wide Walkwise Safe City Officer programme.
- ⇒ Increased emphasis should be given to the development of a coordinated Alcohol Strategy for the Christchurch region.
- ⇒ The relationship between Safer Christchurch, the District Health Board and the Ministry of Education needs to be strengthened as one way to support the development of a positive safety culture in Christchurch.
- ⇒ Urgent consideration is given to the development of a media strategy to manage community safety.
- ⇒ Christchurch needs to consider providing regular news items to the international Safe Communities monthly newsletter.
- ⇒ That a series of case studies be developed to highlight the unique features of Christchurch's Safe Community programme.
- ⇒ That Safer Christchurch, in conjunction with SCFNZ, mentor a New Zealand Territorial Local Authority to achieve the criteria for designation.

Conclusion

Following the review of the City of Christchurch application and the results of the official site visit, the Safe Communities Foundation New Zealand, in its capacity as a Certifying Centre of the WHO Collaborating Centre on Community Safety Promotion, found that the City of Christchurch achieved the criteria to be designated as an International Safe Community by the WHO Collaborating Centre in Karolinska Institute, Stockholm, Sweden. The designation ceremony will take place in October 2008 in Christchurch and will be officiated by Dr Leif Svanstrom, Professor WHO Collaborating Centre on Community Safety Promotion and Dr Carolyn Coggan, Director, Safe Communities Foundation New Zealand.