

Personal Safety

Key Information	Why is this Useful?	What is Happening?
Number of reported crashes and casualties in Christchurch.	Long-term trends relating to crash and casualty data provide insight into local driving habits and traffic conditions. This can also be used to help target and assess road safety campaigns or enforcement programmes.	↓ Crash and casualty numbers in Christchurch reduced during 1998, continuing a long-term downward trend.
Crashes and casualties per 10,000 residents in Christchurch.	Crash and casualty rates per 10,000 population provide information which is unaffected by overall population size. This enables comparisons of rates over time and with other parts of New Zealand.	↓ Both injury crash and casualty rates declined significantly during the 1990s.
Proportion of residents who feel safe from outside intruders in their own home during the day and after dark.	This provides insight into how safe City residents feel within their own homes. Perceived level of safety has a significant bearing on an individual's general well-being.	● In 1999, 91 per cent of Christchurch residents said that they felt safe in their homes from intruders during the day. Seventy six per cent felt safe at night.

Other Related Sections: Profile of Christchurch Residents, Health, Transportation, Built Environment, Urban Amenity.

Official statistics on road crashes and casualties provide one of the main sources of information currently available on individuals' personal safety and their risk of physical injury. Surveys, such as the City Council's Annual Survey of Residents, are a useful supplement to official statistics as they can provide valuable information on how safe people feel within their environment.

The following section provides a statistical overview of recent trends in reported road injury crashes and road casualties in the City and highlights Christchurch residents' perceptions of safety.

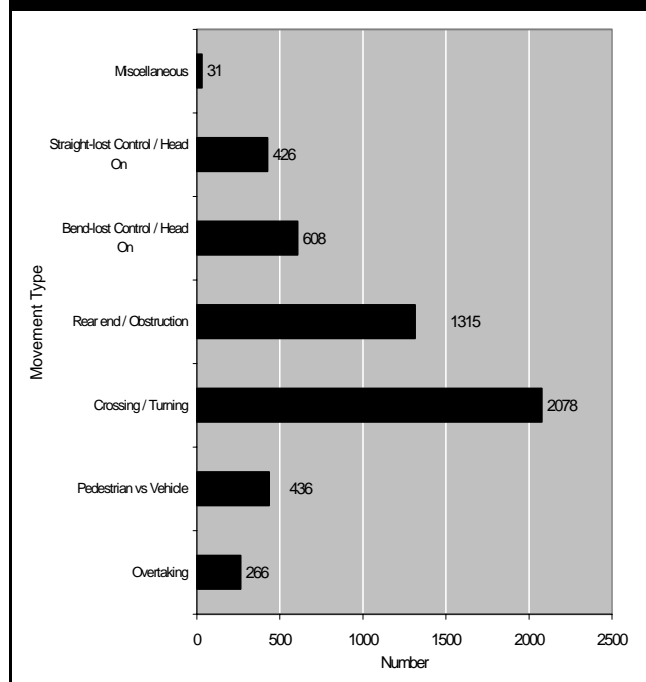
Road Safety¹⁸ Road Crash Statistics

Injury crash statistics relate to the number and severity of crashes or collisions involving injury reported to police. The severity of a crash is based on the severity of the most seriously injured casualty in the crash.

Overall, the number of injury crashes¹⁹ in Christchurch declined during the 1990s. Latest figures show a continuation of this trend, with numbers falling to their lowest level for many years (Table 1.19). This pattern of decline is generally in line with national trends over the same period and reflects efforts by the Land Transport Safety Authority and police to reduce the road toll through stricter traffic laws, speed cameras, random drink-driving checks and public safety campaigns.

Figure 1.24 shows the types of reported injury crashes in Christchurch between 1994 and 1998 (ie what the vehicle was physically doing at the time of the crash). During this period the main crash type involved vehicles crossing and turning at intersections²⁰ followed by rear end/obstruction crashes.

Fig 1.24 Crash Movement Type, 1994-1998

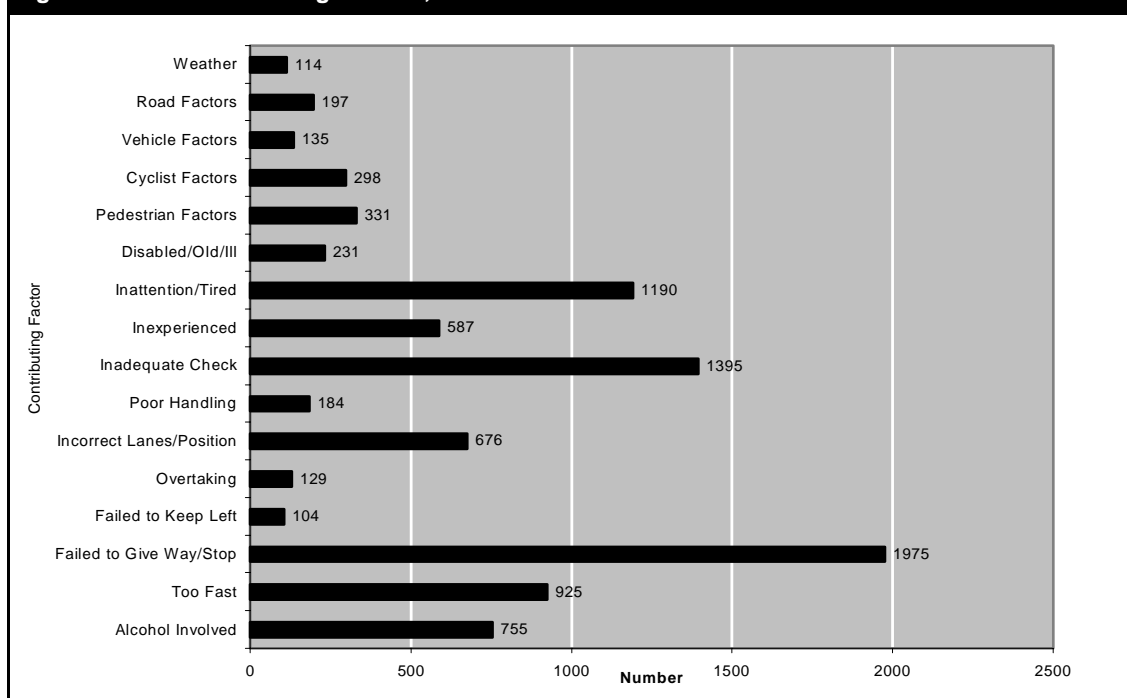


Source: Land Transport Safety Authority, Christchurch City Road Safety Report, 1998.

¹⁸ More detail is available from the Christchurch City Road Safety Reports produced by the Land Transport Safety Authority (LTSA). Also see the LTSA web site at www.ltsa.govt.nz

¹⁹ Including motor vehicle, cyclist and motorcyclist.

²⁰ This crash type includes most collisions between vehicles at intersections and driveways.

Fig 1.25 Crash Contributing Factors, 1994-1998

Note: Changes to the coding of contributing factors introduced for 1998 may affect some trends
 Source: Land Transport Safety Authority, Christchurch City Road Safety Report, 1998.

Factors contributing to crashes help explain why they actually happen²¹. The main contributing factors to crashes between 1994 and 1998 were associated with intersections and driveways, namely *failed to give way or stop*, and *inadequate check*. *Inattention/tired* was the third major contributing factor during this period and also relates in part to intersection crashes²² (Figure 1.25).

The injury crash rate per 10,000 people in Christchurch has been consistently higher than the national figure for many years but declined significantly from 52 to 26 per 10,000 people between 1980 and 1998 (Figure 1.26). During the same period New

Zealand's crash rate dropped from 34 to 23 crashes per 10,000 people.

Despite the overall decline in crashes per 10,000 people, Christchurch's crash rate is still high compared with many other main centres, although latest statistics show the gap appears to be closing (Table 1.20).

²¹ The coding of contributing factors is somewhat subjective and interpretation of these statistics needs to be made with caution.

²² Traffic crashes generally have more than one contributing factor. Therefore the number of crashes with each factor when added, will be greater than the total number of crashes in the City.

Table 1.19 Number of Reported Road Crashes in Christchurch

	1990	1991	1992	1993	1994	1995	1996	1997	1998	Total
Fatal Crashes	30	26	27	32	19	27	14	22	22	219
Serious Crashes	266	278	236	250	261	197	186	187	153	2,014
Minor Crashes	1,123	983	946	874	906	908	845	703	678	7,966
Total Injury Crashes	1,419	1,287	1,209	1,156	1,186	1,132	1,045	912	853	10,199
Non-Injury Crashes	2,085	1,967	1,841	1,519	1,645	1,723	1,973	2,016	1,635	16,404

Injury severity is classified as Fatal, Serious or Minor as follows:

Fatal – Injury that results in death within 30 days of the crash

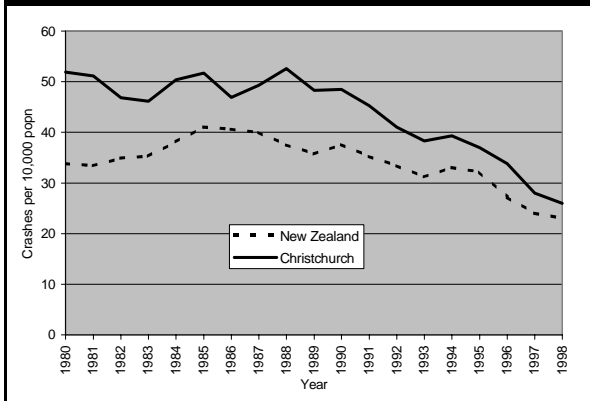
Serious – Fractures, concussion, internal injuries, crushing, severe cuts and lacerations, severe general shock necessitating medical treatment, and any injury involving removal to and detention in hospital. Minor – Injuries which are not serious but require first aid or cause discomfort or pain to the person injured eg sprains and bruises.

Source: Land Transport Safety Authority, Christchurch City Road Safety Reports 1990-1998.

The law does not require non-injury crashes to be reported to Police. Reporting rates will vary widely. A comparison of insurance and police reports indicates that on average only one non-injury crash in fourteen is reported to the Police (LTSA).

PART 1. THE CITY'S PEOPLE

Fig 1.26 Injury Crash Rate per 10,000 Population, 1980-1998



Source: Land Transport Safety Authority.

One of the main factors contributing to Christchurch's high crash rate is the large number of intersections, particularly crossroads, in the City's road network. This provides more opportunity for crashes to happen.

Road Casualty Statistics

Road casualty statistics refer to the number of people injured during crashes and the severity of those injuries. This differs from road crash statistics which relate to the number and severity of crashes involving injury. Table 1.21 shows the number of road casualties from 1990 to 1998 for Christchurch by their severity. With the exception of 1994, the number of casualties in the City consistently declined. This overall reduction was mainly due to fewer minor casualties. Road casualties in Christchurch show a similar downward pattern to national figures.

The number of deaths from road accidents fluctuated last decade from a high of 38 in 1993 to a low of 15 in 1996. A total of 240 people died on City roads between 1990 and 1998 (Table 1.21).

Car and van drivers and passengers experienced the greatest number of casualties in Christchurch between 1994 and 1998. Motorcyclists and cyclists were also significant casualty groups, although the number of casualties in both these groups has declined noticeably in recent years. This decrease may reflect changing road safety practices such as the wearing of cycle helmets. It also may be a result of more people choosing to travel by car (Figure 1.27).

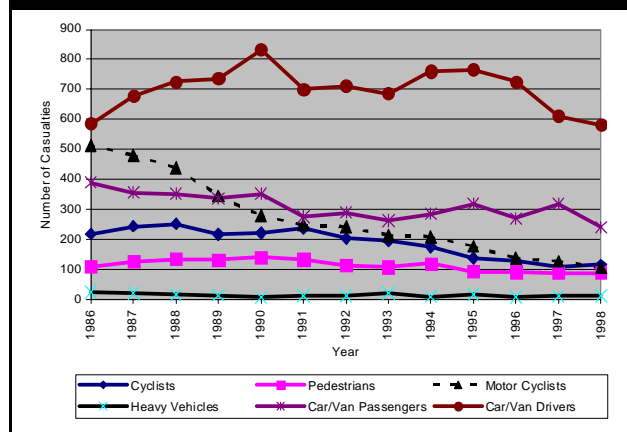
Table 1.20 Injury Crash and Casualty Rates per 10,000 Population

City	Crashes Per 10,000 Population	Casualties Per 10,000 Population
Auckland	23	31
Christchurch	26	35
Dunedin	17	24
Hamilton	25	32
Lower Hutt	24	30
Manukau	19	27
North Shore	15	20
Waitakere	19	26
Wellington	22	29
All New Zealand	23	34

The cities included in this table feature major urban areas with some rural areas on the outskirts. (Population > 90,000 and % Rural crashes <30).

Source: Land Transport Safety Authority, Christchurch City Road Safety Report, 1998.

Fig 1.27 Annual Casualties by Road User Type, 1986-1999



Source: Land Transport Safety Authority.

Table 1.21 Number of Reported Casualties in Christchurch, 1990-1998

	1990	1991	1992	1993	1994	1995	1996	1997	1998	Total
Fatal Casualties	33	27	29	38	20	27	15	24	27	240
Serious Casualties	306	319	255	279	293	228	206	209	173	2,268
Minor Casualties	1,496	1,263	1,295	1,170	1,239	1,252	1,140	1,033	942	10,830
Total Casualties	1,835	1,609	1,579	1,487	1,552	1,507	1,361	1,266	1,142	13,338

Source: Land Transport Safety Authority, Christchurch City Road Safety Reports, 1990-1998.

During 1998 the casualty rate per 10,000 people in Christchurch was noticeably higher than the other main centres. Despite this higher casualty rate levels have declined significantly over recent years in line with national trends (Figure 1.28).

Public Perceptions or Sense of Safety

The Christchurch City Council has attempted to gain insight into how safe residents feel in the City by including in its Annual Survey of Residents questions on traffic safety, street lighting, safety in the Central City and, most recently, perceptions of safety in homes and neighbourhoods (Table 1.21). Over recent years responses to questions on safety have remained relatively consistent, with most concern focusing on safety for cyclists and public safety within the Central City at night.

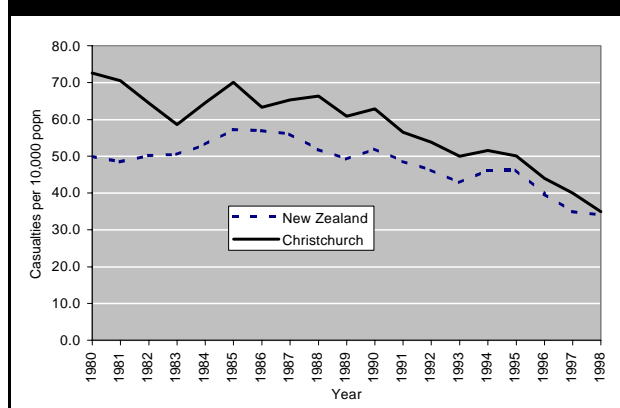
The 1999 survey revealed that 50 per cent of respondents thought travelling around suburban roads in the City was safe (46 per cent) or very safe (4 per cent). However, 14 per cent thought that suburban roads were dangerous to travel on and 1 per cent thought they were very dangerous.

Sixty per cent of respondents to the 1999 survey (cyclists and non-cyclists) thought travelling around the City on a bicycle was not a particularly safe activity. Forty eight per cent said riding a bicycle was dangerous and 12 per cent said it was very dangerous. In contrast, there was much less concern about pedestrian safety in relation to traffic. The majority of respondents thought walking in the City was safe (57 per cent) or very safe (8 per cent).

Street lighting did not appear to be of major concern to respondents. Forty four per cent thought that all or most suburban streets were adequately lit for pedestrians while 11 per cent said few roads or no roads were lit adequately. Nineteen per cent said they did not go walking after dark. This was a noticeable drop since the 1997 survey when 28 per cent said they did not go walking at night. Seventy two per cent of respondents said that they had not been prevented from going anywhere in the City at night through lack of street lighting.

Questions relating to safety in the home and in neighbourhoods were included in the 1999 survey. Results showed that the majority of respondents felt safe in their homes both at night (76 per cent) and during the day (91 per cent). Most respondents felt safe in their neighbourhoods during the day although 36 per cent said they felt unsafe at night.

Fig 1.28 Casualty Rates per 10,000 Population



Source: Land Transport Safety Authority.

PART 1. THE CITY'S PEOPLE

Table 1.22 Christchurch City Annual Survey of Residents – Issues Relating to Safety

Responses	% of City Residents Agreeing					
	1994	1995	1996	1997	1998	1999
Travelling around suburban roads is safe or very safe.	45	48	46	49	*	50
Travelling around suburban roads is dangerous or very dangerous.	18	18	20	18	*	15
Riding a bicycle is safe or very safe in Christchurch.	19	17	20	16	*	19
Riding a bicycle is dangerous or very dangerous in Christchurch.	53	58	56	60	*	60
Christchurch is safe or very safe to walk around.	64	57	67	64	*	65
Christchurch is dangerous or very dangerous to walk around.	12	18	10	16	*	11
All or most suburban streets are well enough lit for pedestrians.	42	36	46	36	*	44
Some suburban streets are well enough lit for pedestrians.	17	21	15	20	*	25
Few or no suburban streets are well enough lit for pedestrians.	9	16	12	15	*	11
Respondent does not go walking at night.	31	25	27	28	*	19
Lack of street lighting has not prevented respondents from going out at night.	81	84	82	87	*	72
Feel unsafe or very unsafe in the Central City during the day.	10	*	11	*	6	*
Feel unsafe or very unsafe in the Central City after dark.	69	*	69	*	61	*
Feel safe or very safe in their own home from outside intruders during the daytime.	*	*	*	*	*	91
Feel unsafe or very unsafe in their own home from outside intruders during the daytime.	*	*	*	*	*	9
Feel safe or very safe in their own home from outside intruders after dark.	*	*	*	*	*	76
Feel unsafe or very unsafe in their own home from outside intruders after dark.	*	*	*	*	*	24
Feel safe or very safe in their neighbourhood during the day.	*	*	*	*	*	94
Feel unsafe or very unsafe in their neighbourhood during the day.	*	*	*	*	*	6
Feel safe or very safe in their neighbourhood after dark.	*	*	*	*	*	63
Feel unsafe or very unsafe in their neighbourhood after dark.	*	*	*	*	*	36

* Question not included this year.

Source: Christchurch City Council, Annual Survey of Residents, 1994-1999.