

Creative City in Cooperation and Harmony

ATSUGI

**WHO Collaborating Centre on Community Safety
Promotion**

**Application report to be a member of
International Safe Community**



March 2010

Atsugi City, Japan



Logo of Safe Community Atsugi

<<Concept>>

This simple and adorable logo is made to give the image of cherishing and improving safety and peace for all Atsugi citizens from new born babies and the elderly

Greeting from Mayor



Being located in the center of Kanagawa Prefecture, Atsugi City has been taking important roles as a distribution hub to the Metropolitan Tokyo Area with high developed transportation systems. On the other hand, our city enjoys abundant nature such as the Sagami River and Tanzawa Mountain Range which are surrounding the city.

These days, however, we have become to be faced to new challenges in the improvement and management of safety and health of citizens under the situations of rapid aging of the society, falling birthrate, weakened bond in the community, residents' increasing interest in regional autonomy lead by the movement of de-cauterization of politics. Considering these trends, I strongly believe that strategies of Safe Community provided by the WHO Collaboration Center on Community Safety Promotion will give us clues to cope with problems caused by present situation and lead us to brighter future.

Atsugi City declared about launch of the scheme of Safe Community in January 2008. We set up an administrative section of the Safe Community Project and registered as a candidate for a member of the International Safe Community Network in April 2008. Furthermore, we declared implementation of Safe Community programs in Atsugi City comprehensive plan named "Atsugi Vibrant Comprehensive Plan" started in the same month.

Since then, we have conducted community diagnoses with various materials such as statistical data and results of surveys, which resulted in revealing problems in safety; suicide, traffic, feeling of anxiety, various accidents and injuries among high risk groups such as children and the seniors. We also found that we need to take measures to reduce accidents and injuries with bicycles and at work places, which is distinct in Atsugi.

I, as a mayor, strongly believe that effort for safety promotion in collaboration among community members will lead to strengthen the community bond, vitalize communities, and improve quality of our lives. We are, therefore, trying harder to decrease injuries and accidents along with the concept of Safe Community and establishing a network of Safe Community in the nation wide as well as international network.

厚木市長 小林 常良

Tsuneyoshi Kobayashi

Mayor,

Atsugi City

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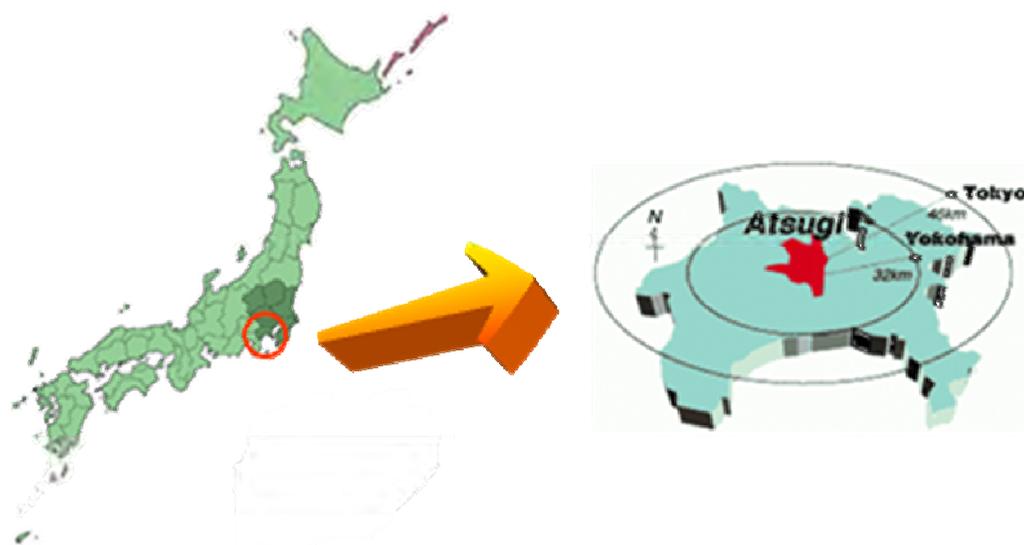
Chapter1

Overview of Atsugi City

Atsugi City is located in the centre of Kanagawa Prefecture on fan-shaped topography on the right bank of the Sagami River. With the Tanzawa Mountain Range to its north-west, Atsugi is blessed with a rich natural environment. Furthermore, thanks to the prominent geographical position, it takes a role of transportation hub and the untiring exertions by residents and has developed as a key city providing important function in transportation and business to the capital region. Atsugi is a bustling city with commercial and residential districts, research institutes operated by well known companies, and universities.

Looking back to the Edo Period (1603 – 1867), the city used to be called 'Little Edo(Tokyo)', which is an old name of capital of Japan. Along with a development as Inn-City, the city becomes an industrial region with thriving exchange of products and cargo transport. After long term of development, on February 1, 1955, one town and four villages merged and become Atsugi City, with three more villages joining later.

Nowadays, in response to a demand to play a role as a center of wide-area cooperation—a core business city which has concentrated urban functions to ensure communication and inter-regional exchanges over a wide area—it has taken advantage of its past achievements and beneficial location to encourage sustainable development and creation of attractive communities in harmony with its rich natural environment.





City tree: Maple tree
(Enacted February 1, 1969)



City flower: Satsuki azalea



City logo:
Designed the first word 'a(あ)' of
Atsugi City, or three sweet fish. It
symbolizes harmony and progress
of the people of the city.
(Adopted March 22, 1955)



[Origin of the place name, Atsugi]

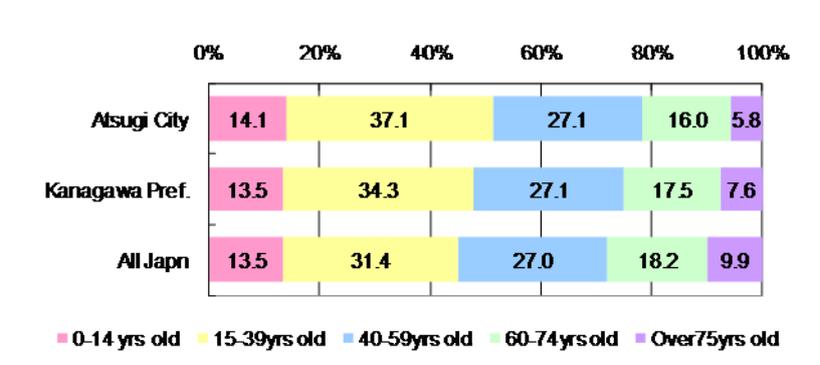
There are several explanations for the origin of the name of Atsugi. One is a shortened word of “atsume-gi (wood gathering)” considering it used to be a lumber distribution center. It is also said that the name came from aboriginal language in Hokkaido, Ainu word, for marquetry (decorative wooden inlay)

1 Geography, population, and households

- Area 93.83km² (East-west: 13.68km, South-north: 14.80 km)
- Population 225,797 (94,631 households) (as of Jan. 1, 2010)
- Population density 2,400 per sq. km
- Household size 2.42 people per household
- Births 5.57 persons per day
- Deaths 3.96 persons per day
- Registered foreigners 6,185 persons

Source: Atsugi Statistic Data 2008

Figure 1 Population composition by age group (2008)



Source: Prefectural Statistical Survey of Population by Age : Atsugi City (Jan. 1) Nationwide and Kanagawa Prefecture (Oct. 1)

Population of Atsugi City is about 220,000, and young generations take relatively high percentage of the whole population, which characterizes the Atsugi city among the cities in Kanagawa Prefecture.

Table 1 Population by 3 Age Groups

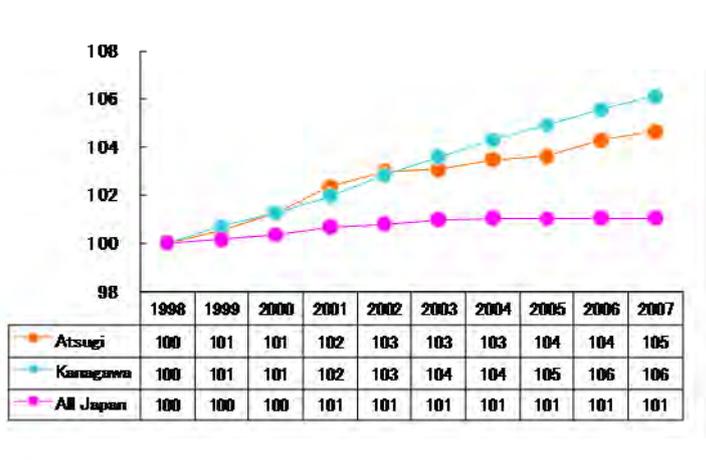
Year	Population				Population composition by 3 age groups (%)			Average age
	Total	Children (<15)	Productive population (15— 64)	Elderly (64 <)	<15	15 - 64	64<	
2001	217,848	31,975	162,778	23,078	14.7	74.7	10.6	37.87
2002	219,907	32,087	163,388	24,415	14.6	74.3	11.1	38.26
2003	220,665	32,028	162,784	25,836	14.5	73.8	11.7	38.68
2004	221,471	31,793	162,539	27,122	14.4	73.4	12.2	39.12
2005	222,703	31,929	162,120	28,637	14.3	72.8	12.9	39.53
2006	222,712	31,439	159,643	31,067	14.1	71.7	13.9	40.17
2007	223,847	31,481	158,579	33,224	14.1	70.8	14.8	40.59
2008	225,163	31,619	157,635	35,346	14.0	70.0	15.7	40.96

Source: Kanagawa Prefecture Statistical Survey of Population by Age: Jan 1 of each year

Note) 1. The total population composition ratio by 3 age groups includes those whose age is unknown.

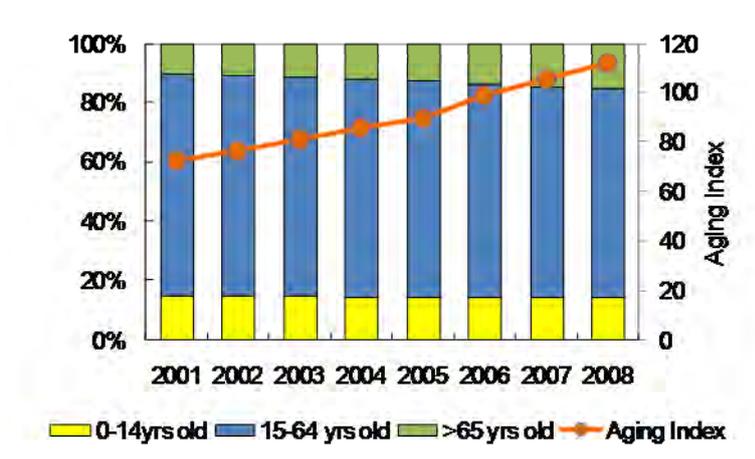
The population of Atsugi has been gradually increasing since 1998. The composition ratio of tree age groups(0-14,15-64, 65 and over) shows that the young generation remains higher ratio than the elderly, 65 years and older, while falling of birth rate and aging of the society .

Figure 2. Population change in past 10 years Index (1998 = 100)



Source: Atsugi City – Statistics Atsugi (Oct. 1 of each year), National (Oct.1 of each year), Kanagawa Pref. (Jan. 1 of each year) – Kanagawa Prefecture Population Statistics by age group

Figure 3. Population composition of 3 age groups and aging Index



Source: Kanagawa Prefecture Statistical Survey of Population by Age (Jan 1 of each year)

Note: Aging index is the ratio of the elderly population (65 and older) to the youth population (14 and younger)

Reference

The population of Atsugi City was about 30,000 when it was given city status (1955), then reached 100,000 in 1973. It exceeded 200,000 in 1991. At the present, its population is more than 7 times that when it became a city.

2 Economics, Education, and Culture



Hub of Transportation

Being located 46km from Metropolitan Tokyo and 32km from Yokohama City, it is blessed with geographical conditions as a perfect for a transportation hub with Tomei Expressway, national highways #129, #246, and #412, the Odawara-Atsugi Road and others..



Industrial City

Since the early 1980's, Atsugi has developed as a multi-function city, with Nissan Motors Co., Ltd. and other research oriented corporations located in Atsugi, concentrating business, services, and industry. (Table 3)



- Business establishments: 9,764 (2006 Statistical Survey of Business Establishments and Enterprises).

-Workers: 136,099

(Note) excluding public employees.

→Out of these, 397 are industrial companies with 21,375 of workers (2007 Industrial Statistics Survey)

(Note) Business establishments with 3 or fewer workers are not included.

Dynamic Community Activities

In 15 wards, there are 220 residents associations, 37 children's centers, 41 senior citizen centers, with tradition of mutual support among residents. (FY2009)

City with an excellent medical treatment system (March 2008)

The city is fully served by 11 general hospitals, 150 clinics, and 110 dentists' offices.

Table 2 Comparison with numbers of facilities/hospital beds (per 100,000 people) in Kanagawa Prefecture (Oct. 1, 2006)

Region	Total		Hospitals		Clinics			Total beds
	Number	Number of beds	Number	Number of beds	Number	W/Beds	No beds	
Kanagawa Pref.	127.7	898.4	4.0	851.5	70.0	5.2	64.9	46.8
Atsugi City	122.9	1271.4	5.8	1205.8	67.9	6.3	61.7	65.7

Table 3 Population by industry

Agriculture	1,830
Forestry	6
Fisheries	9
Mining	30
Construction	8,248
Manufacturing	21,913
Electricity, gas, heat supply plus water supply	363
Information/communication	2,839
Transportation	9,588
Wholesale, retail, dining	17,502
Finance and insurance	1,664
Real estate	1,971
Dining/drinking/lodging	5,684
Medical and welfare fields	8,022
Education, study support	4,711
Combined services	850
Other services	20,914
Public services	3,024

Lively academic life (May 2008)

Atsugi has a full selection of educational institutions and an energetic population of young generation attending 18 kindergartens, 23 elementary schools, 13 junior and 6 senior high schools, 6 vocational schools, 1 two-year college, 4 universities and 4 graduate schools.

Harmony with nature

Atsugi is abundant in rich nature including the Sagami River and Daisan Mountain.

Domestic and international networks

Atsugi City has friendship with cities listed below:

Overseas: New Britain City(U.S), Yangzhou City (China),
and Gunpo City(Korea)

Domestic: Yokote City (Akita Pref.)

Abashiri City(Hokkaido Pref.)

Disaster Prevention Sister City: Sayama City (Saitama pref.)

Cultural and historical resources

Atsugi preserves many arts and cultural properties for future generations: the Intangible Folk Cultural Asset Of Japan, the Sagami Puppet Theater, the National Designated Valuable Culture Property, the Wooden Sculpture of a Sitting Amida-Nyorai in Kongoji Temple, and other cultural assets, in addition to the prefectural designated important cultural property, the main hall of Honzenji Temple.

Related reference index

-Traffic accidents: 5.20 per day

-Fires: One/5.89 days

-Ambulance trips: 24.48 per day

-Railway passengers: 195,841 per day

-Night time – daytime population ratio: 114.7 (Oct. 1, 2005)

-Parks: 7.40m² per capita

Source: Atsugi Mini-statistics Data (2008 edition)



Chapter 2

Background of Atsugi Safe Community initiative

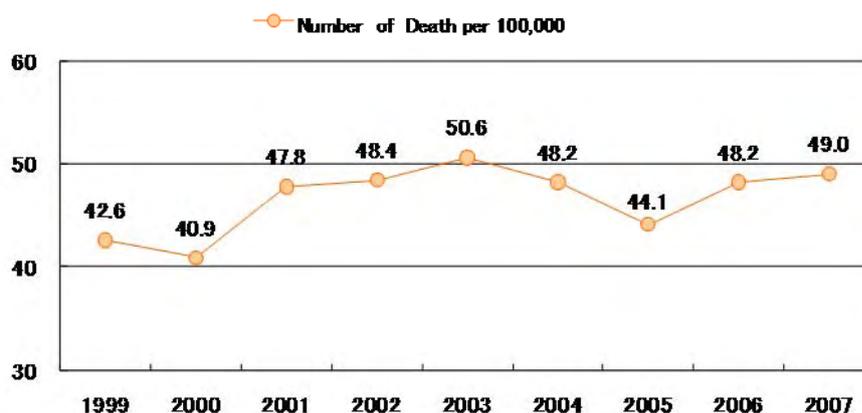
1. Background

Atsugi City is now going through a sweeping revolution of living infrastructure and environmental conditions, as a result of change in the society in recent years including the rapid falling birthrate, aging of the population, change of the urban environment, diversification of the people's values, residents' growing consciousness of self-government stemming by the weakening of the bonds of communities and advancing decentralization to the regions.

In these conditions, the city faces three major challenges related to the safety in residents' daily lives which have aroused great concern among the people: in particular; (1) prevention of incidents and accidents including suicides, traffic accidents, and indicates which threaten the safety of children,(2) Anxiety of being a victim of crimes or accidents and (3) re-establishment of community bonds (betterment of living environments through enhanced neighborhood societies).

Regarding a survey on death rate by unintentional accidents during the past nine years, it was revealed that the 42.6 deaths (per 100,000 members of the population; same below) in 1999 increased to 50.6 as historical peak in 2003, then fell to 44.1 in 2005. It, however, started to rise again since 2006. Major causes of deaths have been suicide followed by traffic accidents since 1999.

Figure 4 Mortality cased by injury (per 100,000 people)



Source: Numbers Calculated by Atsugi City based on Vital Statistics

In order to make these circumstances better, Atsugi City decided to introduce Safe Community strategies in January 2008. Since then, the city has been putting effort on betterment of life and improvement of safety based on the concept of Safe Community. In addition, in 2009, safety promotion based on the Safe Community strategies was stipulated as one of main policies toward further development of the city in our new comprehensive plan for the period between 2009 and 2012.

2. Implementation of the Safe Community Project

Table 4. Major activities and events of Safe Community Projects

Year	Activities
2007.9	Participation in the Kyoto Safe Community Symposium
	Launch research on a Safe Community
2008.1	Announcement of challenge to obtain Safe Community Designation by the Mayor of Atsugi
2008.3	Efforts to become a Safe Community stipulated as a priority item in administrative policies
	Participation in the Kameoka City Safe Community Designation Ceremony
	Participation in International Conference on Surveillance for Safe Community
2008.4	Establishment of the Atsugi City Safe Community Management Office
	Assignment of Atsugi City Safe Community specialists
	Study tour to Kameoka City
2008.5	Registration as preparing for applying to be a member of the International Safe Community Network
	Inauguration of the Atsugi City Safe Community Working group
2008.6	Inauguration of the Atsugi City Safe Community SC Exploratory Committee
	Inauguration of Atsugi City Safe Community Steering Committee
	Participation in Songpa District Designation Ceremony in Seoul, Korea
2008.7	Visit to the Asia Region Safe Community Certifying Center (Suwon City in Korea)
2008.10	Participation in the 2nd Academic Conference, Japanese Society of Safety Promotion (Tokyo)
	Participation in 17th International Safe Community Conference (New Zealand, Christchurch)
	Social Survey (household survey on safety, health, community, bicycle use) ^{Note 1}
2008.11	Atsugi City Citizens Pep Rally Held to promote efforts for Safe Community Designation
2009.2	Study tour to officials of the WHO Asia Region Certifying Center
2009.3	Study tour to Safe Schools (Taiwan)
2009.4	First assign of Atsugi City Safe Community Pilot neighborhoods communities ^{Note 2}
	Establishment of the Atsugi City Safe Community Task Force teams ^{Note 3}
2009.8	Participation in Towada City Safe Community Designation Ceremony
	Participation in and presentation to the 3rd Academic Conference, Japanese Society of Safety Promotion
2009.10	Participation in the 5th Asia Region Safe Community Conference (Beijing China)
2009.11	Citizens Pep Rally Held to promote efforts for Safe Community Designation
2010.3	Participation in 19th International Safe Community Conference (Suwon City, Korea)
2010.11	Holding the 4th Academic Conference of the Japanese Society of Safety Promotion (Atsugi)

Note 1) In 2008, Atsugi conducted a social survey to clarify the state of injuries and risk factors.

Note 2) To promote locally rooted initiatives, regional challenges are abstracted and initiatives taken based on the results by assigned seven Pilot neighborhoods communities(Feb.1,2010), conducting questionnaire surveys etc.

Note 3) Eight task forces are established by laterally linking organizations including the city, police, and various other groups, then based on results of the 2008 social survey and existing statistical data etc., measures are taken to continuously prevent injuries in Atsugi City.

Chapter 3

State of Injuries in Atsugi City

1. Causes of Death

(1) Statistical Analysis

Considering the following three tables, it was found that the Atsugi City Safe Community Program must tackle three challenges: suicides, traffic accidents, and the elderly safety.

Leading causes of deaths in the past five years in Atsugi City show that, between 0- 4 years old and 10 - 29 years old, the top of leading cause of deaths is intentional accident. Between 20 - 69 years old, suicide is ranked in the top fives. It should be noted that comparison with traffic accident, the second leading cause of death, there is big difference in the number of death. It is especially, apparent in 30's as seen the number of death by suicide results in 9 times as many as those by traffic accidents

Table 5 Causes of Deaths by Age Group in Atsugi City (2002 to 2006) Source: Vital Statistics

Age group	First	Second	Third	Fourth	Fifth
0-4	Perinatal disease, congenital abnormalities, respiratory disease			unintentional accident, etc.	
5-9	Malignant neoplasm, pneumonia, other external causes			—	—
10-19	unintentional accident	Suicide	Malignant neoplasm,	cardiac diseases	Other neoplasm
20-29	Suicide	unintentional accident	Other external causes	Respiratory diseases	Murders and endocrine, nutritional, and metabolic disorder
30-39	Suicide	Malignant neoplasm	Cardiac disease	Other external causes	unintentional accidents
40-49	Malignant neoplasm	Suicide	unintentional accident	Cerebrovascular disease	Cardiac disease
50-59	Malignant neoplasm	Cardiac disease	Suicide	Cerebrovascular disease	unintentional accident
60-69	Malignant neoplasm	Cardiac disease	Cerebrovascular disease	Pneumonia	Suicide
70-79	Malignant neoplasm	Cardiac disease	Cerebrovascular disease	Pneumonia	Other respiratory diseases
80-89	Malignant neoplasm	Cardiac disease	Cerebrovascular disease	Pneumonia	Other respiratory diseases
90 +	Pneumonia	Cardiac disease	Cerebrovascular disease	Malignant neoplasm	Senility

Top five deaths by external causes



- There are different trends by age groups, as fall ranked at higher at old ages.
- From 10 to 19 years old and from 20 to 69 years old, main causes of death are traffic accidents and suicides.
- Traffic accidents are raked in the top five in all age groups and so do suicides over 10 years old.
- Among 30 to 39 years old, deaths by suicide are as 5 times many as death by traffic accidents.

Table 6 Top Five Causes of Death by External Causes (2002 to 2006) Source: Vital Statistics

Age group	First	Second	Third	Fourth	Fifth
0 - 9	other external causes(5)	Traffic accidents, intentional suffocation, murder(2 each)			Other unintentional accident(1)
10 - 19	traffic accidents(7)	suicides(4)	drowning near drowning(3)	other external cause(1)	-
20 - 29	suicides(27)	traffic accident(10)	other external causes (7)	murder(2)	falling /drowning or near drowning(1 each)
30 - 39	suicides(46)	other external cause(8)	traffic accident(5)	Intentional drowning or near drowning/ suffocation/exposure to smoke, fire, or flame/ murder(1 each)	
40 - 49	suicides(36)	traffic accident(10)	other external cause (5)	drowning or near drowning(3)	falling/murder(2 each)
50 - 59	Suicides(61)	traffic accident(13)	falling/ other external causes(9 each)		drowning or near drowning / suffocation(5 each)
60 - 69	Suicides(41)	other external cause (12)	fall(9)	traffic accident(8)	drowning or near drowning(7)
70 - 79	drowning or near drowning/other external cause(13 each)	traffic accident(12)		suffocation/suicide(10 each)	
80 +	falling/suffocation(16 each)		suicide(9)	Traffic accident/ other external causes(8 each)	

Death by external causes in the last 8 years (comparison with Kanagawa Prefecture)

The number of death per 100,000 at each age group is higher in Atsugi City compared to that of Kanagawa prefecture. The percentage of death by external death at the age 0-9 years old and 2-64 years old exceeds those for Kanagawa Prefecture. The gap is largest in the age group of 20 - 44 years old.

Table 7 Comparison of Principal Deaths by External causes (1999 to 2006)

Age group	Death rate per 100,000 people		Percentage of deaths by external causes	
	Atsugi City	Kanagawa Pref.	Atsugi City	Kanagawa Pref.
0 - 9	9.9	6.1	19.3	13.1
10 - 19	12.2	10.4	54.8	57.0
20 - 44	32.7	28.6	50.8	44.8
45 - 64	55.4	52.4	13.4	12.3
65 +	136.3	134.7	4.1	4.1

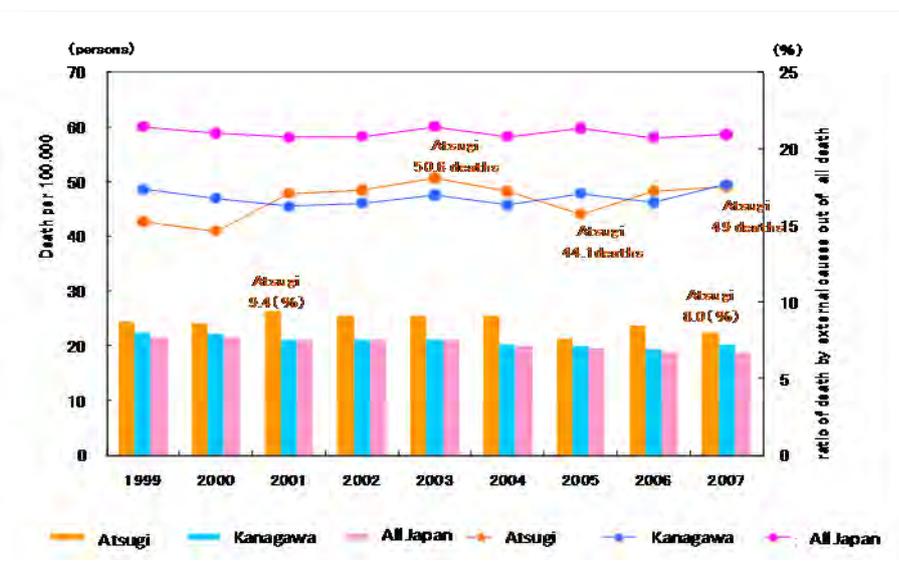
Source: Numbers Calculated by Atsugi City based on Vital Statistics

(2) Mortality by external causes

The number of deaths caused by external causes per 100,000 remained approximately 50 per year since 2001, and then fell to below 45 in 2005. In 2006, however, it began to rise again. The percentage of death by external causes out of all death cases peaked in 2001 and fallen afterwards.

Comparing the number of death by external causes to red to Kanagawa Prefecture, all Japan, and Atsugi has been slightly lower since 1999. It is also found that the percentage of death external causes in Atsugi is higher than the nation and Kanagawa prefecture.

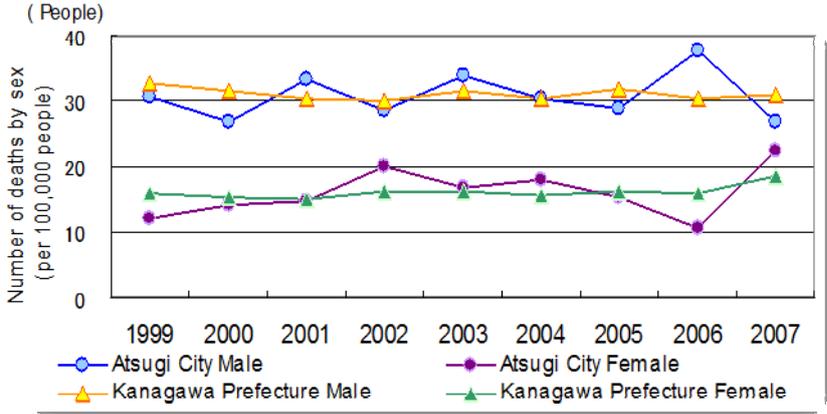
Figure 5. Number (per 100,000 people) and ratio of death by external causes



Source: Numbers Calculated by Atsugi City based on Vital Statistics

Although there is no big difference in number of death by external causes between male and female in Kanagawa Prefecture, there is different trend in Atsugi City. In 2007, the death of male fell into 51.1 from 71.8 in a year while that of female grew more than double from 22.5.

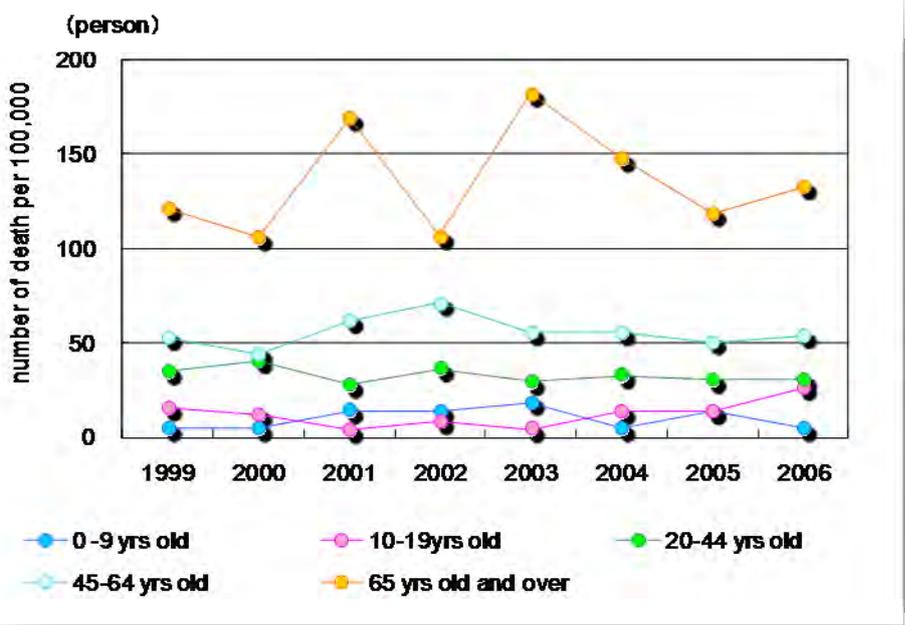
Figure 6. Comparison of Number of Deaths by Injuries (per 100,000 people



Source: Numbers Calculated by Atsugi City based on Vital Statistics

The number of death by external cause has remains low at the younger age groups; 0 to 19 years old. On the other hand, at the age of 65 and older, number of death by external causes remains higher than 100 every year with wide fluctuation occurring until 2003. It, however, become stable afterwards.

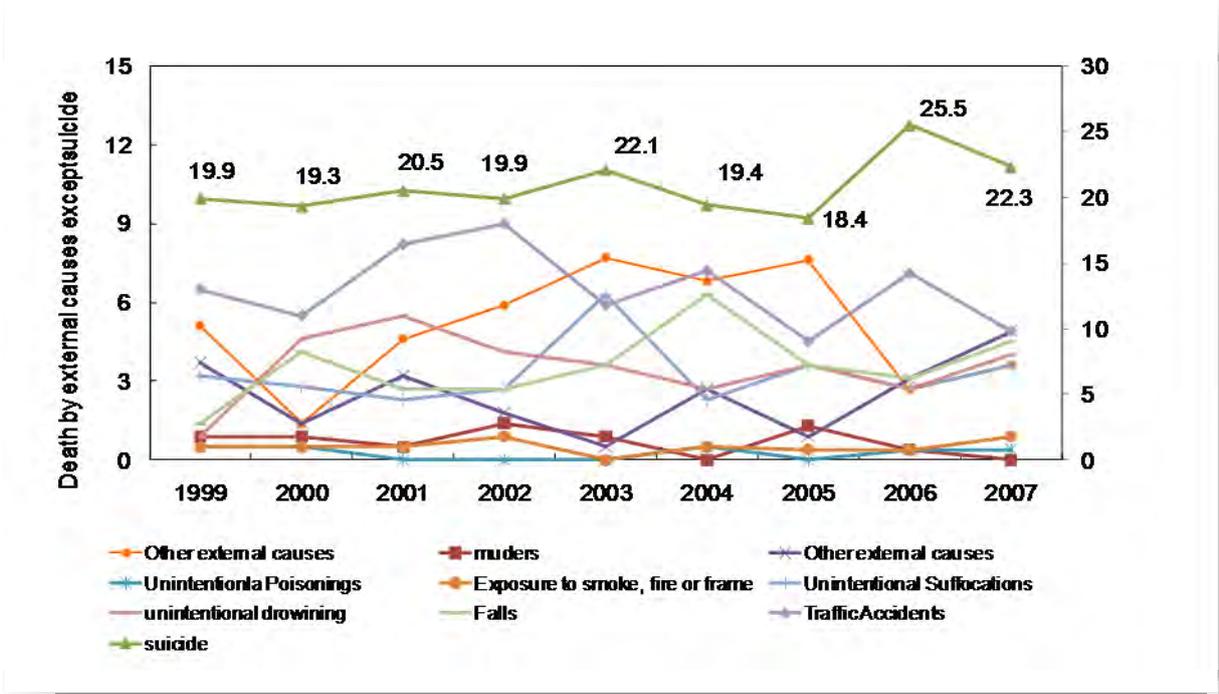
Figure 7. Number of Deaths By external causes in Atsugi City (per 100,000 people by age group)



Source: Numbers Calculated by Atsugi City based on Vital Statistics

Among external causes, suicide remains the highest ratio every year. Especially in 2006, it soared to 25.5 persons per 100,000. On the other hand, fall tripled to 4.5 in 2007 from 1.4 in 1999.

Figure 8. Trends in Causes of Deaths by Injuries (per 100,000 people)



Source: Numbers Calculated by Atsugi City based on Vital Statistics

(3) Indicators of mortality by external causes

The number of death per 100,000 by external causes has been increasing since 2004. As a total, male remains higher number than female although female increased its number more than double in 2007. It can be seen that the number of death increases as age, especially over the age of 65 years old.

As for unintentional injuries, number of 'traffic accident' among children and 'other unintentional accidents' have been increasing. On the other hand, as for intentional injuries, number of suicide at the middle age remains high and that of elderly has been increasing.

Table 8 Trend of Death and Injuries in 2004 to 2007

Causes		Indicator		Number of death per 100,000				
				2004	2005	2006	2007	
All injuries	Death			48.2	44.1	48.3	49.0	
	Sex	male		58.0	55.1	71.8	51.1	
		female		37.6	32.0	22.5	46.7	
	Ages	0-9yrs yrs old			4.6	13.9	4.8	4.8
		10-19 yrs old			13.6	13.8	26.4	4.7
		20-44 yrs old			32.6	30.3	30.4	34.6
		45-64 yrs old			55.1	50.3	53.5	37.7
Over 65 yrs old			147.5	118.7	135.2	165.5		
Unintentional	death			22.1	16.6	19.7	23.2	
	Traffic accidents	death			7.2	4.5	7.1	4.9
		Children	0~14 yrs old		0.0	0.0	0.0	3.2
		Elderly	Over 65 yrs old		25.8	14.0	19.3	12.0
	Fall	Death			6.3	3.6	3.1	4.5
		elderly	Over 65 yrs old		29.5	17.5	22.5	18.1
	Drawing	death			2.7	3.6	2.7	4.0
	Suffocation	death			2.3	3.6	2.7	3.6
	Exposure to smoke, fire and frame	death			0.5	0.5	0.5	0.9
Poisoned by noxious substance	death			0.5	0.0	0.5	0.5	
Other unintentional accidents	death			2.7	0.9	3.1	4.9	
Intentional	death			26.1	27.4	28.6	25.8	
	Suicide	death			19.4	18.4	25.5	22.3
		15-24 yrs old			3.1	13.2	19.9	6.8
		25-44 yrs old			29.1	20.0	20.7	29.4
		45-64 yrs old			27.5	27.6	40.5	18.0
		Over 65 yrs old			18.4	21.0	35.4	51.2
	Murder	death			0.0	1.4	0.5	0.0
Other external causes	death			6.8	7.6	2.7	3.6	

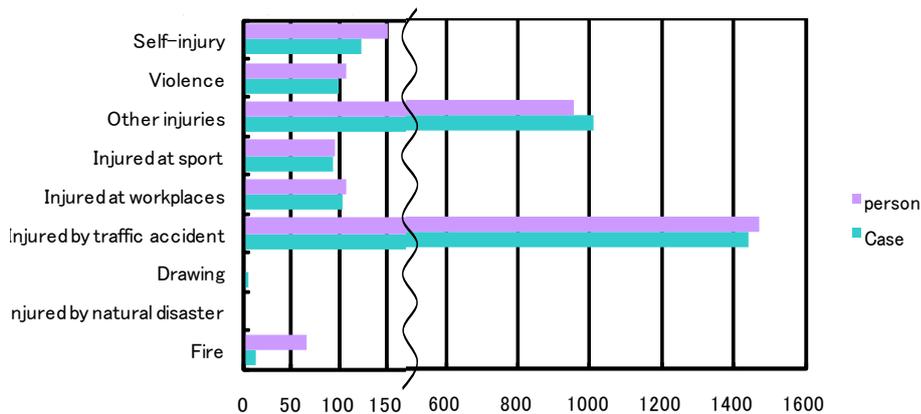
Source: Numbers Calculated by Atsugi City based on Vital Statistics

2. Causes of Injuries

Causes of injuries based on ambulance transport data

By Ambulance transport data in 2007 (excluding sudden illness, etc.), traffic accident (1,473 persons transported at 1,439 accidents) is the most frequent cause, followed by 'other injuries' (954 people transported at 1,010 accidents) and self-injurious actions (123 people transported at 151 cases).

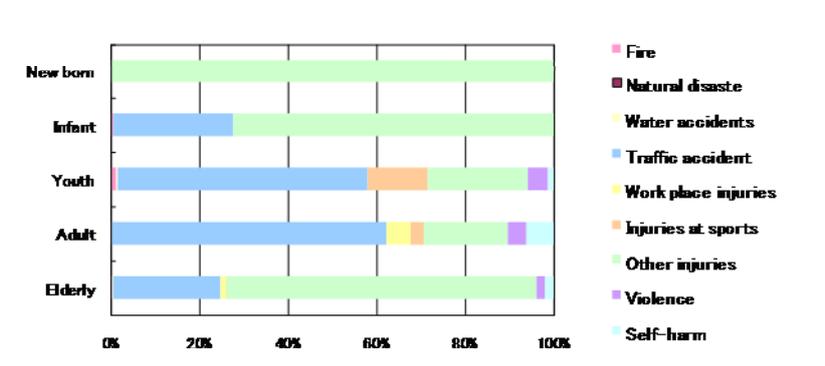
Figure 9. Number of occurrences and number of people transported by accident



Source: Atsugi City Annual Fire-fighting Report for 2008

By age groups, more children and teenagers (age from 7 - 17 years old) were transported for medical aid because of injuries by athletic activities, while more people from the age of 18 - 64 years old were transported as result of suicide attempt.

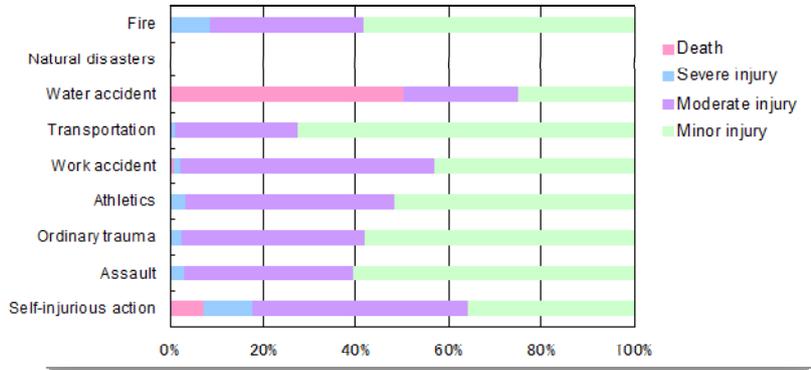
Figure 10. Percentages of causes among people transported by age group



Source: Atsugi City Annual Fire-fighting Report for 2008

Seeing cause of injuries by severity, water related accidents result in death more than other listed causes of injuries in the figure 11. Then self-injury follows.

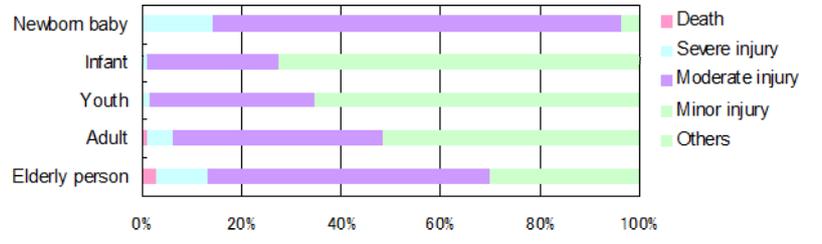
Figure 11. severity of injury by cause



Source: Atsugi City Annual Fire-fighting Report for 2008

Seeing age groups, death takes highest ratio among elderly while severe injury takes the most among younger generation.

Figure 12. Severity of injuries by age group



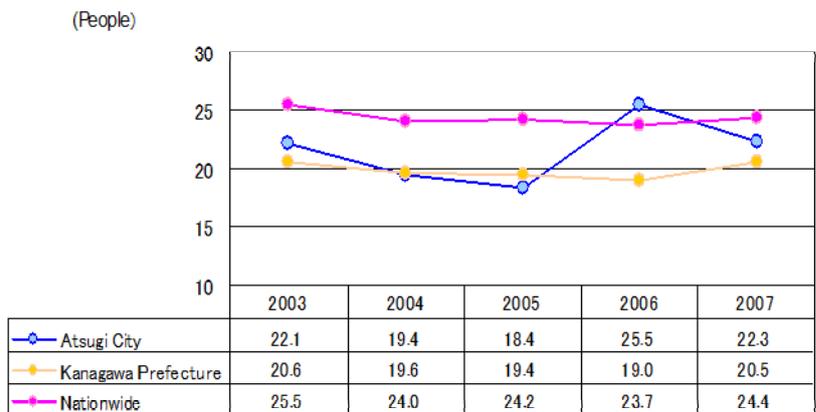
Source: Atsugi City Annual Fire-fighting Report for 2008

3. Characteristics of injuries

(1) Suicide and Violence (Intentional Injuries)

Suicide and its attempt is one of serious problems in Atsugi City, just like most cities in Japan. By comparison of suicide rates with all Japan and Kanagawa Prefecture, suicide rate in Atsugi hit the peak of 25.5 persons per 100,000 people in 2006, but started to fall in 2007, and is now far lower than the national average rate.

Figure 13. Comparison of suicide rates (per 100,000 people)



Source: Vital Statistics

Analyzing cases recorded as suicide, male takes higher rate than female. By age group, the number of male in the age 40 - 49 years old is five times higher than that of female.

Reasons of attempting suicide are economic problems, anxiety about illness and mental illness although, in most cases, no specific motive was found. Because of difficulty in clarifying its causes, suicide is still considered as an impenetrable problem.

Figure 14. Cases reported as suicide by sex and by age group

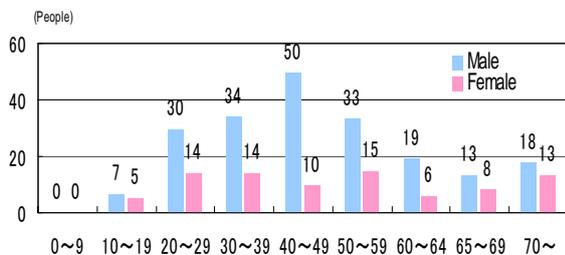
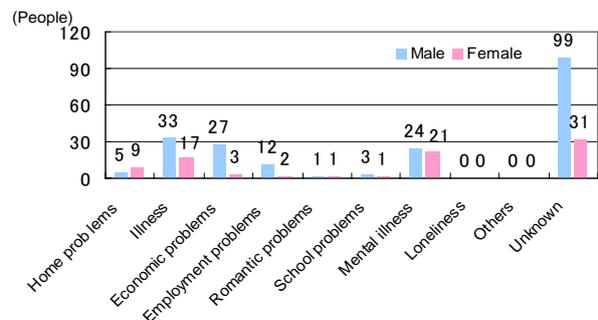


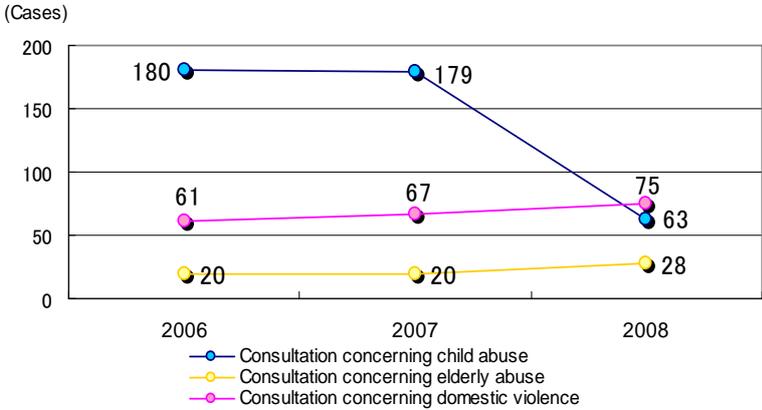
Figure 15. Causes of suicide by sex



Source: Police statistics (2003 to 2007)

In 2008, the number of consultation concerning child abuse in Atsugi City fell sharply from the previous year. On the other hand, elderly abuse is rising slowly but steadily. Regarding domestic violence, in response to the April 2001 enforcement by the national government of the Act on the Prevention of Spousal Violence and the Protection of Victims, Atsugi City held the Atsugi City DV Network Committee with the cooperation of the concerned divisions and various related offices; child guidance centers, and health and welfare offices in 2004. In 2005, child abuse and domestic violence started to be taken care at the same division. Moreover, in 2007, the committee started to work for cases with the Yokohama Legal Affairs Bureau and the police.

Figure 16. Consultations on abuse and violence

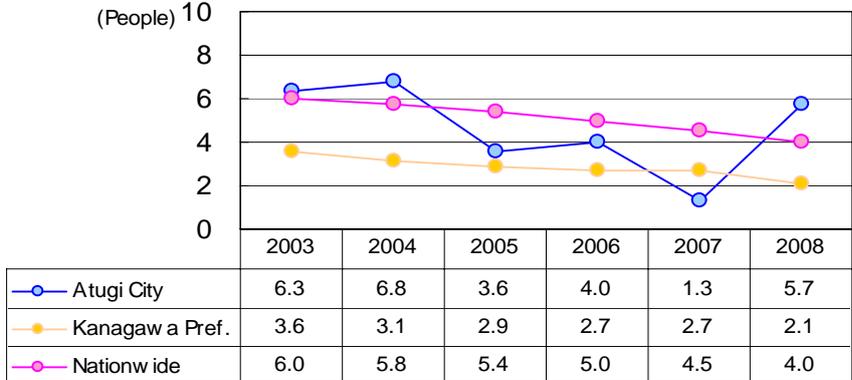


Source: Atsugi City

(2) Traffic accidents

Atsugi City has had higher number of death by traffic accidents compared to the nation and Kanagawa prefecture until 2004. In 2005, it started to decline then started to rise again in 2008, as seen the increase of 4.3 people per 100,000 from the previous year.

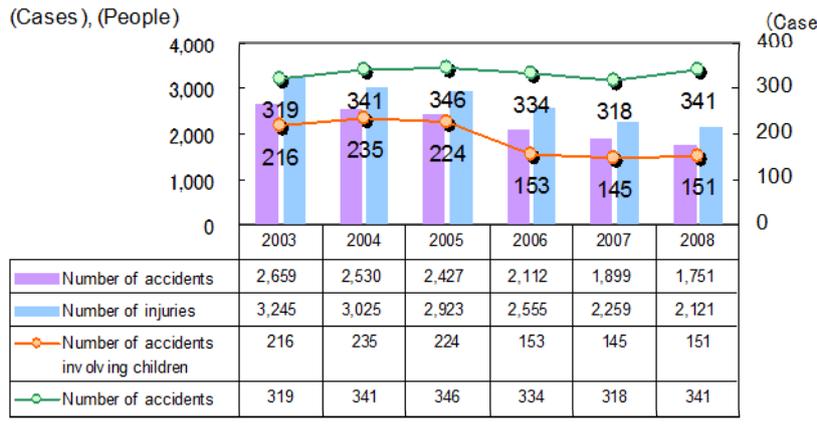
Figure 17. Comparison of number of traffic accident deaths (per 100,000 people)



Source: calculated by Atsugi City based on police statistics

In Atsugi City, the number of accidents and injuries among elderly has been increasing unlike other age groups. Therefore, with third highest rate of accidents involving elderly among municipalities in Kanagawa Prefecture, the city was pointed out as a high risk region of senior's accidents by the Kanagawa Police Department.

Figure 18. State of traffic accidents in Atsugi City



Source: Police statistics

Intersections are one of high risk points of injury because of busy traffic with large number of pedestrians, cyclists, and automobiles passing across.

The following table shows intersections where many traffic accidents occurred between 2006 - 2008.

Table 9. Changing traffic accidents at intersections

	2006	2007	2008	Total
Taya Intersection	19	18	1	38
Atsugi Shiritsu Byoin Mae Intersection	12	7	6	25
Katahira Intersection	7	7	6	20

Source: Police statistics



1st Taya Intersection



2nd Atsugi Shiritsu Byoin Mae Intersection

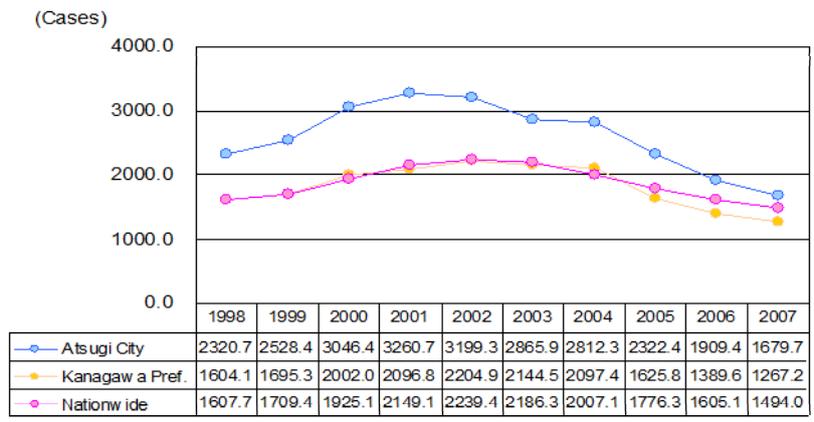


3rd Katahira Intersection

(3) Anxiety about public safety

Crime rate in Atsugi City has exceeded that of the nation and Kanagawa Prefecture for the past ten years. Especially in 2001, it hit the highest rate by 1.5 times higher than all Japan and Kanagawa Prefecture. To make the situation better, residents, administrators, and police started to work together in 2002. As a result of their effort, by 2007, crime cases registered by the police fell to about half of its peak. Although hard work has result in this proud achievement, anxiety of public safety among citizens still remains high.

Figure 19. Comparison of the Number of Penal Code Crime Cases Known to The Police (per 100,000 people)



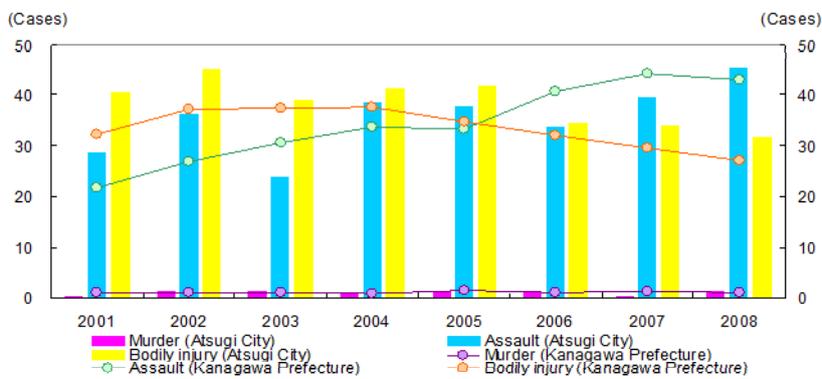
Source: Calculated by Atsugi City based on Police Statistics

①Crimes

The number of crimes resulting in injuries has been increasing since 2007 after decline in 2003.

On the other hand, assault has been gradually decreasing although it still remains around 30 cases every year. There has been some murder cases reported every year. These situations can be one of causes of anxiety among residents. With concerning about these situations, Atsugi City started to work for crime prevention with various organizations.

Figure 20 Comparison of Murders, Assaults, and Bodily Injuries (per 100,000 people)



Source: Calculated by Atsugi City based on Police Statistics

② Factors causing negative image of city streets - Frightening, Dangerous, and Dirty -

Analysis of surveys on anxiety about public safety conducted in 2004, 2005 and 2006 revealed signs and street solicitors of sex parlors, loitering youth have been giving residents' anxiety. Furthermore, illegal parking, abandoned bicycles, graffiti, scattered garbage, and dark streets increase feelings of disorder and anxiety among residents, as well as reduce cleanness and tidiness of streets in the city.



Evaluation of comprehensive plan to improve security and safety

In the result of the Citizens' Satisfaction Survey carried out in 2007, "Promoting crime prevention activities" was listed at the top of priority among other several answers as seen below.

Table 10 Evaluation Score of comprehensive plan s to Improve Security and Safety

	Present evaluation	Future importance
Promotion of comprehensive plan s to strengthen disaster resistance	0.419	1.627
Completion of regional disaster prevention measures	-0.310	1.507
Completion and strengthening of fire-fighting functions	-0.023	1.552
Ensuring a safe transportation society	-0.543	1.282
Promoting crime prevention activities	-0.777	1.704
Ensuring safety of consumers	-0.551	1.170

Source: Atsugi City document (Citizens Satisfaction Survey)

In response to the questionnaire survey conducted to 7,000 households in 2007, only 4% of respondents stated that safety had "improved", while 83% stated "worsened" or "not changed". It is clearly demonstrating that there is still high level of anxiety about public safety among citizens. As for reasons of anxiety, "anxiety that children might become victims of crimes" is highest, followed by "anxiety concerning earthquakes, storms and flood damage".

Source: 2008 Survey on Safety, Health and Community

Figure 21. Public Safety (comparison with previous year)

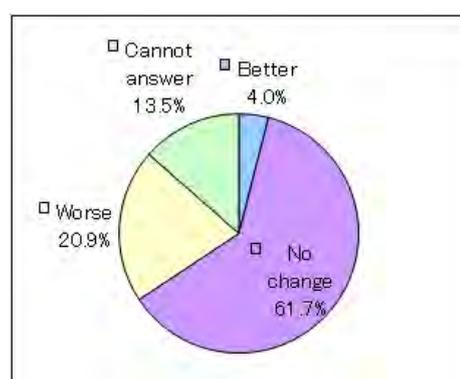
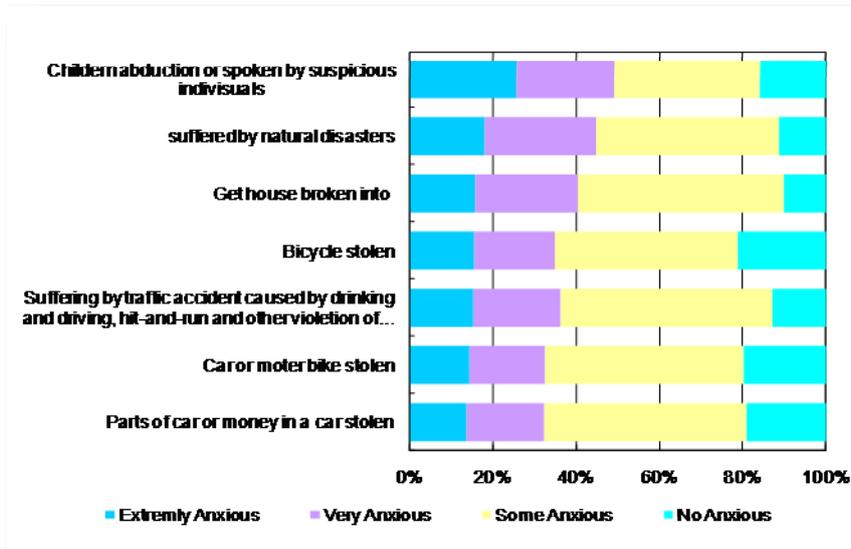


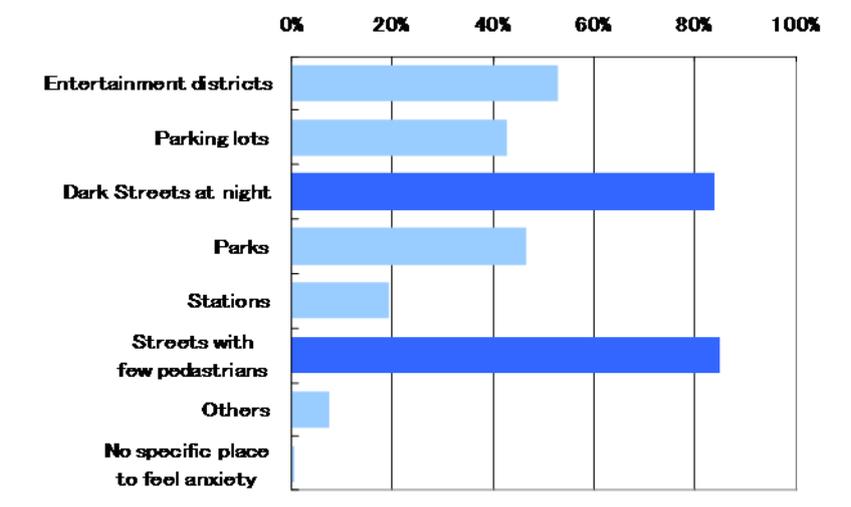
Figure 22 Degree of Anxiety Concerning Threats to Daily Life



Source: 2008 Survey on Safety, Health and Community

Result of a questionnaire survey with the Cell Phone SOS Net has shown that more than 80% of citizens feel anxiety about “empty streets and dark streets at night” (Figure 23).

Figure 23. In what kinds of places are you uneasy about crime?

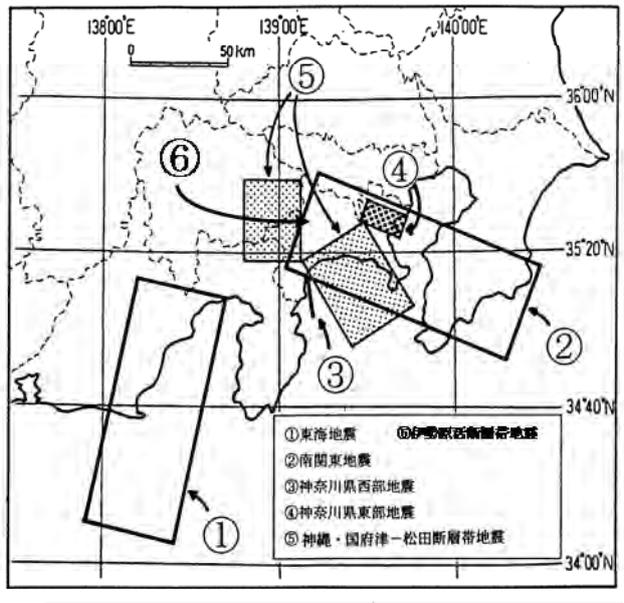


Source: Cell Phone SOS Net Questionnaire Survey (2008)

[Earthquakes]

According to results of several researches, many of residents feel anxiety for natural disasters, Their anxiety is partially because of high possibility of six large earthquakes hitting to the city in near future. Therefore, Atsugi City has been putting effort to be well prepared to disasters.

Figure 24. Distribution Map of Hypothetical Earthquake Hypocenter Regions

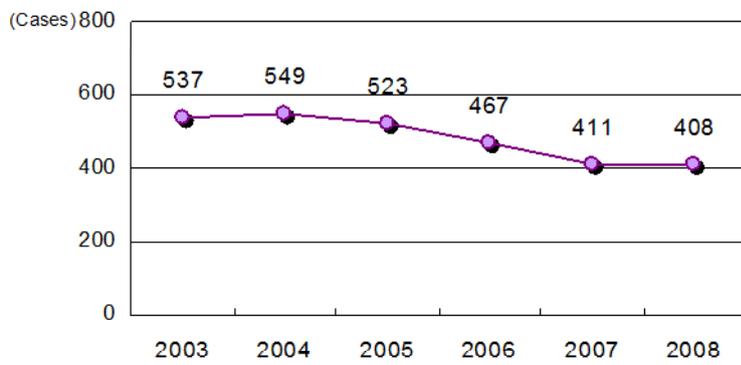


Source: Atsugi City Region Disaster Prevention Plan (2009)

(4) Injuries and accidents at bicycle use

The number of traffic accidents related to bicycles has been declining since 2004(Fig.25).

Figure 25. Number of Bicycle Accidents

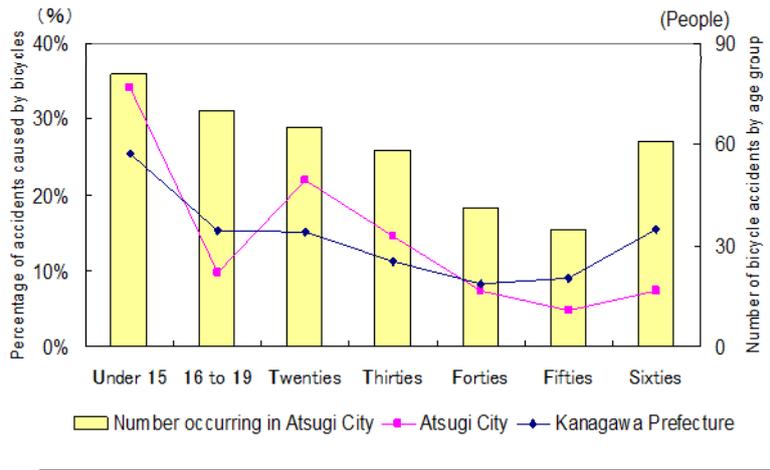


Source: Police statistics

Younger people tend to be more involved with traffic accidents, especially accidents with 19 years old or younger take about 37% of all bicycle accidents.

Among accidents caused by cyclists, more than half were caused by younger than 15 years old and in their 20's. Compared to Kanagawa Prefecture, the age groups of 15 years old or younger, twenties, and thirties take higher rate. (Fig. 26)

Figure 26. Comparison of Occurrences by Age Group with Kanagawa Prefecture (2007)



Source: Calculated by Atsugi City based on police statistics

* Figures on the bar graph are totals of accidents caused by cyclists and accidents in which cyclists were the victims.

Bicycle accidents occur most frequently at sidewalks and lead to Injuries by falling or touching/crashing with cars.

Figure 27 Locations where Injuries and accidents occurred

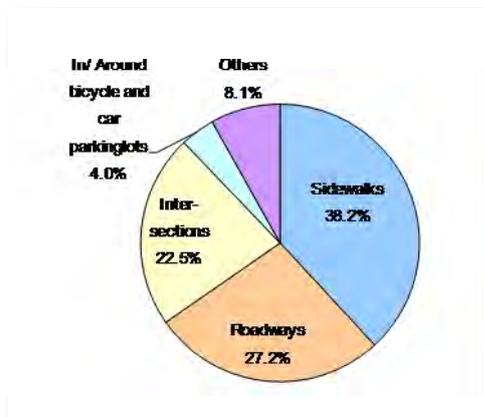
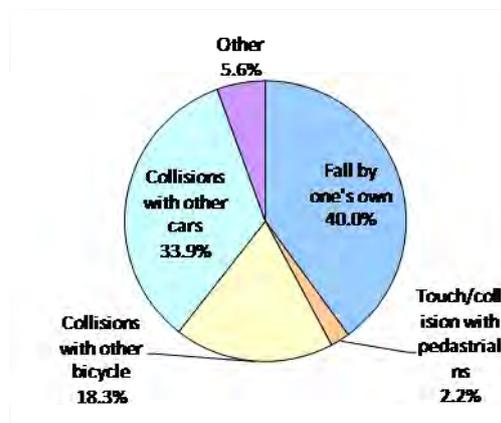


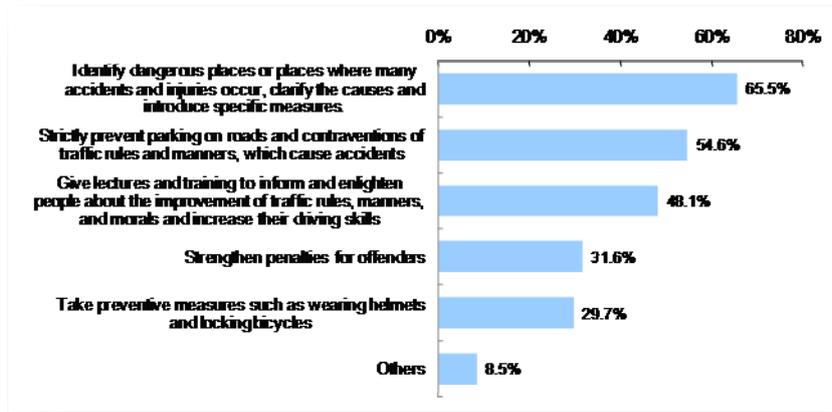
Figure 28. Circumstances in which Injuries or accidents occurred



Source: 2008 Questionnaire Survey Concerning the Present State of Bicycle Use

In the question asking what should be done to reduce the bicycle related accidents, "identifying dangerous places and causes" takes the top of priority followed by "regulation against illegal parking" and "enhancing compliance of traffic rules and improvement of morals".

★Figure 29. Need for Reduction of Anxiety and Danger Concerning Bicycle Use



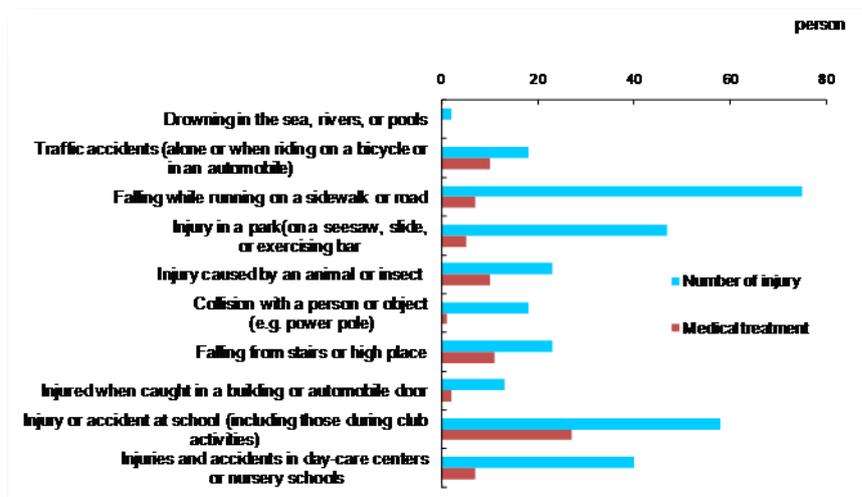
Source: 2008 Survey Concerning the Present State of Bicycle Use

(5) Children's' Injuries and accidents

Among children under 15 years old, most frequent cause of injuries outside homes are fall on roads, side walks, schools, and parks. Among various causes of injuries, most frequent injury cases of being treated at hospitals are caused by traffic accidents (55.6%).

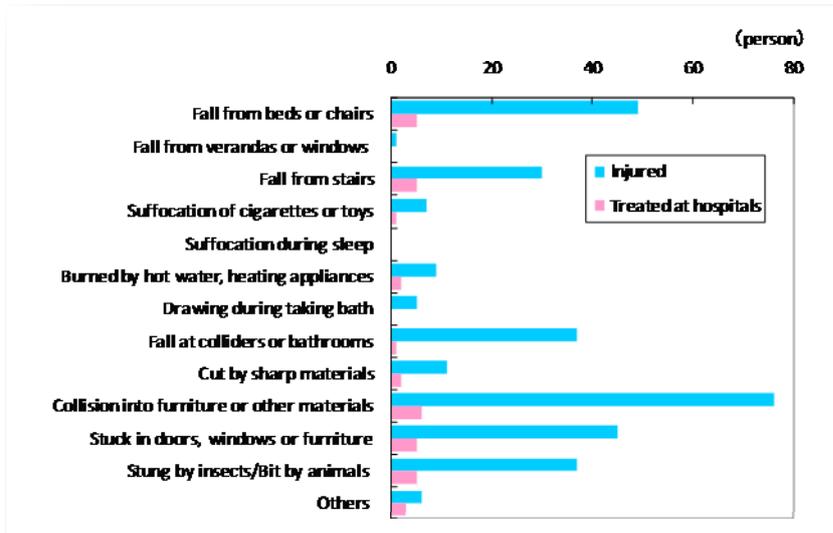
On the other hand, the most frequent cause of injuries at home is bumping into furniture, followed by fall from beds or chairs. Injuries which most frequently treated at medical institutions is burned by hot water, heating appliances and so on(22.2%).

Figure 30. Injuries of Children (under 15) outside their homes



Source: 2008 Survey on Sense of Safety, Health and Community

Figure 31 Injuries of Children (under 15) at their homes



Source: 2008 Survey on Sense of Safety, Health and Community

Survey on Suspicious behaviors (2004 - 2008)

Cases in which children might have been victims of crimes by prowlers are reported as suspicious cases. Among those cases, being accosted, shadowed or grabbed on the arm take 25.1%. More than half of children who have had those experience were elementary and middle school girls. And most cases had occurred while children were going home from schools during 3:00 p.m. to 4:00 p.m..

Figure 32 Types of suspicious cases

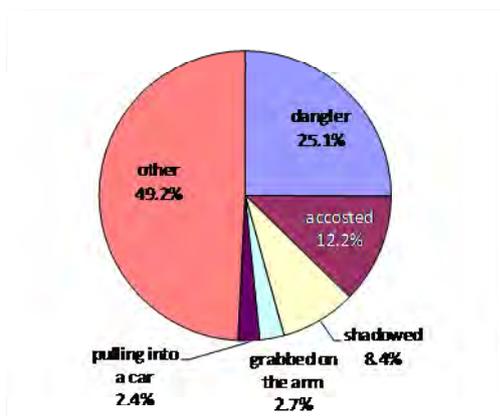
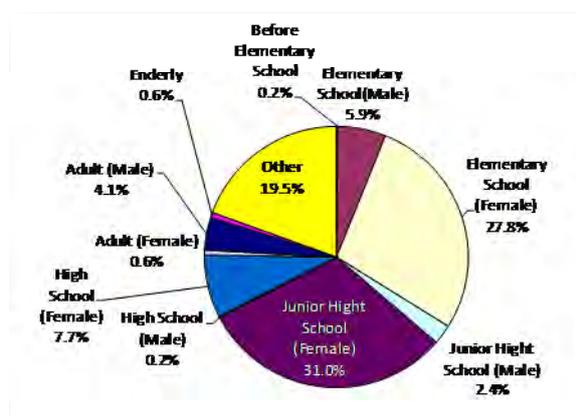


Figure 33 victims



Source: Fact-Finding Survey of Suspicious Actions (2004 - 2008)

(6) Injuries and accidents among the elderly

Among the elderly, the most serious cause of injuries is fall. In the public places, Traffic accident is the most frequent cause of injuries followed by fall. The elderly fall most often on roads and sidewalks. Besides, there are many injuries occurred at farms, forests, commercial facilities as well.

As for inside buildings, fall is the most frequent cause of injuries. The elderly, especially over 75 years old, tend to be more often injured, most of which occurred at living rooms and hall ways.

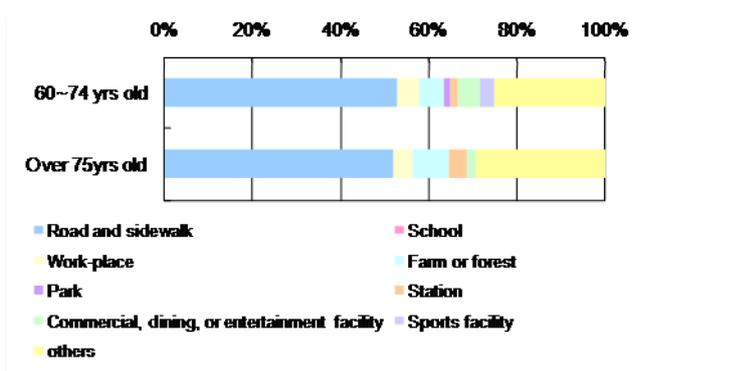
People under 75 years old tend to get injured by cutting as well as falling. As for the places of injuries, kitchens and yards are ranked as the top two.

Figure 34. Causes of Injuries and Age Group



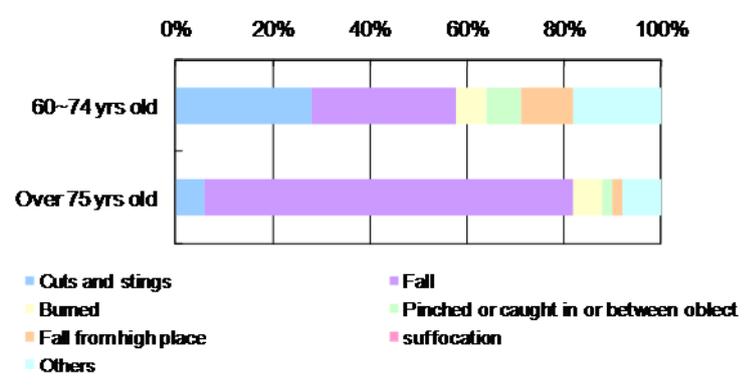
Source: 2008 Survey on Sense of Safety, Health and Community

Figure 35. Locations of Injury and Age Group(inside/outside home)



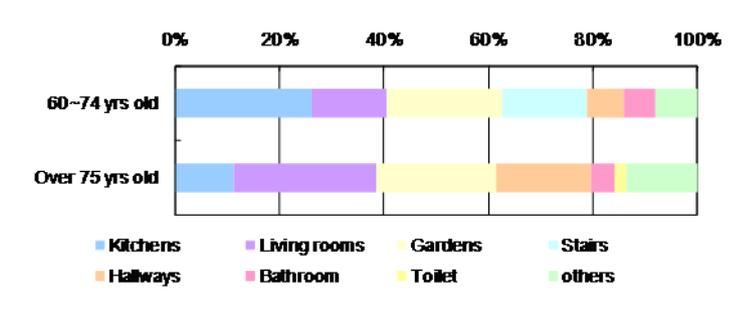
Source: 2008 Survey on Sense of Safety, Health and Community

Figure 36 Causes of Injuries and Age Group (outside home)



Source: 2008 Survey on Sense of Safety, Health and Community

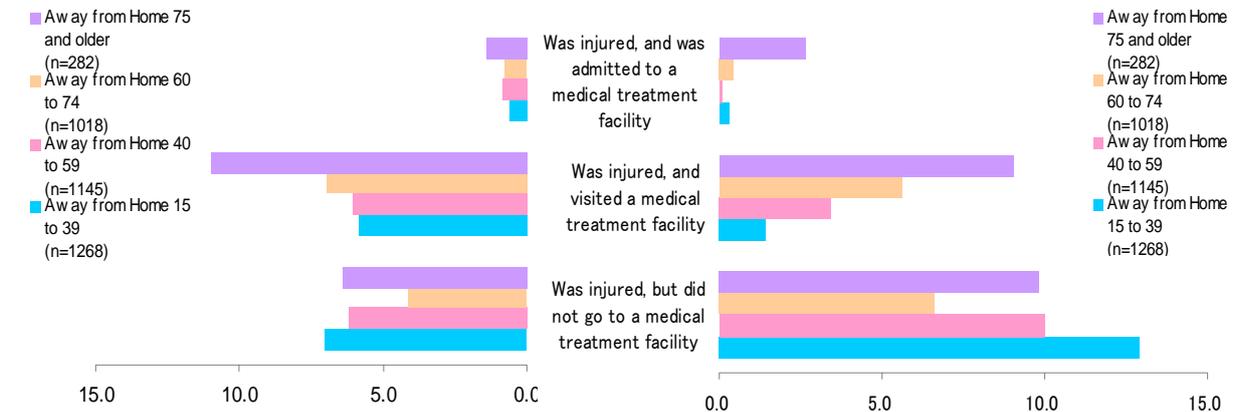
Figure 37. Locations of Injuries and Age Group (at home)



Source: 2008 Survey on Sense of Safety, Health and Community

People tend to get medical care more often as they get aged. Residents, especially older than 75 years old, tend to be hospitalized by injuries caused at home (2.6%) rather than outside of their homes(1.4%).

Figure 38. Use of Medical Treatment Facilities by Age Group (inside/outside home)



Source: 2008 Survey on Sense of Safety, Health and Community

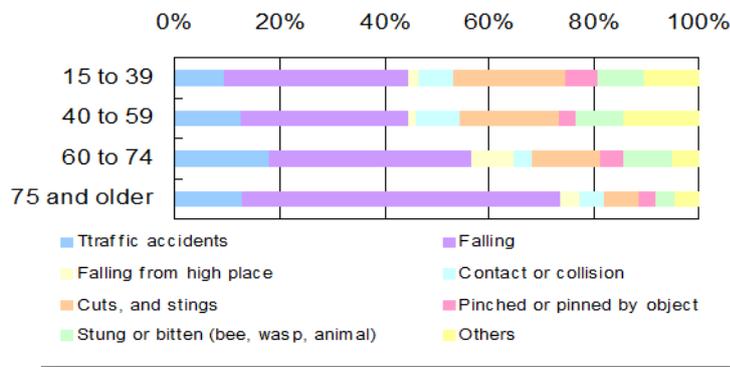
(7) Injuries and accidents at home and leisure

[Injuries outside home]

As for outside home, injuries occur most frequently on roads and sidewalks by fall at all age groups. Traffic accidents, cuts, and abrasions are following causes of injuries.

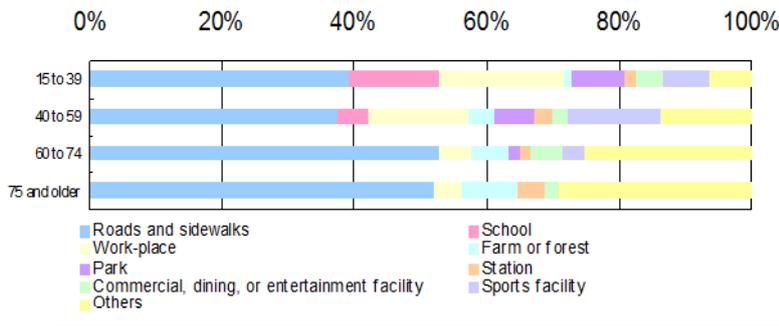
Seeing injuries by age, the number of fall tends to increase with age, while cuts and stings occur frequently among younger generations. As for places of injuries occurred, people at the age between 15 -39 years old tend to be injured at school or work, and people at the age 40 - 59 years old are more injured at work place and fitness facilities.

Figure 39. Causes of Injuries and Age Group (away from home)



Source: 2008 Survey on Sense of Safety, Health and Community

Figure 40. Locations of Injuries and Age Group (outside home)



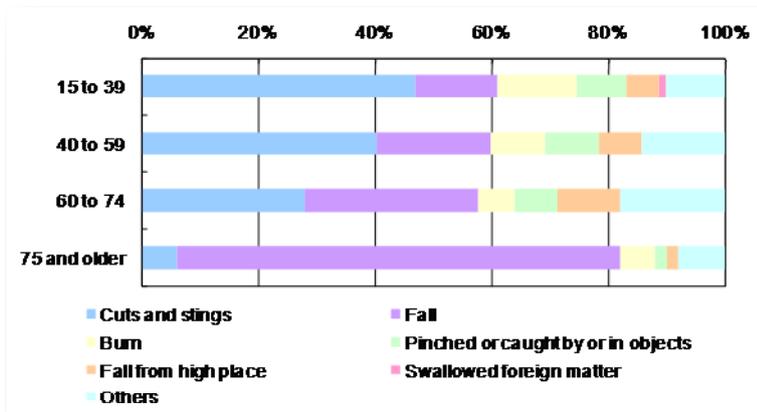
Source: 2008 Survey on Sense of Safety, Health and Community

[Injuries at home]

As for injuries at home, the same trend is found as those occurred outside home; more cuts and abrasions among younger generation and more fall among the elderly are seen compared to outside home.

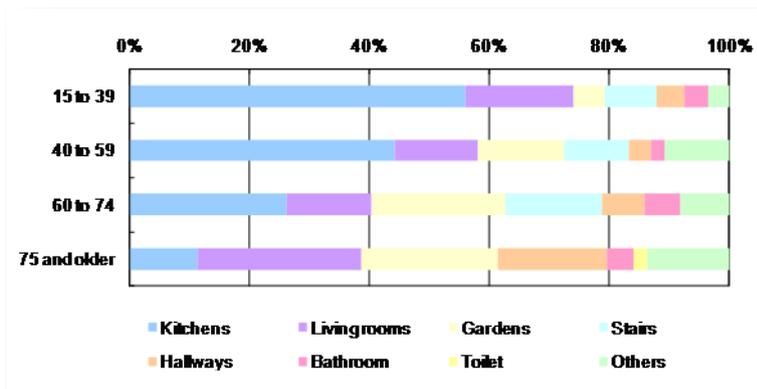
Seeing location of injuries, kitchen is the top of the list among young generation and living rooms, yards, and hallways become ranked high with age.

Figure 41. Causes of Injuries and Age Group (away from home)



Source: 2008 Survey on Sense of Safety, Health and Community

Figure 42. Locations of Injuries and Age Group (away from home)

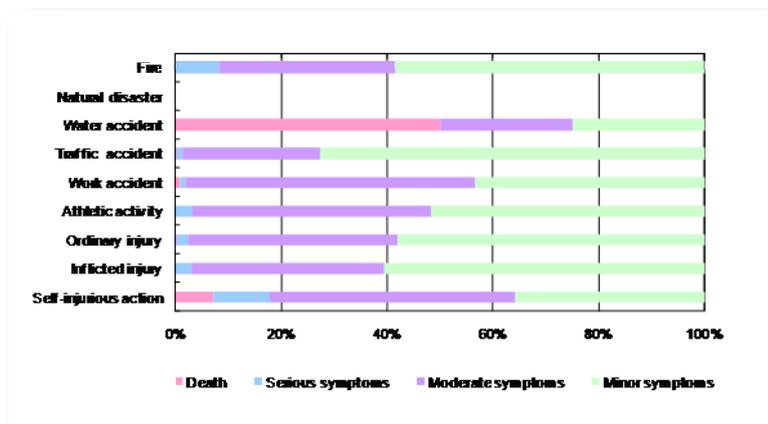


Source: 2008 Survey on Sense of Safety, Health and Community

[Injuries at leisure]

Three first class rivers; Sagami River, Koayu River and Nakatu River, run through the city. Many citizens spend their leisure time along these rivers. Especially the meeting point of these three rivers is popular for fishing and water related leisure activities. Therefore, there have been some accidents along riversides every year. Among water related accidents, drowning is the most frequent case as of 2007.

Figure 43 Severity by types of injuries



Source: Atsugi City Annual Fire-fighting Report for 2008

(8) Injuries and accidents at work places

Accidents at work places by industry within the jurisdiction of the Atsugi Labor Standards Inspection Office (2004 – 2008)

Among 12 Labor Standards Inspection Offices in Kanagawa Prefecture, the Atsugi office has been recorded as the top or second of ranking of the number of injuries at work places from 2004 to 2008.

Table 11 Number of injuries by Labor Standards Inspection Office in Kanagawa Prefecture (2004-2008)

	2004	2005	2006	2007	2008	Total
1 st	Yokohama Kita 994	Atsugi 967	Atsugi 996	Atsugi 978	Yokohama Kita 967	Yokohama Kita 4,854
2 nd	Atsugi 868	Yokohama Kita 942	Yokohama Kita 989	Yokohama Kita 962	Atsugi 928	Atsugi 4,737
3 rd	Yokohama Minami 786	Yokohama Minami 834	Yokohama Minami 865	Yokohama Minami 790	Yokohama Minami 869	Yokohama Minami 4,144

According to records at the Atsugi Labor Standards Inspection Office between 2001 to 2006, 5,333 people were killed or suffered injuries with four or more days absence from work. Out of these killed or injured people, 1,664 cases(31%) were occurred in Atsugi City, which is highest in the region.

Seeing these cases by type of industry, the manufacturing industry has been taking highest percentage both within the jurisdiction and in Atsugi City. In the manufacturing industry, one-third of accidents is “being caught between or in objects”, followed by fall. These two types of injuries take more than half of all injuries. Injuries by being caught between or in objects are assumed to occur with machinery and injuries by falling occur on hallways or floors of workshops.

Figure 44 Injuries by musicality in the Atsugi Region

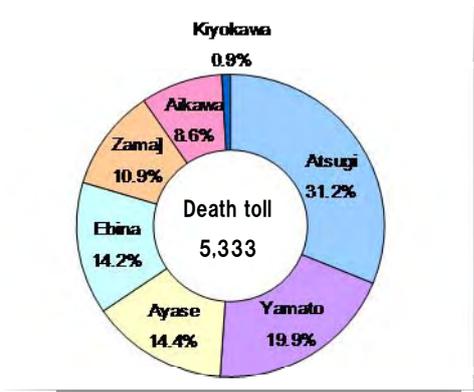


Figure 45. Injuries by industry in the Atsugi Region

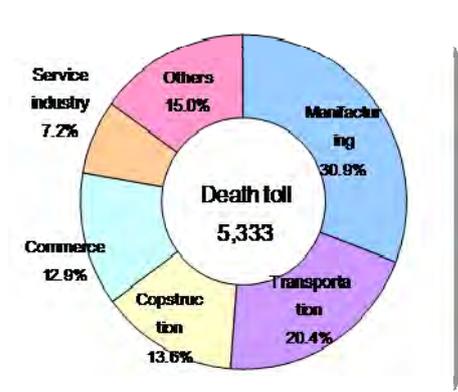
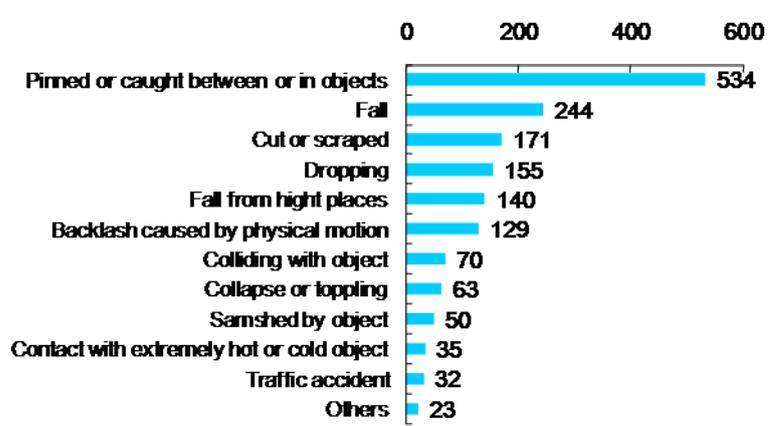
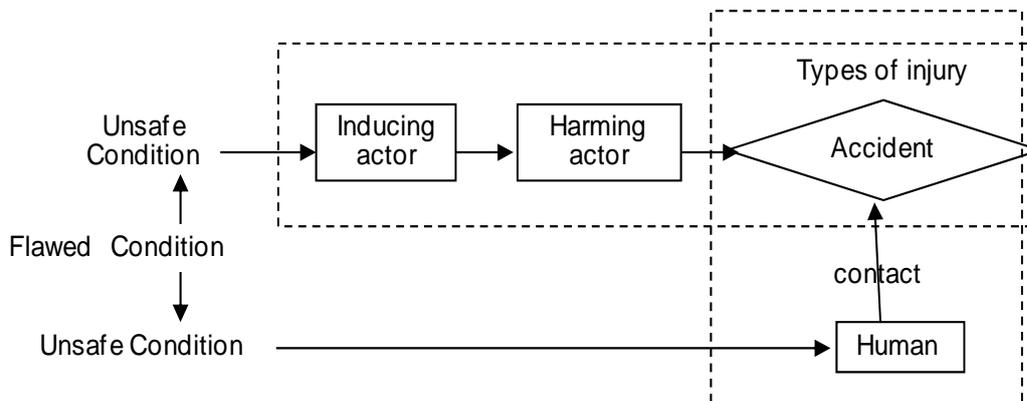


Figure 46. State of Occurrence of Injuries by Accident Type in Manufacturing (2001 - 2006)



<<Model of occurrence of accident at workplace>>



Inducing actor: Unsafe, defective status

Harming actor: Directly causing accident

Chapter 4

Challenges and Goals

1. Priority challenges facing Atsugi City

Based on results of analysis of statistical documents and public opinion surveys, four main challenges are set up; “suicide prevention”, “traffic safety”, “decreasing anxiety about public safety”, and “safety of the elderly”. Based on these four challenges, Atsugi City has been working for improvement of citizens’ quality of life.

2. Objectives of Atsugi Safe Community

(1) Objectives of Priority Challenges

① Suicide and Violence(causes of intentional injuries)

Since 1998, more than 30,000 people have committed suicides every year over the country, which confront the national government with the challenge of implementing nationwide preventive measures. In Atsugi City as well, approximately 50 precious lives were lost by suicide every year. Suicides are not the result of a single reason or cause; but occur as a result of the interaction of a variety of factors including health problems, hardships of life, and mental illness. To prevent suicides and to support survivors of suicide attempts and their families, Atsugi City is providing 19 types of consulting services and will set up one-stop consultation system.

In addition, in collaboration with related organizations, services for prevention of child abuse and senior abuse should be improved.

②Traffic safety

With initiatives to encourage traffic safety movements and to work for regulation against illegal bicycle parking, traffic accidents should be reduced to 1,500 by 2014 from 1,899 in 2007.

③Anxiety about public safety

Crime prevention programs will be improved for the goal of reducing crime cases known to the police from 4,224 in 2008 to 3,590 in 2014, relieving citizens’ anxiety at the same time as it creates a city where people can live safely and free from anxiety.

④Elderly safety

The results of a public opinion survey have shown that fall is one of major causes of injuries among the elderly. Fall prevention programs such as exercise instruction and dietary guidance will be introduced to reduce injuries among the elderly.

(2) Other important challenges

Following to the four priority challenges listed above, four more challenges are set up as important challenges as follows;

①Children's safety

②Safe bicycle use

③Safe home life and leisure

④Work place (work) safety

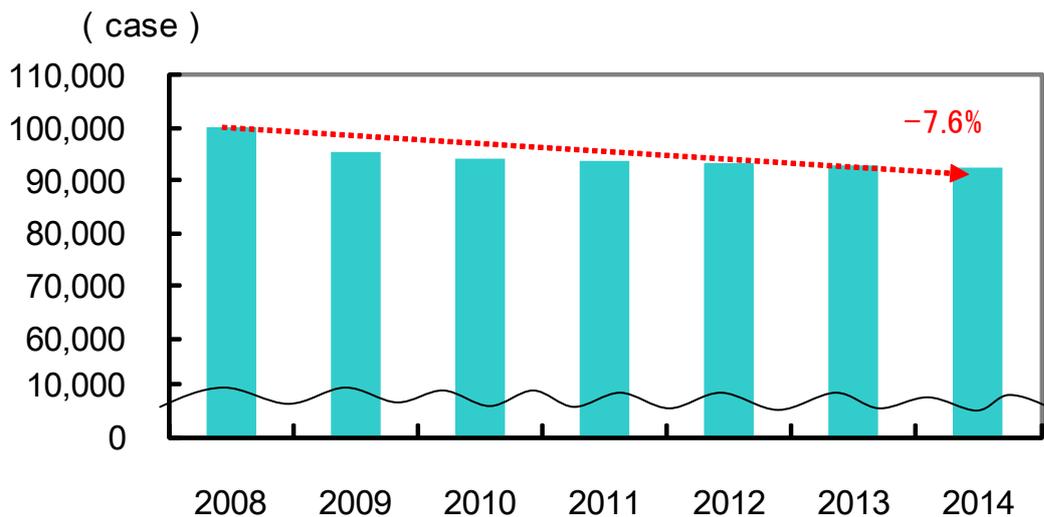
Details about programs on above challenges are explained afterwards.

(3) Reduction of Injuries

With pursuing the priority challenges listed above, Atsugi City is implementing the Safe Community Program aim to reduce injuries by 7.6% by 2014 from 2008, which would lead citizens live to healthier and safer lives with less anxiety.

Those challenges will result in decline in the percentage of citizens who feel that “The City has improved with reduction of accidents and injuries”. It will be assessed by improving percentage of people who feel so to 60.0% by 2014 from 37.2% in 2008.

Figure 47 Trend of injuries



Chapter5

Initiatives Based on Six Indicators

Indicator 1 :

An infrastructure based on partnership and collaborations, governed by a cross- sectional group that is responsible for safety promotion in their community

1. Safe Community initiatives in the comprehensive plan

Atsugi City declared that the year of 2008 as the first year of citizen cooperation. In order to solidly implement citizens' cooperation without allowing this goal to remain a mere ideal or principle, the city has enacted Citizen Cooperation as a fundamental policy in its comprehensive plan to promote its Safe Community initiatives. Atsugi City will become the first city in Japan to establish policy of vigorously expressing its determination to create a safe city through cooperation with its citizens.

※ Comprehensive Plan”

A plan to implement city improvements through cooperation based on shared understanding of the citizens and the administration by clarifying the future urban image of Atsugi City and the goals of its improvement and clearly defining policy guidelines and systems provided to achieve these goals.

Based on the comprehensive and systematic performance of administrative management, plans and policies in each field are enacted and implemented based on this plan.

2. Cross-organizational safety promotion group

(1) Atsugi Safe Community Steering Committee (76 members)

[Roles]

A steering body to set up directions and priority policies. Meetings are held about every four months.



Atsugi Safe Community Steering Committee

[Members]

- | | |
|---|--|
| -Atsugi Jichikai Renraku Kyogikai | -Atsugi Medical Association |
| -Atsugi Hospital Association | -Atsugi Dental Association |
| -Atsugi City Council of Welfare Officers and Children's Committee Members | |
| -Federation of Atsugi Senior Citizens' Clubs | -Atsugi City Social Welfare Association |
| -Hon-Atsugi Station District Environmental Cleanliness Association | |
| -Traffic Safety Association | -Atsugi City Traffic Safety Leaders Association |
| -Crime Prevention Guidance Liaison Committee | -Atsugi Chamber of Commerce |
| -Atsugi City Agricultural Cooperative | -Atsugi City Liaison Federation of Youth Sound Growth Associations |

- Atsugi City Children's Association Training Liaison Council
- Atsugi Labor Standards Inspection Office
- Kanagawa Prefecture Central Region Prefectural Administrative Center
- Kanagawa Prefecture Atsugi Public Works Office
- Kanagawa Prefecture Atsugi Health Care and Welfare Office
- Kanagawa Prefecture Atsugi Children's Consultation Office, Atsugi City, etc.
- Schools
- Atsugi Police Department

(2) Organization within Atsugi City administration

[Roles]

An organization established by concerned divisions in City Office for effective implementation of projects. Meetings are held three times a year.

- ① Atsugi City Safe Community Exploratory Committee (19 members)
- ② Atsugi City Safe Community working group (23 members)

Atsugi City Safe Community Exploratory Committee



Atsugi City Safe Community working group



(3) Atsugi City Safe Community Task Force Teams

* Detail is explained at table 12 in p 40.



(4) Injury Surveillance Committee

[Roles]

An organization which takes analysis, evaluation, and study of injury-related data to diagnose community safety

[Members]

- Atsugi Medical Association
- Atsugi Fire Department
- Tokai University.
- Atsugi Police Department
- Atsugi Health and Welfare Office
- Concerned bureaus of the city,



(5) Pilot neighborhood communities

→ Detail is explained at table 13 in p43.

(6) Safe Community working group at Atsugi Police

[Roles]

A cross sectional organization at Atsugi Police to work on “traffic safety” and “feeling of safety and public safety” which are challenges of Safe Community program of Atsugi City(established January 1, 2009).

Atsugi Police has been taking important roles Atsugi City Safe Community Project through this organization.



[Structure]

- Task Force Leader: Commissioner
- Assistant Leader: Assistant Commissioner
- Assistants: Deputy Chief of Region, Deputy Chief of Detectives,
Deputy Chief of Traffic Affairs
Taskforce Members, police administration: Chief of House Police Division
Community Safety Force; Chief of the division of Community Safety
- Regional Force: Chiefs of Regional Divisions 1, 2 and 3
- Detective Force: Chiefs of Detective Divisions 1 and 2
- Traffic Safety Force: Chiefs of Traffic Divisions 1 and 2
- Security Force: Chief of Security Division.

3. Community organization

Neighborhood Associations (Jichikai)

Neighborhood associations have been conducting various activities for safety promotion such as safety promotion campaign by wearing “Safe vest”, Eyes with Love program, voluntary disaster prevention programs and so on.

4. Section of Safe Community at Atsugi City government

(1)Supervisor for Safe Community

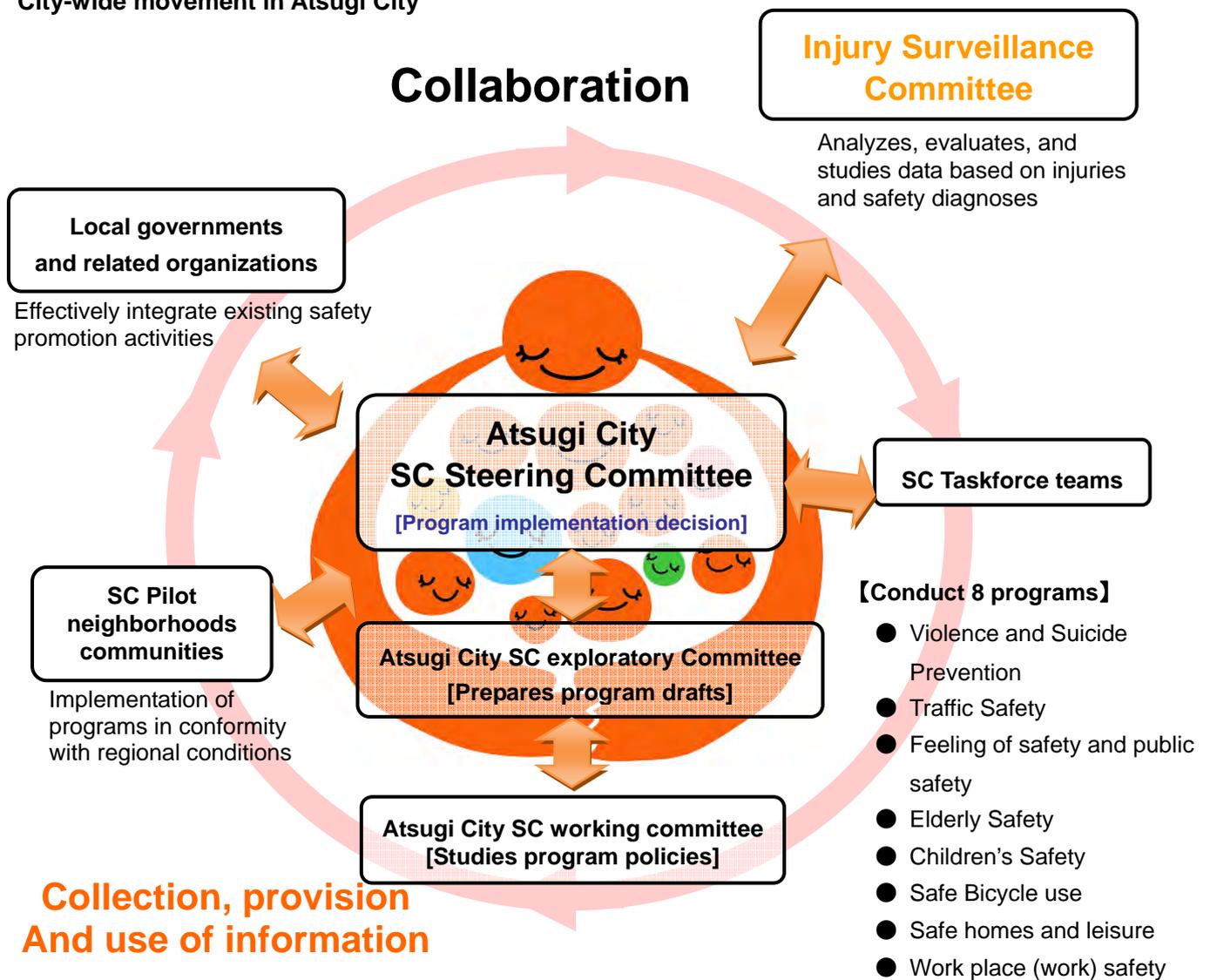
A supervisor was appointed to create a safe and anxiety-free city based on the Safe Community concept in April 2008.

(2) Section of Safe Community

The section of Safe Community was set up with the Deputy Chief, Division Chief and six officers in Atsugi City government.

This is the first section to concentrate on Safe Community at administration level I Japan, while there are already designated communities, Kameoka City and Towada City. The section of Safe Community is undertaking Safe Community initiatives with the Taskforce Committees and the pilot neighborhoods communities by acting as the implementing organizations under the direction of the Safe Community Leadership.

5. Safe Community Promotion System
City-wide movement in Atsugi City



Eight SC Taskforce teams

Based on the 11 categories of safety promotion described in the SC guideline, Atsugi has set up 8 taskforce teams to solve risks about safety in various settings.

For risks which are not dealt by the 8 taskforce teams, conditions are accordingly analyzed and causes will be found to improve situation in future,

Table 12 Members of the 8 SC Taskforce Committees

Taskforce Team	Programs Activities	Long-term Goal	Members
a. Violence & Suicides Prevention	<ul style="list-style-type: none"> • Support measures for suicide attempt survivors • Support for families of suicides • Prevention PR activities 	To reduce suicides as one of main issues at the national level.	<p>[Chair] Atsugi Medical Association [Deputy Chair] Local welfare commissioner [Members] -Atsugi Labor Standards Inspection Office -Atsugi Police Department -Atsugi Health Care and Welfare Office -Atsugi City Social Welfare Association -concerned sections of Atsugi City</p>
b. Traffic safety	<ul style="list-style-type: none"> • Measures for dangerous places in Wards where accidents occur frequently • Holding contests 	<p>To improvement of intersections with frequent accidents</p> <p>To reduce overall traffic accidents</p>	<p>[Chair] Atsugi City Traffic Safety Leaders Association [Deputy Chair] Atsugi City Mothers Committee Liaison Association for Traffic Safety [Members] -Traffic Safety Associations in the Jurisdiction of Atsugi Police Department -Atsugi Police Department -Atsugi City Hospital -Concerned sections of Atsugi City</p>
c. Feeling of safety & Public safety	<ul style="list-style-type: none"> • Crime prevention by regional safety measures using (patrol cars with blue lights) 	To prevent crimes to make our city streets where citizens can feel no anxiety about crime	<p>[Chair] Division of community planning , Atsugi City [Deputy Chair] Aikawa Ward community management Council [Members] -Safe community Liaison Committee -Ichikita Ward community management Council -Atsugi Police Department Concerned bureaus of Atsugi City</p>

Taskforce Team	Programs Activities	Long-term Goal	Members
d. Elderly Safety	<ul style="list-style-type: none"> Preventing falling through exercise and good dietary habits 	<p>To reduce senior's injuries caused by falling</p> <p>To reduce cost of medical and nursing care for elderly.</p>	<p>[Chair] Federation of Atsugi Senior Citizens' Clubs</p> <p>[Deputy Chair] Atsugi City Physical Training Instructors Liaison Council,</p> <p>[Members] -Atsugi City Regional Welfare Promotion Council -Dietary Habit Improvement Promotion Group(Ajimikai) -concerned divisions of Atsugi City</p>
e. Children's Safety	<ul style="list-style-type: none"> Measures to protect children from suspicious people Preventing accidents in children's centers Preventing accidents in schools 	<p>To nurture children's ability to keep themselves safe (predicted)"</p>	<p>[Chair] Atsugi City Elementary and Middle School PTA Liaison Council</p> <p>[Deputy Chair] -Atsugi City Youth Leaders Liaison Council -Atsugi City Children's Association Training Liaison Council</p> <p>[Members] -Atsugi City Children's Center Liaison Council - Atsugi City Mothers Committee Liaison Association for Traffic Safety -concerned Divisions of Atsugi City</p>
f. Safe Bicycle	<ul style="list-style-type: none"> Improvement of driving environments User compliance with roles and manners 	<p>To develop harmonious coexistence of bicycles, pedestrians, and automobiles</p> <p>To create "cyclists friendly streets" where residents can bike safely</p>	<p>[Chair] Traffic Safety Associations in the Jurisdiction of Atsugi Police Department</p> <p>[Deputy Chair] Youth Traffic Safety Liaison Associations in the Jurisdiction of the Atsugi Police Department,</p> <p>[Members] -Atsugi City Traffic Safety Leaders Association - Atsugi City Mothers Committee Liaison Association for Traffic Safety -Kanagawa Prefecture Bicycle Merchants Cooperative Association-Atsugi Branch -Atsugi Police Department -Atsugi Fire Department -Concerned Divisions of Atsugi City</p>

Taskforce Team	Programs Activities	Long-term Goal	Members
g. Safe Home and Leisure	<ul style="list-style-type: none"> Preventing water accidents Preventing accidents in homes (elderly people). 	<p>To improve safety at rivers and environments where people can enjoy leisure time.</p> <p>To improve of the environment to prevent accidents inside and outside home.</p>	<p>[Chair]</p> <ul style="list-style-type: none"> -Atsugi-kita Chiku Jichikai (neighborhood association) -Renraku Kyogikai <p>[Deputy Chair]</p> <ul style="list-style-type: none"> Atsugi Tourism Association <p>[Members]</p> <ul style="list-style-type: none"> -Federation of Sagami River Fishery Cooperative Associations -Atsugi Ward Boy Scouts Liaison Council -Atsugi City Fire Department -Concerned Divisions of Atsugi City
h. Work Place Safety	<ul style="list-style-type: none"> Prevention of accidents in the manufacturing industries 	<p>To reduce industrial accidents by setting concrete goals based on statistical data.</p>	<p>[Chair]</p> <ul style="list-style-type: none"> -Amadera Safety and Hygiene appointed Group <p>[Deputy Chair]</p> <ul style="list-style-type: none"> -Kanagawa Prefecture Inland Industrial Park Cooperative Association <p>[Members]</p> <ul style="list-style-type: none"> -Kanagawa Prefecture Work Safety and Hygiene Association - Atsugi Branch -Atsugi Chamber of Commerce -Atsugi Medical Association -Atsugi Labor Standards Inspection Office -Atsugi Police Department -Atsugi Fire Department -concerned Divisions of Atsugi City



a. Violence & suicides prevention



b. Traffic safety



c. Public safety



d. Senior's Safety



e. Children's safety



f. Safe bicycle use



g. Safe homes & leisure



h. Work place safety

Initiatives at Safe Community Pilot neighborhood communities

Atsugi City had, in addition the 8 SC task forces mentioned above, appointed 4 pilot neighborhood communities to promote initiatives rooted in the community. They have carried out questionnaire surveys and hold workshops to undertake initiatives which conform to the results of the identification of local problems. 3 more Wards have also been appointed as pilot neighborhoods communities with expectation of pioneering SC activities.

Table 13 Configuration of the 7 SC Pilot neighborhood communities

Pilot Ward	Programs	Target ages	Measures
a. Shimizu kids Sound Network Meeting	<ul style="list-style-type: none"> • Injury prevention at school • Prevention of head injury by bicycles • Improving bicycle riding skills • Improving cyclists manners 	Pupils	<ul style="list-style-type: none"> • Data collecting by making School injury maps • Distributing warning pamphlets • Holding safe cycling training classes
b. Tomuro Ward Federation of Neighborhood Association	<ul style="list-style-type: none"> • Bicycle accident prevention • measurement against Suspicious behaviors measures • Safety improvement at Park 	Pupils Students	<ul style="list-style-type: none"> • Preparing safety maps • Distributing warning pamphlets • Installing warning signs etc. • Carrying out traffic safety and crime prevention patrols • Holding traffic safety classes & training sessions • Cleaning parks etc.
c. Kamisanda Neighborhood Association	<ul style="list-style-type: none"> • Regional safety inspections <ul style="list-style-type: none"> - Safe Youth - Crime prevention - Improvement of environments 	All ages	<ul style="list-style-type: none"> • Safety inspections using check sheets
d. Mirai Bunka Kawamoto Neighborhood Association	<ul style="list-style-type: none"> • Measurement of youth loitering • Measurements for risk spots of traffic accident • Measurement for places where suspicious people are reported • Crime prevention 	All ages	<ul style="list-style-type: none"> • Carrying out crime prevention patrols • Preparing and distributing dangerous location maps • Holding crime prevention classes
e. 3rd Shimokawairi Neighborhood Association	Examine effective measures according to results of surveys and workshops are planned to be conducted in future		
f. Koayu safety watch for children			
g. Nishinaka Neighborhood Association			



a. Shimizu kids Sound Network Meeting



b. Tomuro Ward Federation of Residents Associations



c. Kamisanda Residents Association



d. Mirai Bunka Kawamoto Residents Association



Indicator 2:

Long-term, sustainable programs covering both genders and all ages, environments, and situations

1. Programs covering all ages and environments

Safety promotion programs implemented in Atsugi City can be categorized into the following 10 groups;

- (1) Suicide and Violence prevention programs,
- (2) Road traffic safety programs,
- (3) Feeling of safety and Public Safety programs,
- (4) Elderly people programs
- (5) Children's safety programs,
- (6) Home and leisure safety programs,
- (7) Work place safety programs,
- (8) Disaster prevention programs,
- (9) Community safety programs,
- (10) Safe community PR programs

Each group has been conducting programs which can fit into Safe Community programs as shown in the tables below. Achievements of these programs are shown under "4. Achievements/" in p71.

Table 14 Programs Covering all Ages and Environments

Major environments	Initiatives	Children (<14)	Youth (15 – 24)	Adults (25 - 64)	Elderly (65 +)
Suicides/Violence		1 - a	1 - a	1 - a	1 - a
Traffic	Education	2 - b 6 - b 9 - b	2 - b 9 - c	1 - b	1 - b , f
	Environment	2 - a ~ e 9 - b	2 - c , e 9 - c	2 - c , e 9 - d , e	2 - c ~ e 9 - d , e
	enforcement	2 - b	2 - b	2 - b	2 - b
Crime prevention/ Feeling of safety		3 - a ~ c 5 - d ~ g 9 - c ~ e	3 - a ~ c 5 - d ~ g 9 - c ~ e	3 - a ~ c 9 - d , e	3 - a ~ c 9 - d , e
Home/leisure	Education	5 - a , c 6 - b	1 - a , b	1 - a , b	1 - a , b 4 - a
	Environment	8 - a , b	8 - a , b	8 - a , b	4 - b ~ d 6 - c 8 - a , b
Work place/work	Education		7 - a , b	7 - a , b	
	Environment		7 - a , b	7 - a , b	
Disaster prevention		8 - a ~ c	8 - a ~ c	8 - a ~ c	8 - a ~ c
Communities/schools	Education	5 - a ~ g 9 - b 10 - a ~ c	9 - b , c 10 - a ~ c	10 - a ~ c	10 - a ~ c
	Environment	5 - b , d ~ f 9 - b ~ d	7 - a 9 - c ~ d	7 - a 9 - c ~ d	7 - a 9 - c ~ d
	Others	6 - b 9 - a	6 - b 9 - a	6 - b 9 - a	6 - b 9 - a

※This table uses the numbers and codes of Safety Programs beginning in the following pages.

2. Long-Term and Sustainable Programs

(1) Suicide and Violence Prevention Programs

Programs	Target	Environment	Purpose	Period	Partners
a. Temporally protective custody program for DV victims	Victims of domestic violence	Home	Protect victims of domestic violence	All year	<ul style="list-style-type: none"> • Concerned divisions of Atsugi City • Atsugi Child Counseling Office • Atsugi Health and Welfare Office, • Atsugi Office of the Yokohama Legal Affairs Bureau, • Atsugi Police Department • Division of Children & home
b. Liaison Council for Suicide Prevention	All ages	All situation and environments	Suicide prevention	All year	<ul style="list-style-type: none"> • Medical Association • Association of Community Social workers • Council of Social welfare • Liaison Council for Suicide Prevention

a. Temporally protective custody program for DV victims

To protect and support victims of domestic violence, the DV (Domestic Violence) Prevention Network Council was established with relevant organizations.

b. Liaison Council for Suicide Prevention

To coordinate and implement measures of suicide prevention, Liaison Council for Suicide Prevention was formed in April 2008.

During the Suicide Prevention Week starting September 10, which was appointed by the national government, street campaigns are conducted and books on suicide prevention are displayed at the City Central Library.



(2) Traffic Safety Programs

Programs	Target	Environment	Purpose	Period	Partners
a. Car seat promotion project	Infants	Automobiles	Prevention of infants' injuries	All year	<ul style="list-style-type: none"> • Division of Traffic Safety • Businesses
b. Traffic Safety measures	All ages	Roads	Prevention of traffic accidents caused by drinking & driving, Prevention of illegal parking	All year	<ul style="list-style-type: none"> • Traffic Safety Measure Council • Traffic Safety Guides • Atsugi City Mothers Committee Liaison Association for Traffic Safety • Ward Community Center • Safe City Council, etc.
c. Repairing dangerous spots on roads	All ages	Roads	Improvement of traffic environment	All year	<ul style="list-style-type: none"> • Office of Road Repair
d. Improvement of Traffic/roads environments	Children Elderly	Roads Sidewalks	Prevention of injuries by falling	All year	<ul style="list-style-type: none"> • Division of Community Road
e. Safe Bicycle Program	All ages	Sidewalks	Prevention of bicycle accidents	2009~ 2012	<ul style="list-style-type: none"> • Atsugi Police • Traffic Safety Association in Atsugi Region • Traffic Safety Guides Association • Division of Traffic Congestion
f. Traffic Training games for elderly	Elderly	All traffic environment	Improvement of ability to avoid traffic accident	All year	<ul style="list-style-type: none"> • Police Department • Division of Traffic safety • Traffic Safety Association in Atsugi Region • Traffic Safety Guides Association

a. Car seat promotion project

Car seats (for infants) are lent for free to drivers to protect their children from traffic accidents. By 2007, 6,775 car seats had been lent since April 2000 when the program started.

b. Traffic Safety Measures

Various programs are set up such as; setting up a private organization of traffic monitoring center, campaigns for traffic safety, stop drinking & driving, accident prevention for elderly and stop illegal parking.

c. Repairing dangerous spots on roads

The City inspects dangerous places on city roads by several special vehicles and repairs relatively simple troubles at sight to ensure safety of automobiles and pedestrians.

d. Improvement of Traffic/roads environments

Sidewalks are improved to barrier-free by eliminating level differences and reducing the steepness of lateral and longitudinal slopes. Beside, more traffic signs of “STOP” have been installed on spots where drivers are required to put special attention on the visibility.

e. Safe Bicycle Program

e-1, Environment for bicycle has been improved as seen at p72 ”

-Roads have been improved as below based on the plan of improvement of environment for safe biking.

- 2009 Hon-Atsugi Matsue Line (450m)
- 2010 Hon-Atsugi Okada Line(570m)
- 2011 Hon-Atsugi Matsue Line(110m),
Hon-Atsugi Teishaba-Asahi Line(East of the station 460m, West of the station 460m)
- 2012 Hon-Atsugi Matsue Line(260m), Satsuki Street(670m), Hon-Atsugi Tamura-cho Line(600m)

e-2. Campaign for manner up of bicycle users

Promotion of the use of recommended routes for bicycle and raise awareness of high-risk spots has been conducted by distribution of pamphlets and safety maps.

f. Traffic Training games for elderly

Elderly can learn about risks on traffic by enjoying game style training programs.

f

(3) Feeling of Safety & Public Safety Programs

Programs	Target	Environment	Purpose	Period	Partners
a. Street crime prevention programs	All ages	All city areas	prevention of Street crimes	All year	<ul style="list-style-type: none"> • Atsugi Police Office • Division of Life Safety • Neighborhood Association
b. Installation of Crime prevention lights	All ages	All city areas	Crime prevention at night time	All year	<ul style="list-style-type: none"> • Division of Life Safety • Neighborhood Association
c. Provision of crime related information	All ages	All city areas	Improvement of awareness about safety	All year	<ul style="list-style-type: none"> • Atsugi Police Office • Division of Life Safety • Ward Community Centers

a. Street crime prevention programs

Citizen safety advisors go on patrols with specific vehicles called “Patochan-Go” and catch street crimes as voluntary crime prevention activities.



b. Installation of Crime prevention lights

Crime prevention lights are installed at dangerous locations with low visibility on roads and dark public places.



c. Provision of crime related information

Through the Cell Phone SOS Net, information for crime prevention is provided to concerned organizations. Furthermore, data on penal code crime are analyzed and distributed to relevant organizations.

(4) Safe Elderly Programs

Programs	Target	Environment	Purpose	Period	Partners
a. Improvement of motility function	Elderly	Homes/ Leisure setting	improvement of motility function	All year	<ul style="list-style-type: none"> • Division of long-term care Insurance • Community General Support Center
b. Publicity of disaster information	Elderly living alone	Homes	Support of elderly who need support at emergency	All year	<ul style="list-style-type: none"> • Neighborhood Association • Community Social workers • Division of Fire Defense & Control
c. Installation of self-action fire distinguishers & fire alarms	Elderly -bed ridden - living alone	Homes	Fire prevention for elderly who need special support	All year	<ul style="list-style-type: none"> • Neighborhood Association • Community Social workers • Volunteer Fire Company • Division of Elderly Welfare
d. Furniture turn-over prevention	Elderly -bed ridden - living alone	Homes	Injury prevention by turned over furniture	All year	<ul style="list-style-type: none"> • Neighborhood Association • Community Social workers • Division of Elderly Welfare
e. Home safety support program	Elderly	Homes	Prevention of injuries among elderly	All year	<ul style="list-style-type: none"> • Neighborhood Association • Community Social workers • Division of Elderly Welfare
f. Traffic Training games for elderly	Elderly	All traffic environment	Improvement of ability to avoid traffic accident	All year	<ul style="list-style-type: none"> • Traffic Safety Association in the jurisdiction of Atsugi Police • Traffic Safety Guides Council • Division of Traffic Safety • Police Office

a. Improvement of motility function

To improve motility function which effectively prevents falls and injuries, exercise instruction is given to elderly people.

b. Publicity of disaster information

Information about senior residents living alone is stored on mapping data and made the use for providing them with support in emergency such as natural disaster.

c. Installation of self-action fire distinguishers & fire alarms

Automatic fire extinguisher and fire alarms are supplied to senior registrants living alone, being

bedridden and dementia.

d. Furniture turn-over prevention

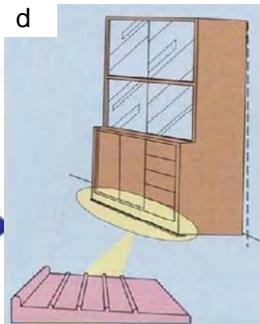
To prevent registered elderly who are living alone, bedridden and dementia from injury at disasters such as earthquakes, panels to prevent furniture from turning over are distributed for free of charge.

e. Home safety support program

→ See “(6) Home and Leisure Safety Programs” in p 55

f. Traffic Training games for elderly

→ See “(2) Traffic Safety Programs” in p47



(5) Children's Safety Programs

Programs	Target	Environment	Purpose	Period	Partners
a. Injury surveillance for children	Infants Pupils Students	•Day Care Centers •Children's Centers	Grasping situation of injuries in childhood	All year	<ul style="list-style-type: none"> • Steering committee of Children's hall • Division of Juvenile • Division of Day Care • Division of Children's Affairs
b. Improvement of environment at Children's centers	Infants Pupils Students	•Children's Centers	Improvement of play environments	All year	<ul style="list-style-type: none"> • Steering committee of Children's hall • Division of Juvenile • Division of Day Care
c. Training for danger prediction	Young children	Homes Play grounds	Improvement of danger prediction ability	All year	<ul style="list-style-type: none"> • Steering committee of Children's Centers • Division of Juvenile • Division of Day Care
d. Eyes of love movement	Pupils Students	•School commuting routes	Protecting children from crimes and traffic accidents	All year	<ul style="list-style-type: none"> • Board of Education • Ward Citizens' Center • Schools • Neighborhood Association • Safe City Council • Senior Clubs
e. Shelter points	Pupils Students	•Community	Providing children with shelters in emergency	All year	<ul style="list-style-type: none"> • Division of Life Safety • Individuals • Stores • Medical Association
f. Cell Phone SOS Net	Pupils Students	•Community	Providing information about potential crimes	All year	<ul style="list-style-type: none"> • Board of Education • Schools • Registrants • concerned organizations
g. Providing crime prevention buzzers	Pupils Students	•Community	Prevention of children from f crimes	All year	<ul style="list-style-type: none"> • Board of Education • Schools • PTA
h. International Safe School at Shimizu Elementary School	pupils	•School and routes between School and homes	-Improvement of environment -Improvement of ability of safety control	All year	<ul style="list-style-type: none"> • Shimizu Kids Sound Network Meeting (PTA, Shimizu School, neighborhoods Association, Senior Club, and other related organizations)

a. Injury surveillance for children

Injury surveillance has been conducted at children's centers, day care centers, and after school care centers. Records on 8 items such as time, place and cause of injury are analyzed and results of analysis are analyzed for injury prevention at those children's facilities.

This evidence based approach, introduced by launching of SC projects, has led new trials for safety promotion in the city.

[Children's Center]

As a result of industrialization and urbanization by high economic growth After the Second World War, lack of playground and frequent occurrence of child's traffic accident became social issues. Furthermore, with women started to have full time work, children became to have less opportunity to play outside after schools. Therefore, to provide safety play environment, Atsugi City started to set up 37 Children's Centers at ward level since 1967. Each Center has facilities such as play rooms, library rooms and traditional Japanese rooms, and 3~5 instructors to watch children's safety. 9 Children's Centers is attached to the Centers for elderly to provide communications between children and elderly people. Children's Centers were managed by communities and accumulated total of 3800,000 children play at the centers every year. Children come to the Centers after school and weekends and play with friends at different ages and experience various activities. There centers also offer opportunity of playing for babies and of sharing information and experience for their parents in the weekday mornings.



<<Survey on Children's accidents and injuries>>

The Atsugi City conducted a surveillance of injuries and accidents at Children's Centers. Result of analysis revealed that frequent accidents were "fall" as 64 cases (36.2%), "collision with a person or an object" as 57 cases (32.2%). Among them, 21 cases (11.9%) were transferred to medical facilities.

The followings are outline of the survey;

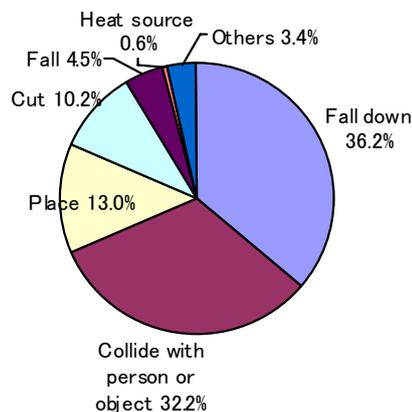
Term: May 2008—March 2010

Sample: 562,542 infants, children and students playing at Children's Centers.

Method: Instructors fill up record sheets such as "situation of injury and causes", Cases of injuries were analyzed according to accidents kinds.

Based on the result of the survey, Children's Centers improve safe environment and train children safe education.

Injury	cases
Fall down	64
Collide with person or object	57
Place	23
Cut	18
Fall	8
Heat source	1
Others	6
Total	177



b. Improvement of environment at Children's Centers

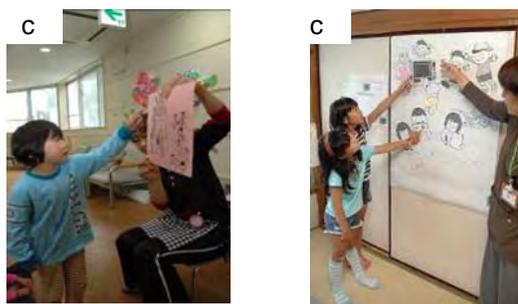
Based on the results from the surveillance explained above as "a. Injury surveillance for children", environments at children's center had been improved such as removing materials which may cause accidents and injuries.



c. Training for danger prediction

Children's centers give children trainings to improve their ability to predict and avoid possible dangers by using pictures.

→ More information at "a. Training for danger prediction" at p56



d. Eyes of love Program

To ensure pupils and students' safety on their way to and from school, volunteer residents stand along their routes and watch over children.

e. Shelter points

To protect pupils and students from suspicious individuals, homes and stores are assigned as shelters where children can run for help whenever they feel danger.



f. Cell phone SOS Net

To alert about crimes and suspicious individual in communities, reported information on those cases is provided to pupils and students at their cell phones by cell-phone text-messaging.



g. Providing crime prevention buzzers

Crime prevention buzzers are provided to all elementary school pupils and junior high school students who want the service.

h. International Safe School programs at Shimizu Elementary School

To make school environment safer, Shimizu Elementary School is working for safety promotion under the seven indicators of the International Safe School Project based on activities of Shimizu kids Sound Network Meeting.

h-1. Injury surveillance at school

h-2. Promotion of bicycle helmet

(6) Home and Leisure Safety Programs

Programs	Target	Environment	Purpose	Period	Partners
a. Training for danger prediction	Young children	Homes Play grounds	Improvement of danger prediction ability	All year	<ul style="list-style-type: none"> Steering committee of Children's Centers Division of Juvenile Division of Day Care
b. Children's Biking Competition for Traffic Safety	Pupils Students	Road	Prevention of bicycle accidents	Every July	<ul style="list-style-type: none"> Police Office Schools Traffic Safety Association in the jurisdiction of Atsugi Police Traffic Association Guide Association Kanagawa Pref. Traffic Safety Association Division of Traffic Safety
c. Home safety support program	Elderly	Home	Prevention of injuries at home	All year	<ul style="list-style-type: none"> Neighborhood Association Community social workers Division of Elderly Welfare
d. Motility function improvement programs	Elderly	Home Leisure	improvement of motility function	All year	<ul style="list-style-type: none"> Division of long-term care Insurance Community General Support Center
e. Publicity of disaster information	Elderly living alone	Home	Providing support to elderly at emergency	All year	<ul style="list-style-type: none"> Neighborhood Association Community social workers Volunteer Fire companies Division of Fire Defense & Control
f. Installation of self-action fire distinguishers & fire alarms	Elderly -bed ridden - living alone	Home	Fire prevention for elderly who need special support	All year	<ul style="list-style-type: none"> Neighborhood Association Community social workers Division of Elderly Welfare
g. Furniture turn-over prevention	Elderly -bed ridden - living alone	Home	Injury prevention by turned over furniture	All year	<ul style="list-style-type: none"> Neighborhood Association Community social workers Division of Elderly Welfare
h. Injury prevention at sports events	All ages	Sports events	Prevention of sports injuries	All year	<ul style="list-style-type: none"> Hosting organizations Medical Association Fire Department Division of Sports
i. River Patrol	All ages	Along rivers	Water safety	All year	<ul style="list-style-type: none"> Fire Department

a. Training for danger prediction

Based on the results of survey explained at “Figure 30 Injuries of Children (under 15) outside their homes” “Figure 31 Injuries of Children (under 15) at their homes” at “(5) Children’s Injuries and accidents” in p25, programs to improve ability of risk prediction has been developed and provided to children.



b. Children’s Biking Competition for Traffic Safety

Children gain knowledge and skills of bicycle use, and learn how to prevent accidents as well as enjoyment of riding bicycles.



c. Home safety support program

Considering that falls inside and around homes are of high risk among elderly as seen at “Figure 35. Locations of Injury and Age Group(inside/outside home)” and “Figure 36 Causes of Injuries and Age Group (outside home)”, the city subsidizes costs of removing level differences and installing handrails in homes for elderly who are not covered by the Long term care insurance.

d. Motility function improvement programs

Considering fall as one of high risk of injuries among elderly as seen at “Figure 35. Locations of Injury and Age Group(inside/outside home)” and “Figure 36 Causes of Injuries and Age Group (outside home)”, exercise programs are provided to senior to improve their motility function, since improvement physical function is also expected to contribute to reduction of injuries at cases of fire and disasters.



e. Publicity of disaster information

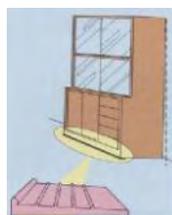
→ See “(4) Safe Elderly” in p 50



f. Installation of self-action fire extinguishers & fire alarms

→ See “(4) Safe Elderly” in p 50

g



h



g. Furniture turn-over prevention

→ See “(4) Safe Elderly” in p 50

h. Injury prevention at ports events

In order to provide immediate medical and health services, Public health nurses or doctors are dispatched at various sports events. AED(automated external defibrillator) are also arranged for emergency.

i. River Patrol

→ See “(8) Disaster Prevention Programs” in p57



(7) Work Place Safety Program

Programs	Target	Environment	Purpose	Period	Partners
a. Certification for safety with “Emergency” logo	All ages	All city areas	life-saving of cardiopulmonary arrest patients	All year	<ul style="list-style-type: none"> • Corporations • Emergency life-saving Division • Public Facilities
b. Voluntary Work Place Safety Patrol	workers	Companies in industrial complexes	Prevention of accidents at work places	All year	<ul style="list-style-type: none"> • Amadera Safety and Hygiene Appointed Group, • Kanagawa Prefecture Inland Industrial Park Cooperative Association • Atsugi Labor Standards Inspection Office

a. Certification for safety with “Emergency” logo

The “emergency” logo is issued to facilities where AED (automatic external defibrillator) are set up and employees are trained with proper use of AED.



b. Voluntary Work Place Safety Patrol

In order to prevent injuries at work places and improve work environment, businesses in the Amadera Occupational Complexes go on mutual patrol for safety check at work environment in collaboration with the Atsugi Labor Standards Inspection Office.



→ More information at “(8) Work place safety” at p74

In future perspective, it is understood that trials for safety promotion should be made to contribute to communities.

(8) Disaster Prevention Programs

Programs	Target	Environment	Purpose	Period	Partners
a. Comprehensive disaster drill	All ages	Homes	Disaster correspondence	Every September	<ul style="list-style-type: none"> • Volunteer fire company • Designated public organization • Division of Disaster Prevention • Ward Community Centers
b. River patrols	All ages	River	Flood damage prevention	All year	<ul style="list-style-type: none"> • Atsugi Fire Department
c. Installation of fire extinguishers on city streets	All ages	All city areas	Fire damage prevention	All year	<ul style="list-style-type: none"> • Division of Disaster Prevention

a. Comprehensive disaster drill

Residents and administrative bodies cooperatively conduct practical training in order to minimize the damage caused by natural disasters such as earthquakes.



b. River patrols

Officials periodically go on patrol along rivers and river beds to prevent water accidents and fires.



c. Installation of fire extinguishers on city streets

Since 1980, street fire extinguishers have been installed throughout the city. Larger fire extinguishers have been also installed in residential areas. Those fire extinguishers are regularly maintained by the city government.



* There are now 2,750 street fire extinguishers (powder type 10) installed throughout the city, and large fire extinguishers (two type 50) are installed at 33 locations. The street fire extinguisher installation standards are appropriately 1 for every 40 households.

(9) Community Safety Programs

Programs	Target	Environment	Purpose	Period	Partners
a. Training course of volunteer interpreters at disaster	Citizens from foreign countries	Disaster	Translation of disaster information and provision to citizens who don't understand Japanese	All year	<ul style="list-style-type: none"> Disaster volunteer interpreters Division of Human rights and gender equality
b. Activities by pilot groups	pupils	Schools communities	<ul style="list-style-type: none"> -Injury prevention -Prevention of bicycle accidents 	All year	<ul style="list-style-type: none"> Shimizu kids Sound Network Meeting
	Pupils Students	Community	<ul style="list-style-type: none"> -Reduce victim by suspicious individuals -Prevention of bicycle accidents 		<ul style="list-style-type: none"> Tomuro Ward Federation of Neighborhood Association
	All age	Community	Overall Community safety		<ul style="list-style-type: none"> Kamisanda neighborhood Association
	All age	Community	<ul style="list-style-type: none"> Crime Prevention Reducing risky points 		<ul style="list-style-type: none"> Mirai Bunka Kawamoto neighborhood Association

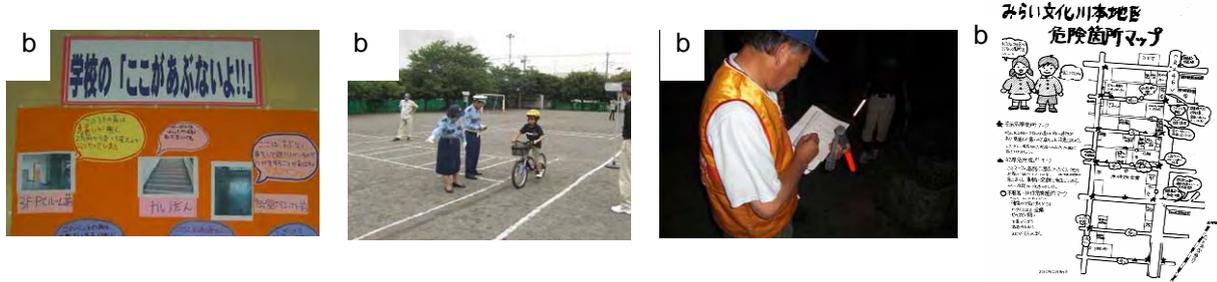
a. Training course of volunteer interpreters at disaster

Volunteer interpreters are trained to provide information to foreign residents who require

assistance during disasters because of their inadequate language skill.

b. Activities by pilot groups

→ See activities in p43.



(10) Safe Community PR Programs

Programs	Target	Environment	Purpose	Period	Partners
a. Training workshops	All ages	All City Areas	Improvement of awareness and knowledge of Safe Community	All year	<ul style="list-style-type: none"> Neighborhood Association Atsugi Police Office Companies Schools Section of Safe Community
b. Media relations	All ages	All City Areas	Improvement of awareness and knowledge of Safe Community	All year	<ul style="list-style-type: none"> Media Section of Safe Community Division of PR
c. Enlightenment activities	All ages	All City Areas	Improvement of awareness and knowledge of Safe Community	All year	<ul style="list-style-type: none"> Neighborhood Association Companies Schools Section of Safe Community

a. Training workshops

At training workshops held in 2008 and 2009, approximately 5,000 people including citizens, city employees, and members of relevant organizations learned about Safe Communities.



b. Media relations

Information about Safe Community is provided through various channels including city newsletters, newspapers, and radio broadcasts.

(40 articles on Newspaper as of Jan, 2010)



c. Enlightenment activities

Enlightenment activities are carried out by posters with the Atsugi's Safe Community logo. The posters are put up in public facilities, convenience stores, and on public transportation vehicles (busses) etc. Besides, banners and stickers are also used to improve awareness of importance of safety and the effort to become a Safe Community.



Indicator 3:

Programs that target high-risk groups and environments, and programs that promote safety for vulnerable groups

In order to overcome the priority challenges at Atsugi City; (1)suicides, (2)traffic safety”,(3) feeling of safety and public safety, and (4)fall of elderly people, the following program have been conducted for high risk groups and environments.

1. Suicide prevention

(1) Characteristics

An examination of deaths cases from 2002 to 2006 (Table 6) reveals that suicide takes the top cause of death between 20's – 60's (total of 211 people). In particular, 68% of suicides is conducted by adults at the age of 30 - 59 years old, therefore, this age group is considered as high risk of suicide.

(2) Safety improvement programs

- a. Forming liaison councils in organizations concerned with suicide prevention.
- b. Studying concrete measures with the Labor Standards Inspection Office and member companies.
- c. Analyzing cases including suicide attempt by strengthening collaboration network with police and fire department.
- d. Implementing “Sop Suicide” campaign to citizens, especially youth, in direct hand.
- e. Supporting survivors of suicide
- f. Studying measures of suicide prevention with consideration of possible increase in the suicide rate.

Program	Target	Environment	Directions	Implementing organizations
- Support for failed suicides attempt - Support for survivor of suicide - PR activities for suicide prevention	Adults Elderly	All	【GOAL】 reduce suicides: a national challenge	Violence and Suicide Prevention Taskforce Team

2. Traffic safety

(1) Characteristics

- a. The rate of traffic accident by the elderly has been high (Table 18). Besides, in the age group of 10 - 19 years old, traffic accidents are more likely result in injuries or death other than causes. As for other age groups, traffic accidents tend to take upper ranks of cause of injuries and death. (Table 6)

- b. According to police statistics in 2008, among all traffic accidents, bicycle accidents take 20% of all accidents, caused 15% of all injuries, and occurred most frequently from 6:00 a.m. to 10:00 a.m. as well as 4:00 p.m. to 8:00 p.m.

- c. Many elderly people get injured by causing accidents by their own.

- d. According to police data, cyclists who caused accidents most frequently are 15 years old or younger, which is higher than the average for Kanagawa Prefecture. (Fig. 26)
The public opinion survey has shown that most injuries were caused by cyclists falling down on sidewalks by him/her own. (Figs. 27 and 28)

(2) Safety improvement programs

- a. Traffic safety measures – calisthenics and a variety of traffic safety programs (Combination of “Active Driving Lectures”, traffic safety training, and “Traffic Training games for elderly” etc.) for the elderly.

- b. Programs concentrating on youth
Shimizu Kids sound network Meeting takes important roles in effort of safety promotion based on the International Safe School, especially in terms of traffic accident prevention.
 - b-1. Going home as group
To go home in safe, pupils leave for their homes together. Children at higher grades take care of lower grade children on their way home.
 - b-2. Eye of love
→ See “Eyes of Love Program” in p 54

- c. Programs to reduce bicycle accidents which taking about 20% of all traffic accidents
Beside programs mentioned above, Shimizu Elementary School puts effort on prevention of bicycle accidents
 - c-1. Campaign program for wearing bicycle helmet

 - c-2. Training for safe bicycle use

 - c-3. Practice of bicycle use
Experienced children at high grade teach younger children how to bike safely.

Program	Target	Environment	Directions	Implementing organizations
<ul style="list-style-type: none"> - Improving driving environments - Compliance with rules and manners - Increasing helmet use among cyclists 	All age groups	Bicycle traffic	<p>【GOAL】</p> <ul style="list-style-type: none"> -Harmonious coexistence of bicycles, pedestrians, and automobiles -Creation of bicycle friendly streets where people can ride bicycles safely and properly. 	<ul style="list-style-type: none"> - Safety Bicycle Use Taskforce Team - Shimizu kids Sound Network Meeting - Tomuro Ward Federation of Neighborhood Association

3. Feeling of Safety and Public Safety /Crime Prevention

(1) Characteristics

The Fact-Finding survey on suspicious activities has revealed that many elementary and middle high-school girls have been targets of accosting, stalking, chasing, and other suspicious actions by which they can be victims of crimes.

By social research, to a question asking about recent improvement of the situation, “nothing has been done to improve public safety” took 21% of all responds and “there is no change” took 62%. In this situation, the most serious anxiety is that children might be accosted or abducted, followed by anxiety about natural disaster such as earthquakes (Fig. 22). It is, therefore, necessary to strengthen crime prevention activities rooted in the community.

(2) Safety improvement programs

- a. Regular basis survey on suspicious activities
- b. Survey on Safety, Health and Community, survey on satisfaction with community and life
- c. Program for commuting children; Eyes of love, Shelter points, etc.
- d. Crime prevention and disaster prevention measures

Program	Target	Environment	Directions	Implementing organizations
<ul style="list-style-type: none"> - Community Safety program by vehicles equipped with rotating blue lights. - Measures for suspicious individuals measures - Crime prevention measures 	Children	Routes from homes to school	<p>【GOAL】</p> <p>prevent crimes Focus on safety at city streets so that citizens can feel they can live safely and free from anxiety.</p>	<ul style="list-style-type: none"> - Community Safety Council Liaison - Tomuro Ward federation of Neighborhood Association - Mirai Bunka Kawamoto Neighborhood Association

4. Elderly safety

(1) Characteristics

The most frequent cause of injuries outside home is fall. Seen by age groups, many of those injuries were caused among elderly, especially people at 75 years old or older. On the other hand, as for cases of injured at home, people at 75 years old or older also tend to be injured by fall more than other age groups. Injury at home is especially considered as high risk because possibility of ending up with hospitalization is 1.8 times more than injuries occurred outside homes.

(2) Safety improvement program

- a. Exercise instruction to improve locomotors functions
- b. Fall prevention measures

Program	Target	Environment	Directions	Implementing organizations
Preventing fall through exercise and good dietary habits	Elderly	Inside and outside of home	【GOAL】 -Reducing Injuries by fall among elderly -Reduction of medical treatment and nursing care costs	Elderly Safety Taskforce Team

Indicator 4 :

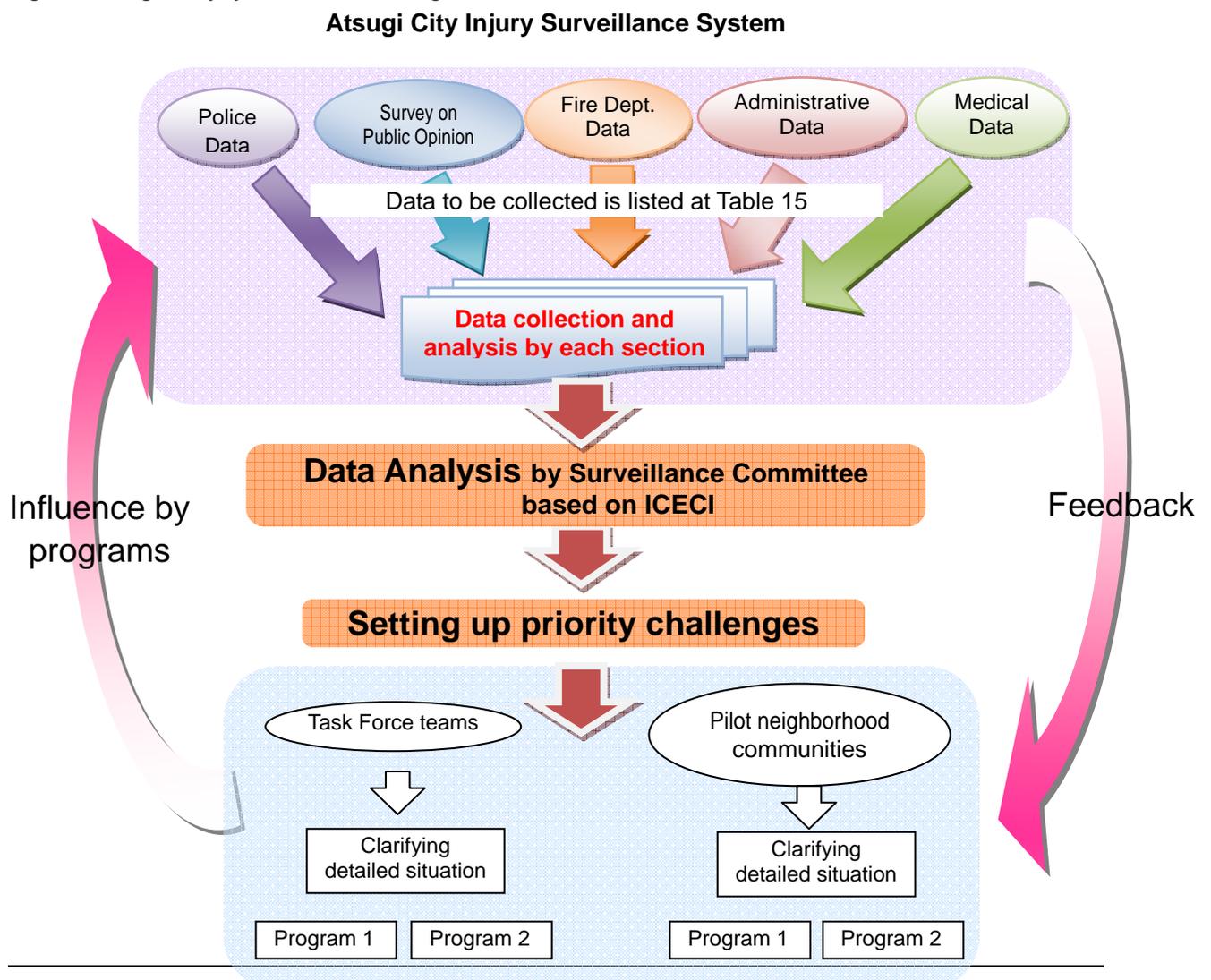
Programs that document the frequency and causes of injuries

1. Injury surveillance system

To improve safety, Atsugi make the use of data based on the following processes;

- (1) In collaboration with the Atsugi Medical Association, universities and other concerned organizations, the Atsugi City Injury Surveillance Committee analyzes various injury data (See Table15) which was collected and sorted by staff being in charge of data collection at each organization.
- (2) The surveillance committee provides results of data analysis to the section of Safety promotion at Atsugi City.
- (3) The section of Safety promotion at Atsugi City government makes arrangements for interventions of safety promotion in collaboration with the surveillance committee.
The taskforce teams and pilot neighborhoods communities conduct in-depth analyze to clarify the detailed situation, and then implement effective and efficient programs for specific safety problems in communities.

Figure 48. Image of injury surveillance in Atsugi



2. Injury data collection system

The following sets of data are used to identify safety problems, grasp trends of our community and influence of interventions.

Table 15. Long-term Injury Data Collection Plan

Recording System	2007	2008	2009	2010	2011	Interval
a. Administrative data	Conducted	Conducted	Collecting Analyzing	Planned	Planned	Annually
b. Ambulance transport data	Conducted	Conducted	Collecting Analyzing	Planned	Planned	Annually
c. Citizen's consciousness survey	Conducted	-	Collecting Analyzing	-	Planned	Every 2 years
d. Survey on Citizens' satisfaction	-	Conducted	Collecting Analyzing	Planned	Planned	Annually
e. Survey on Safety, Health and Community	-	Conducted	-	-	Planned	Every 3 years
f. Survey on Bicycle Use	-	Conducted	-	-	Planned	Every 3 years
g. Survey in Pilot neighborhood communities (Bicycles)	-	Conducted	Collecting Analyzing	Planned	Planned	Annually
h. Statistics on Demographic situation, health	Conducted	Conducted	Collecting Analyzing	Planned	Planned	Annually
i. Kanagawa Prefecture Police statistics	Conducted	Conducted	Collecting Analyzing	Planned	Planned	Annually
j. Injury surveillance at Children's Centers and Day-care Centers	-	Conducted	Collecting Analyzing	Planned	Planned	Annually
k. Data at Work Place	Conducted	Conducted	Collecting Analyzing g	Planned	Planned	Annually

a. Administrative data

Data including population, children, elderly, crimes, disasters, traffic and numbers of 119 calls is collected annually through various recording systems.

b. Ambulance transport data

A system of data analysis in which ambulance transport data can be converted and analyzed based ICECI has been constructed.

The system is expected to make good performance to analyze data based on ICECI in future.

c. Citizen's consciousness survey

For randomly selected about 4,000 men and women at 18 years old and over living in Atsugi City, a survey was conducted in order to clarify what the citizens think of Atsugi City and their view of future urban development of the city so that the city government can obtain information or citizen's need to be applied to policies. This survey is scheduled to be held every two years.

d. Survey on Citizen's Satisfaction

Citizen's satisfaction with the policies and administrative activities of Atsugi City is surveyed and analyzed to obtain basic information to improve management of the city and to evaluate its administrative activities. This process is scheduled every year.

e. Survey on Safety, Health and Community

This survey was carried out to grasp the trend of injuries including gender, age and socio-ecological aspects, clarify the actual state of the occurrence of injuries and identify high risk groups. Moreover, questions were asked to reveal elements effecting on anxiety concerning public safety (people's anxiety regarding harm caused by crime). The results are used to develop new safe community measures.

Outline of the survey:

As of September 1, 2008, 7,000 household heads and their family members registered as residents of Atsugi City (1 household questionnaire + 3 individual questionnaire were sent), and 2,044 households (4,189 individual questionnaires) were recovered, achieving an effective response rate of 29.2%.

f. Survey on Bicycle Use

The survey was carried out to clarify risks posed by bicycles and the mechanisms of bicycle related incidents and accidents, by studying consciousness of bicycle use, rules and manners, causes of anxiety, dangerous locations and the actual state of incidents and accidents.

Outline of the survey:

For 2,000 users of bicycle parking facilities within a radius of 4km of Hon-Atsugi Station (1,160 bicycle parking facility users + 840 cyclists who park bicycles at public facilities, companies, and universities). A total of 695 questionnaires returned for an effective response rate of 34.8%

g. Survey on bicycle helmet use

This survey was conducted at all elementary schools in the city in Sept. 2009 and will be continued annually from now on.

h. Statistics on Demographic situation, health

Data concerning death, illness and injuries is annually provided by the Ministry of Health, Labor and Welfare. The data is used to find problems in Atsugi City by comparing with data for the entire nation and Kanagawa Prefecture.

i. Police statistics

Data on traffic accidents, suicides, and crimes etc. are collected and analyzed by Kanagawa Police Department and Atsugi Police Department.

j. Injury surveillance at Children's Centers and Day-care Centers

At 37 Children's Centers and Day-care Centers, all injuries are recorded and analyzed to improve environment so that children can study and play safely.

k. Data at Work Place

Data from business in the city and the Atsugi Labor Standards Inspection Office are collected and analyzed to identify problems to improve safety at work places.

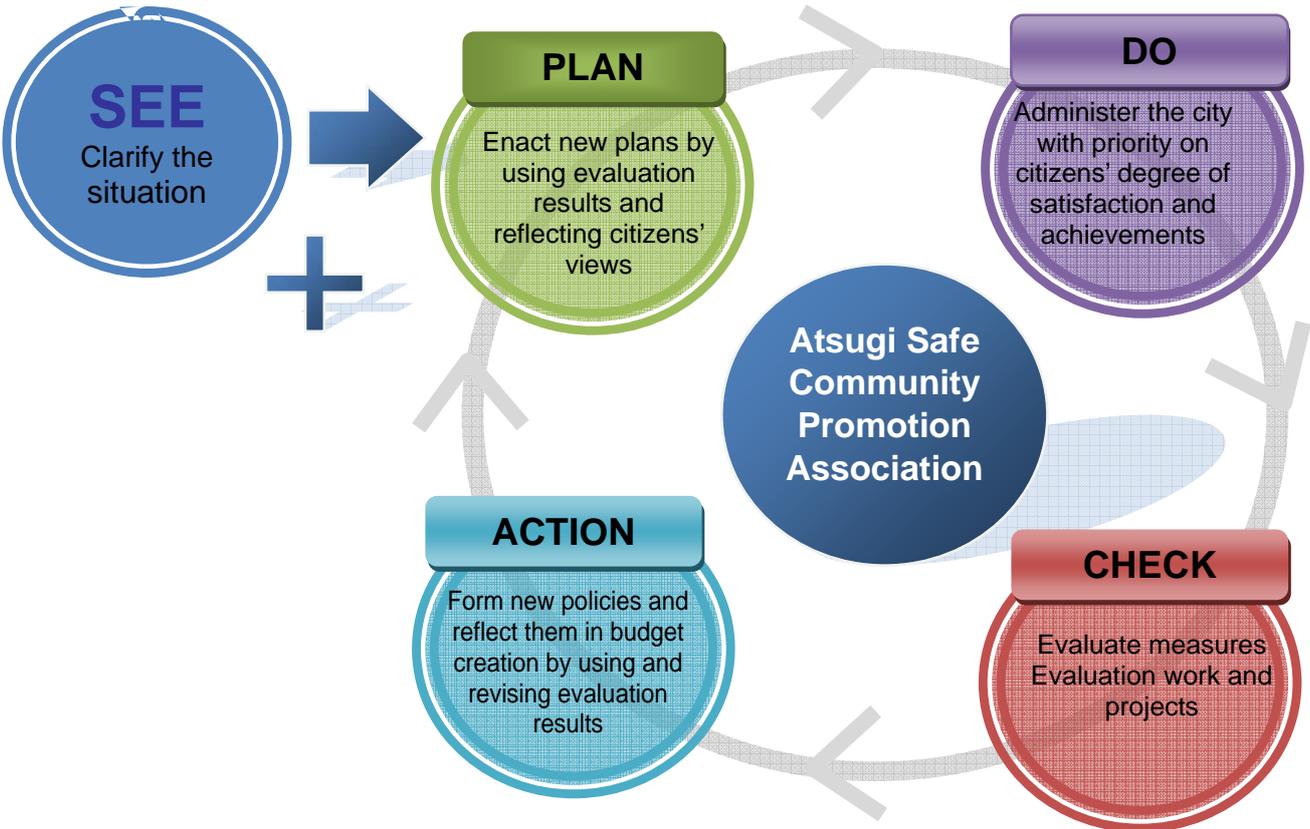
Indicator 5 :
Evaluation measures to assess their programs, processes and the effects of change.

In Atsugi City, the Safe Community Programs, which have been undertaken as a set of comprehensive project, will be repeatedly reviewed and improved based on administrative evaluation. The series of process in assessment, clarifying effectiveness and efficiency of the project and reflection of the result of analysis contributes to improvement of safety and citizen's satisfaction with community as a result.

The result of the evaluation and review will be reflected to programs and announced to the citizens.

1. Managing the implementation of the Safe Community Programs

For effective and efficient operation of safe community project, sets of Safe Community programs are assessed based on citizens' satisfaction and other representative measures of evaluation.



2. Evaluation of Safe Community Program

The city will collect and scientifically analyze data listed under “the Indicator 4”, which reflects actual conditions of the communities. In cooperation with citizens, administrators, and other relative bodies share result of assessments to promote their initiatives intended to achieve our common goals.

To identify influence of programs, two questionnaire surveys will be carried out as a public opinion survey and the degree of achievement of goals will be examined.

(1) Goals

①Citizens' satisfaction

Percentage of Citizens who feel “City has improved to provide us healthy lives without accidents and injuries, safety and less anxiety about public.”

②Survey on Safety, Health and Community

Awareness of Safe Community among citizens

③Representative index

Number of injuries, estimated number of injuries according to the Atsugi City Survey on Safety, Health, and Community



2008

2014

37.2%



60.0%

33.8%



80.0%

100,007
cases



92,400
cases

*including duplicate data

3. Establishment of partnership

Based on strong partnership between Dr. Yoko Shiraishi, a coordinator for the Certifying Center in Suwon, Korea, and Mr. Hiroshi Ishizuki from the Japanese Society of Safety Promotion, the evaluation system for Safe Community Program will be formed. With the effort of safety promotion based on this system will take anxiety away from citizens and make people feel Atsugi City it a safe community to live with no anxiety about safety and security.

4. Achievements/improvements by SC programs

(1) Violence and Suicide Prevention

- Construction of a network by establishing the Suicide Prevention Measures Internal Liaison Council
- Conducting the Suicide Prevention Street Campaign
- Displaying suicide prevention related materials in libraries
- Having workshops for suicide prevention



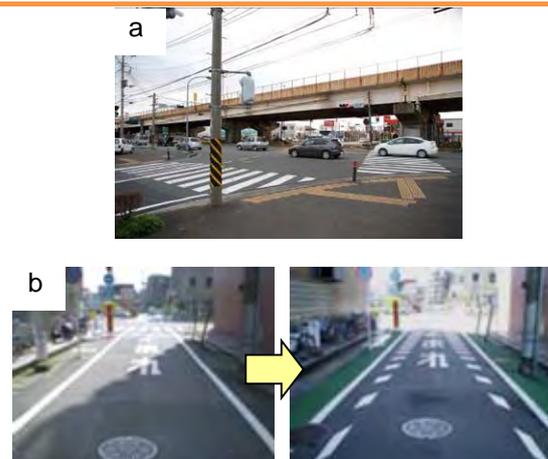
(2) Traffic Safety

- Reduction of traffic accident by improvement of traffic lights

Table 16 Number of accidents at Taya intersection

	2006	2007	2008	Total
Taya Intersection	19	18	1	38

- Highlighting the sign of STOP on roads.
The sight of STOP is emphasized to make drivers aware of coming intersection.



(3) Reduction of anxiety about public safety

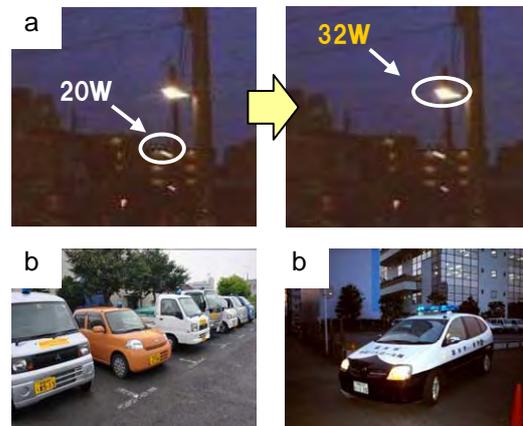
- Installation of crime prevention lights and increase its illumination intensity (20 → 32W)

FY 2007 (as of March 31, 2008)
Installation 15,383 lights
increase illumination 4,732

FY 2008 (as of December 31, 2009)
Installation 16,526 lights
increase illumination 7,452

- Increasing number of vehicles equipped with rotating blue lights for crime prevention
FY 2007 (as of March 31, 2008)
4 registered at end of March 2007

FY 2008 (as of December 31, 2009)
41 registered in December 2009



(4) Elderly Safety

Eliminating difference in level on the sidewalk and roads



(5) Children's Safety

a. International Safe School Project

a-1. decrease of injury

5,636 cases (2008) → 4,734 cases(2009)

a-2. increase the rate of bicycle helmets wearing

(students who wear helmet / student who have bicycles)
8.8%(2008) → 35.4%(2009)

a-3. make today with no traffic accident

As of May 31, 2010, 380 days of no traffic accident

a-4. Improvement of environments

- Improvement of a slope to the play yard.
- Installation of equipments to prevent pupils' falling from opened windows
- improvement of equipment of training course for the competition of bicycle skill

b. Safety at children Centers and Day-Care Centers
Implementing injuries surveillance and giving training to children for safety promotion

- Injury surveillance (2008~)
- Training for danger prediction(2008~)
- Improvement and expansion of lessons of traffic rules for parents& children

c. Reducing cases of accosting of children by a suspicious individuals by using safety vests and mapping those cases

2007: 70 cases → 2008: 55 cases

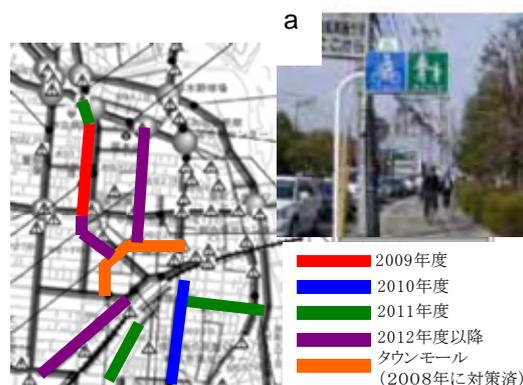


(6) Bicycle Safety

a. Effort by the taskforce team of safe bicycle use has come up with various approaches as below.

a-1. Improvement of environment for bicycle use

In FY 2009; 450m on Hon-Atsugi Matsue route was improved, considering difficulty in securing enough widths on the roads as seen in the pattern A and B. For example, bicycle safety driving improvement are arranged by making a detour around dangerous intersections as indicated with 'o' mark and points of frequent traffic accident as indicated 'Δ'.



a-2 Improvement of driving environment; routes or intersections where accidents occur frequently

- Reducing illegal parking of bicycles
2007: 173 cases → 2008: 132 cases
- Painting color on paved roads
- Installation of guardrails
- Installation of road mirrors

a-3 Bicycle accidents Prevention (elderly & children)

- When the citizens purchase children's bicycle helmet or tandem bicycle, Atsugi City subsidizes part of its cost.(since 2010)
- Provide education programs of traffic safety for kindergartens, elementary school, junior high schools and senior citizen's clubs,
- Children's bicycle events
- Bicycle events for three generations
- Regional welfare, traffic safety and crime prevention educations

a-4. Enlightenment activities about compliance with rules and manners of bicycle use

- Improve awareness of traffic rules and strict control over violation of traffic regulation.
- Improvement of awareness of dangerous traffic spots
- Distribution of safety map & safer driving route advise map made in collaboration with communities
- Improvement of cyclist's manners, carrying out monthly program of clear away motorcycle gangs
- Setting up a private organization for traffic monitoring center

a-5. Promotion of bicycle helmet use

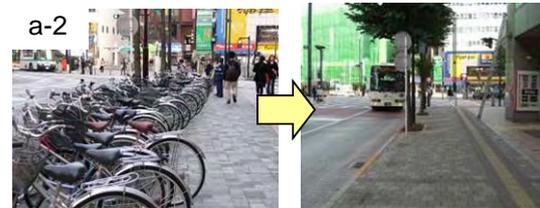
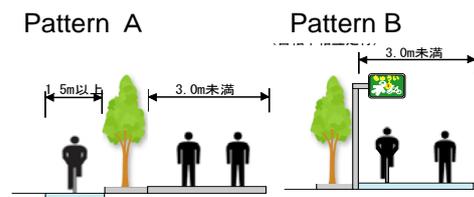
b. Future perspective of safe bicycle use

With ongoing evaluation of current safety programs, the following is initiatives are planned.

b-1. Assessments of safety measure plans and intervention of long-, mid- and short- term programs.

b-2. Development of sustainable safety measures for high risk groups in terms of age groups and environments.

b-2 Establishment of system of evaluation, assessment and improvement



(7) Home and Leisure safety

a. Safety at athletic events

The Atsugi City Fire Department began to deploy emergency motorcycles to support an emergency system at the city marathon since 2008.

b. Fire safety

In response to introducing the obligation of fire alarm installation at homes in 2006, Atsugi City has been promoting alarms installation for free to the elderly living alone in 2009.

c. Checking risk spots along rivers

a.



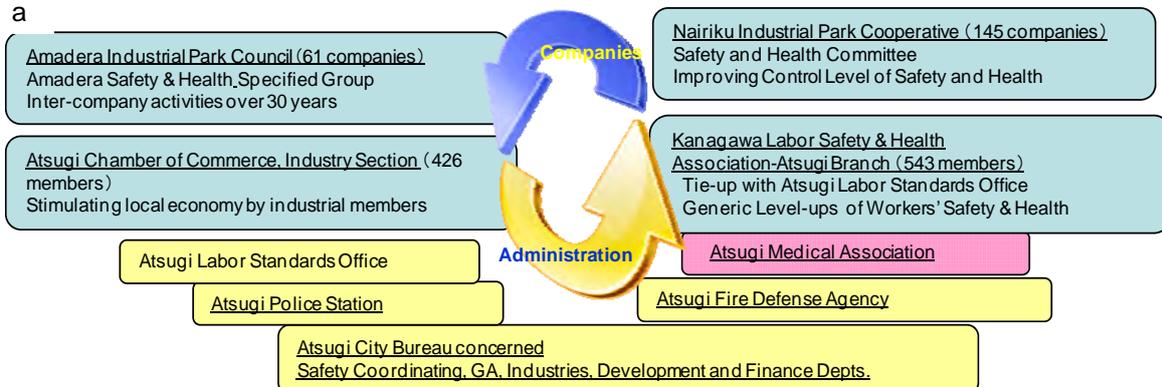
b.



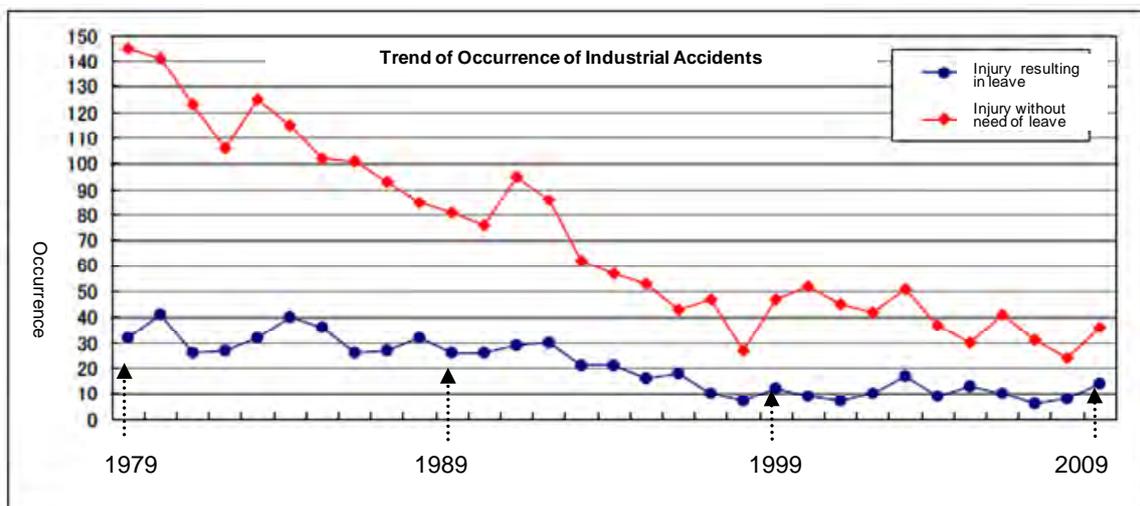
(8) Work place safety

a. The taskforce team of work place safety consists of three industrial business groups in Atsugi City; Kanagawa Prefecture Work Safety and Hygiene Association Atsugi Branch, Atsugi Medical Association and related national, prefectural and city administrative organizations. The team is working on the safety promotion based on the concept, "Collaborations with Business Group"

a



c



b. Based on the situation of accidents and injuries at work places, Atsugi Labor Standard Inspections Office and the Labor Department of Kanagawa Pref. analyze data to develop effective and efficient measures for safety promotion.

c. Mutual Patrol for Safety and Health

- On volunteer bases, the mutual patrol is conducted by member companies. This patrol is conducted once for each member company every year.
- At patrol, with follow up about improvements of safety since previous patrol, result of patrol is reported and information is exchanged between a company which had patrol and a team of companies which conducted patrol.
- Within a month, the information is also sent to Atsugi Labor Standard Inspections Office to share information for safety promotion. Patrols are conducted about 10 times per year
- Amadera Safety & Health Specified Group started voluntary mutual patrol in thirty year ago. The results of their activities for the last thirty years show favorable reduction of industrial accidents.

- Taskforce team of Work Place Safety has been trying to develop systematic measures for improvement of safety from new points of view trough exchange information about the mutual patrol for safety and health

d. Effects of the SC initiatives

- Atsugi Labor Standard Inspections Office and the taskforce team of work place safety enlighten safety awareness by providing information about industrial accident occurrence via Atsugi City web site.
- Promotion of Safe Community program is clearly stipulated in annual business plan of the committee member companies.
- Amadera Occupational Complex and Kanagawa Inland Industrial Park are planning to promote mutual cooperation and exchange information on voluntary patrol for safety and health.



Fatal accidents due to frequently occurring falling or tumbling

Here we cannot not overlook any unsafe conduct!

The 3rd case of a fatal accident due to "falling or tumbling" has been reported within the competence of the Atsugi Labor Standards Office after January of 2010. This builds up the worrisome situation along with two fatal cases of death caused by falling or tumbling from a "ladder or step ladder" occurred in 2009. We would like every employer and operator to inspect the following items to take preventive measures against work-related accidents from "falling or tumbling," as well as to verify that your contractor takes "preventive measures against work-related accidents from falling or tumbling" prior the construction as a requester.

«Inspection Items»

1. Are workers wearing safety belts and helmets (protective gear against falling)?
2. Did you inspect the ladders, step ladders and scaffolding?
3. Did you talk over the work proceedings?
4. Are measures against needs table hazard points provided thought out?
5. Are they covered by industrial accident insurance (including special coverage by the requester)?

Description of Fatal Accidents due to "Falling or Tumbling" occurred in 2010

Month	Business Classification	Sex	Age	Description of Incident
Jan.	Construction Work	Male	36	An employee of a contractor fell 15 meters from a parapet of a roof to the ground at the construction site of newly built 5-floor condominiums of RC.
Jan.	Wholesaler of Construction Material	Male	34	In response to a repair request to leak in the roof of a factory, an employee fell from 7.7 meters in height moving above the slating after breaking a slate on foot to inspect leaking place for sanitation.

Description of Fatal Accidents due to "Falling or Tumbling" occurred in 2009

Month	Business Classification	Sex	Age	Description of Incident
Feb.	Machinery fixing Work	Male	71	Falling accident caused by spouting pressure from the machine after cutting the pipe off while climbing at the 3rd or 4th step of a step ladder.
Oct.	Other Retailing	Male	61	Fell from 1.5 meters in height while fitting a heater for a bathroom when climbing down a step ladder outdoors (using as a ladder). During the work, no helmet was worn.

Atsugi Labor Standards Office
Safety Management Committee in Workplaces (Workers) of Atsugi Safe Community

Indicator 6 :

Ongoing participation in national and international Safe Community networks.

Atsugi City has participated in national and international network of Safe Community to learn from other communities and share their experience and information. Referring to various programs on safety promotion and injury prevention by SC designated communities inside and outside of Japan, the city has been putting further effort to improve the Atsugi City Safe Community Programs.

1. Participation in national networks

(1) Relationships with domestic Safe Communities in Japan

Through participation in the designation ceremony of Kameoka City, which is the first Japanese city to be designated as Safe Community, Atsugi City has continually studied initiatives and strategies of Kameoka City.

(2) Participation in the Japanese Society of Safety Promotion

By presenting its initiatives to the Japanese Society of Safety Promotion and to the Nihon Shimin Anzen Gakkai, Atsugi City has shared its experience and worked to form a domestic Safe Community Network.

- September, 2007: Participated in the Kyoto Safe Community Symposium
- March, 2008: Attended to the Kameoka City Safe Community Designation Ceremony
Participated in the International Conference on Surveillance for Safe Community
- October, 2008: Participated in and gave a presentation to the 2nd Academic Conference,
Japanese Society of Safety Promotion (Tokyo)
- December, 2008: Attended to the 5th Nihon Shimin Anzen Gakkai, Toda city
- August, 2009: Attended to the Towada City Safe Community Designation Ceremony
Participated in and made presentations at the 3rd Academic Conference, Japanese
Society of Safety Promotion (Towada City)
- November, 2010: Attended to the 6th Nihon Shimin Anzen Gakkai, Yokohama
- March, 2010: Participated in the International Safe School Designation Ceremony at Ikeda
Elementary School attached to Osaka Kyoiku (Normal) University (Ikeda City, Osaka)
- November, 2010: Hosting the 4th Academic Conference of the Japanese Society of Safety
Promotion (Atsugi City)

(3) Hosting visiting study groups

As a result of the dissemination of information about Safe Community projects at Atsugi City through its web site and other media, the city become to accept study groups from many local governments. Through these visits, the city has worked to popularize Safe Communities and importance of safety promotion.

- July, 2008: Oyama City in Tochigi Prefecture
- Jan., 2009: Tsukuba City Assembly in Ibaraki Prefecture
- April, 2009: Nagano Prefectural Police Department
- July, 2009: Fukuyama City Assembly in Hiroshima Prefecture
- Aug.,2009: Bureau of Social Welfare and Public Health, Tokyo
- Nov., 2009: Association of Deputy Mayors of Saga Prefecture, Hose University, Kanto Gakuin University, Minowa Town(Nagano Prefecture), Nagao Prefecture Police
- Jan,2010:Toshima City(Tokyo), Komoro City(Nagano Prefecture), Council of Fukusima Prefecture, Keio University
- Feb.,2010:Council of Ebetu City, Kagosima City(Kagoshima Prefecture)



Kameoka City



Towada City



The JSSP 3rd Conference in Towada



The 5th Conference on City Safety in Toda



the JSSP 2nd Conference in Tokyo



The 6th Conference on City Safety in Yokohama

2. Participation in international networks

- June, 2008: Attended the Songpa District Designation Ceremony in Seoul, Korea
Participated in international networks to study Safe Community Programs in various countries
- July, 2008: Visited the WHO Asian Region Designation Center
By studying Safe Community Programs in Korea and at the same time, exchanging views with representatives of the designation center, the city learned from examples in more advanced cities in Korea.
- October, 2008: Participated in the 17th International Safe Community Conference (in Christchurch City in New Zealand)
Four representatives of Atsugi City attended, introducing Safe Community initiatives in Atsugi City by displaying posters and by other means.
- February, 2009 : Inspection tour by WHO Asia Region Safe Community Certifying Center
Officials from Korea, China, and Taiwan were invited to see initiatives in Atsugi City
- March, 2009: Visited Safe Schools (Taiwan)
Visited to advanced Safe Schools in Taiwan to study their initiatives.
- October, 2009: Participated in and gave a presentation to the 5th Asia Region Safe Community Conference, (Beijing in China)
Four representatives of Atsugi City attended, and introduce Safe Community initiatives in Atsugi City by giving presentations, displaying posters and by other means.
- November, 2009: Participated in the 6th International Injury Prevention Forum (Seoul, Korea)
Visited to Jungja Elementary School(Suwon), the first International Safe School in Korea
- March, 2010: Scheduled to participate in and give a presentation at the 19th International Safe Community Conference (Suwon City in Korea)
Two representatives of Atsugi city will attend and introduce Safe Community initiatives of Atsugi City.



Visit to Songpa District in Seoul



Visit to the Certifying Center in Korea



17th International Conference on Safe Community



Invitation of SC specialists



visit to Neifu District in Taipei(Taiwan)



The 5th Asia region Conference on Safe Community



Visit to the International Safe School



Attend to the 6th International Injury Prevention Forum

Chapter 6

Prospects for sustainable Atsugi Safe Community

1. Goals of Safe Community

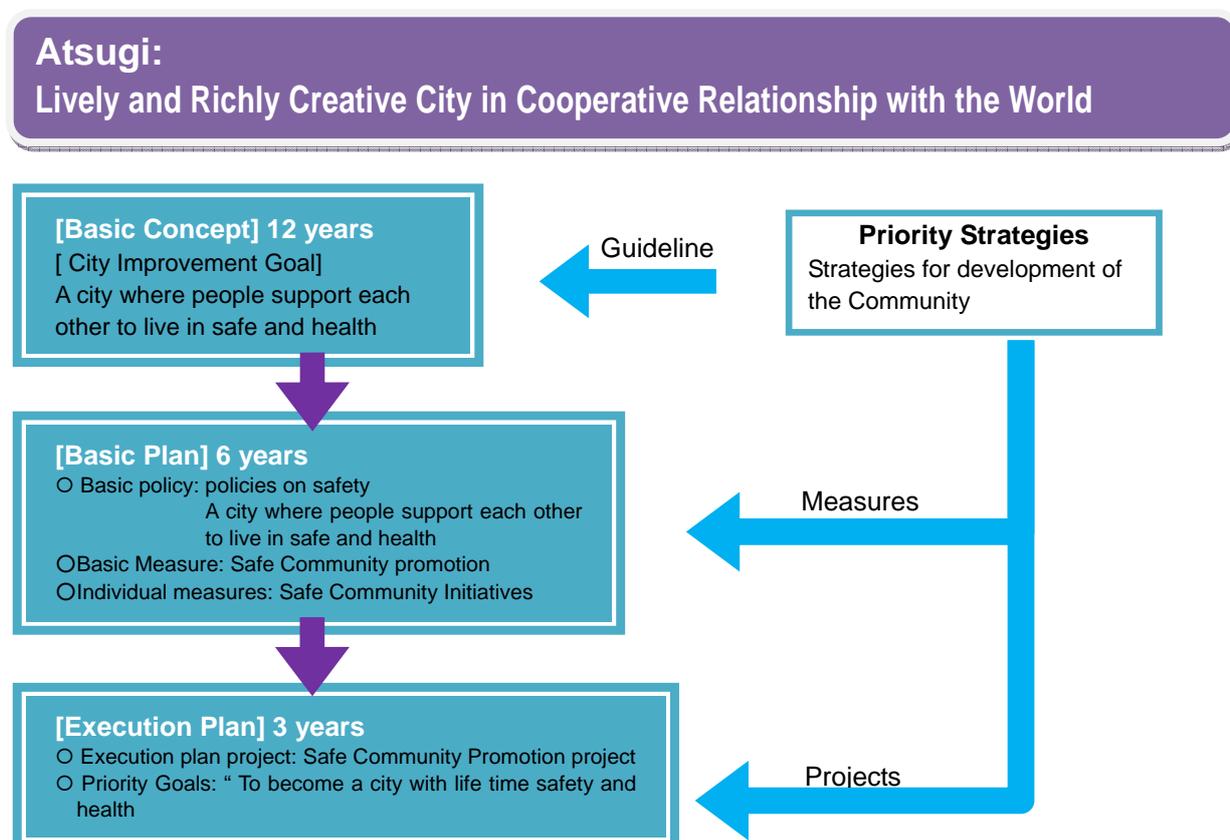
(1) Long-term goals

- To improve the quality of life (QOL) of citizens through Safe Community programs.
- To create a community where citizens can live safely and free from anxiety.
- To re-establish bond among community members.

(2) Long-term initiatives

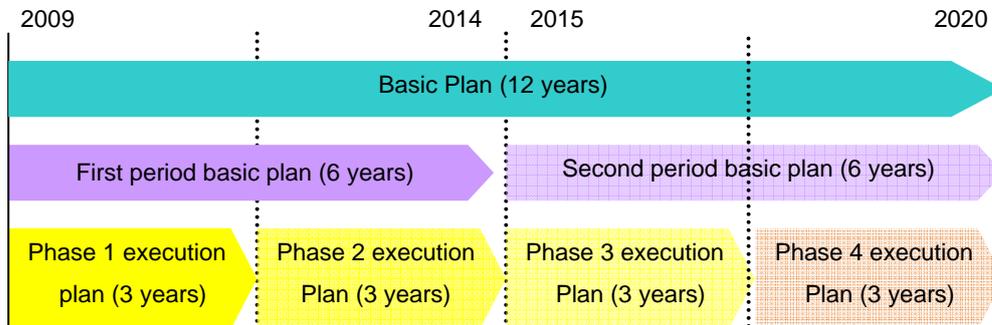
- To reach the goal of “be the most secure and safest city in the world” by taking initiatives which conform to the Safe Community Program enacted in the Atsugi City Comprehensive Plan

① Safe Community Program in the Atsugi City Comprehensive Plan

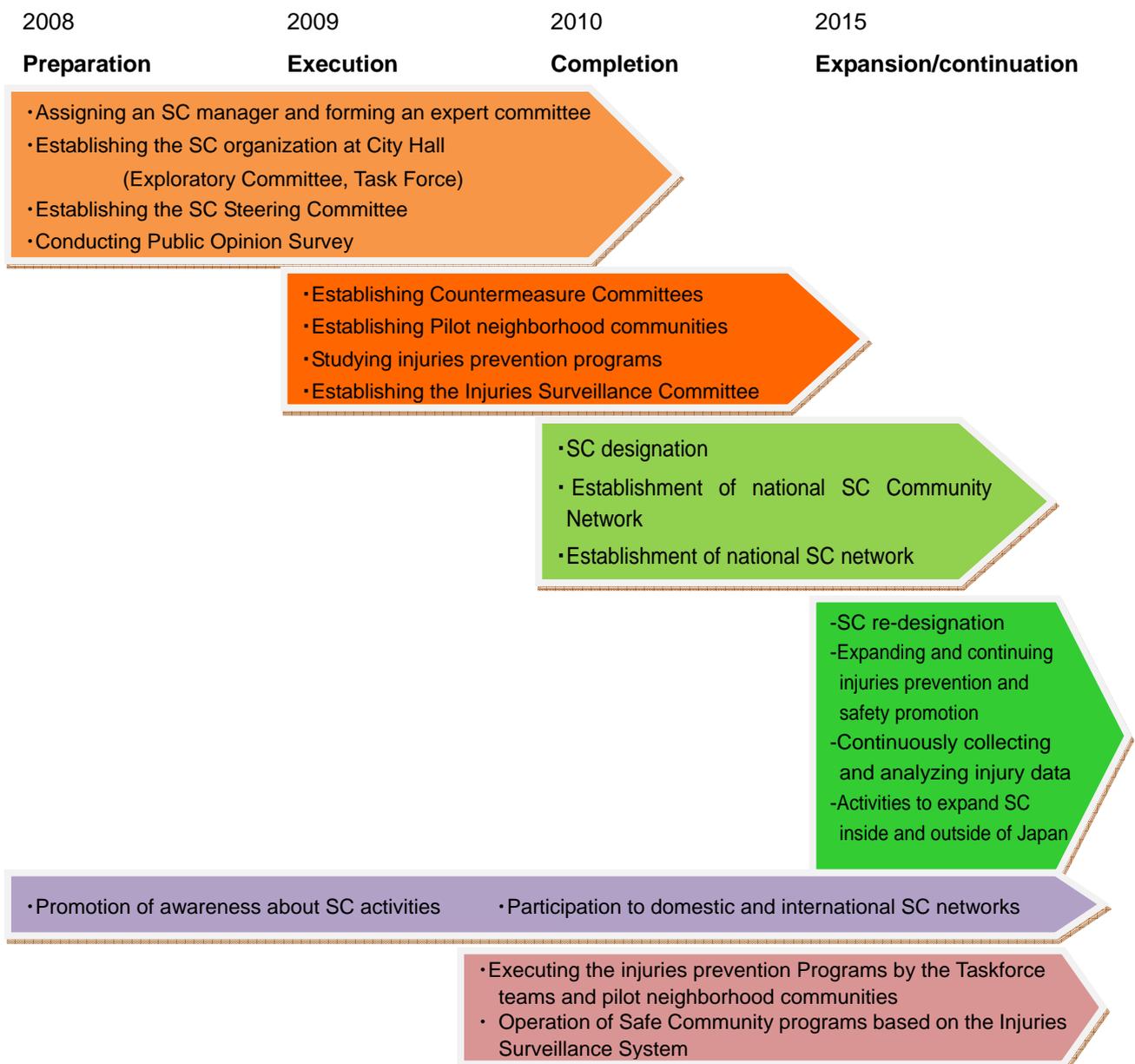


②Elements and Periods of the Safe Community Program Plan

The Safe Community Programs will be implemented based on periods for policy execution with flexibly responding to changes and trends in the society.



2. Program implementation strategy



3. Future perspective of SC movement at Atsugi City

1. Re-designation as a member of International Safe Community

2. Establishment of Safe Community Network nationally and internationally

- a. Forming Safe Community Network in Japan
- b. Participating and contributing to the International Safe Community Network
- c. Supporting communities working to be members of the International Network of Safe Community
- d. Providing opportunities to develop Safe Community movements through events such as symposiums.

3. Diffusion of concept and activities of Safe Community

- a. Promoting SC programs based on the Atsugi Comprehensive Plan
- b. Improving social governance approach
(Collaborative management of communities by various actors in community)
- c. Implementing sustainable and long-term programs
- d. Developing programs which record causes and frequency of injuries and accidents
- e. Developing system to assess and evaluate processes and result of Safe Community programs
- f. Promoting sustainable Safe Community project

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セーフコミュニティで 安心・安全 元気なまちを

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