# A New Perspective on Crash Blackspot Analysis

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| Over 90% of the 35,000 plus road deaths in Indonesia each year involve vulnerable road users. Unlike New Zealand and Australia, Indonesia still has many fatal and heavy (serious) injury crash blackspots – at last count almost 1,000 sites nationwide had the equivalence of three or more fatal crashes in a three-year period. A key aspect of the DGH road safety response through to 2030 is to target these blackspots with effective infrastructure treatments. It was obvious that applying historical blackspot treatments used in New Zealand was not going to solve the majority of safety problems in Indonesia, due to the high prevalence of vulnerable road users, especially 2 and 3 wheelers. In developing a trial blackspot program for Bali it was important to utilise the principles of the safe system approach, and the perspective on risk of the safe system evaluation framework – these approaches were not available during the heyday of blackspots analysis (last century) in New Zealand. In developing solutions, the blackspot teams were encouraged to consider improvements that would reduce the exposure, the likelihood and the severity of crashes. A key focus being to reduce the unsafe interactions between four wheelers, including trucks and buses, and two/three wheelers and pedestrians. Unlike developed countries speed management through safer speed limits tends to be less effective, and there is a heightened need to reduce interactions that cause unsafe overtaking/head-on and rear-end crashes and use road design to reduce conflict speeds. This paper will discuss the approach used to develop blackspots solutions in Bali, using the safe system approach. It will also discuss how this approach might be useful in a New Zealand context, especially at high-risk locations in urban areas with significant volumes of vulnerable road users.  |