



Motorcycle Safety In Malaysia

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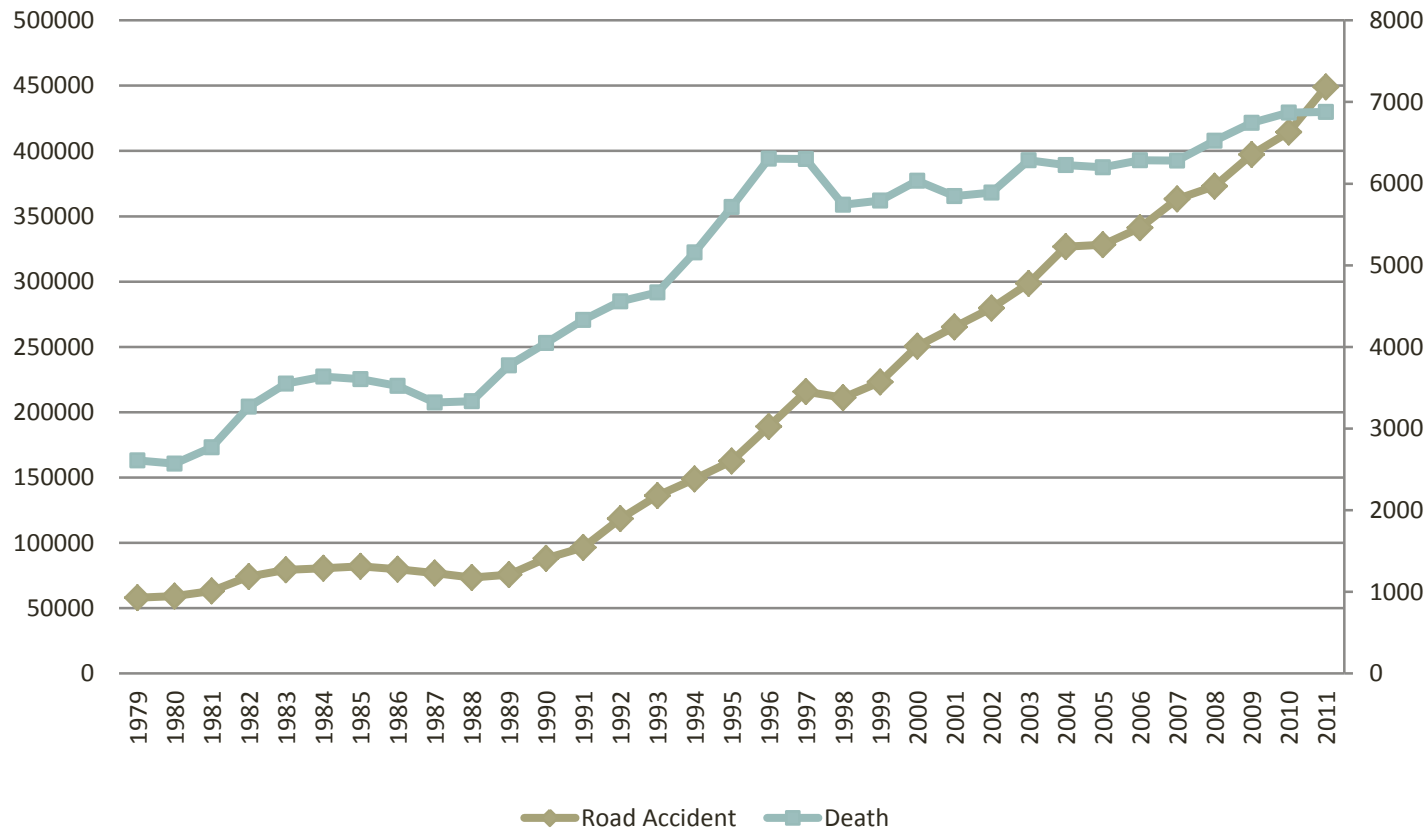


Statistics in 2011

- Malaysia
 - 329,847 sq km
 - 28 million
 - 22million in Peninsula area
approx 115,000 sq km
 - 6877 deaths
 - 23.8 deaths per 100,000 pop
 - 17.7 deaths per billion vkt
- Poland
 - 312,685 sq km
 - 38 million
 - 4,200 deaths
 - 111 deaths per million
population



Accident Trend in Malaysia



Statistics

- 449,040 road accidents
- 6877 deaths 2011
- 60% Motorcyclists and pillion riders
- 20% cars
- 8% pedestrian
- 12% others

Motorcycle Programmes

- Conspicuity Program- Running Head Lights
- Community Based Program (Helmet Wearing)
 - Issuing of free helmets
 - Advocacy on helmet wearing
- Wearing of reflective vests
- Reflective Stickers at rear of m/cycle
- **Motorcycle Lane Program**

Problem Statement







Warrants for motorcycle Lane

- Traffic > 30,000 AADT
- Motorcycle Traffic Composition >30%
- Exclusive motorcycle lane at highways with controlled access
- Non-exclusive at road networks without controlled access

LEGAL ISSUES

No provision in the Road Traffic Act 1987 (Act 333)

- On issues of not using the motorcycle lane provided
- In Part III (Jalan-Jalan) in Act 333
- No mention of motorcycle lane under road definition in the Act

Guidelines

- Guidelines for Cycle Track
- Motorcycle Lane Guidelines (2011)
- Standard Drawings
- Geometric Design for Motorcycle Lane (On going)

1st Exclusive motorcycle lane



Exclusive Motorcycle Lanes





ak



Speed Limit





Speed Limit on Motorcycle Lane
(FT002: JALAN PERSEKUTUAN)

Misuse of Motorcycle Lane





Misuse of Motorcycle Lane where access is not fully controlled

Misuse of Motorcycle Lane

GUIDE

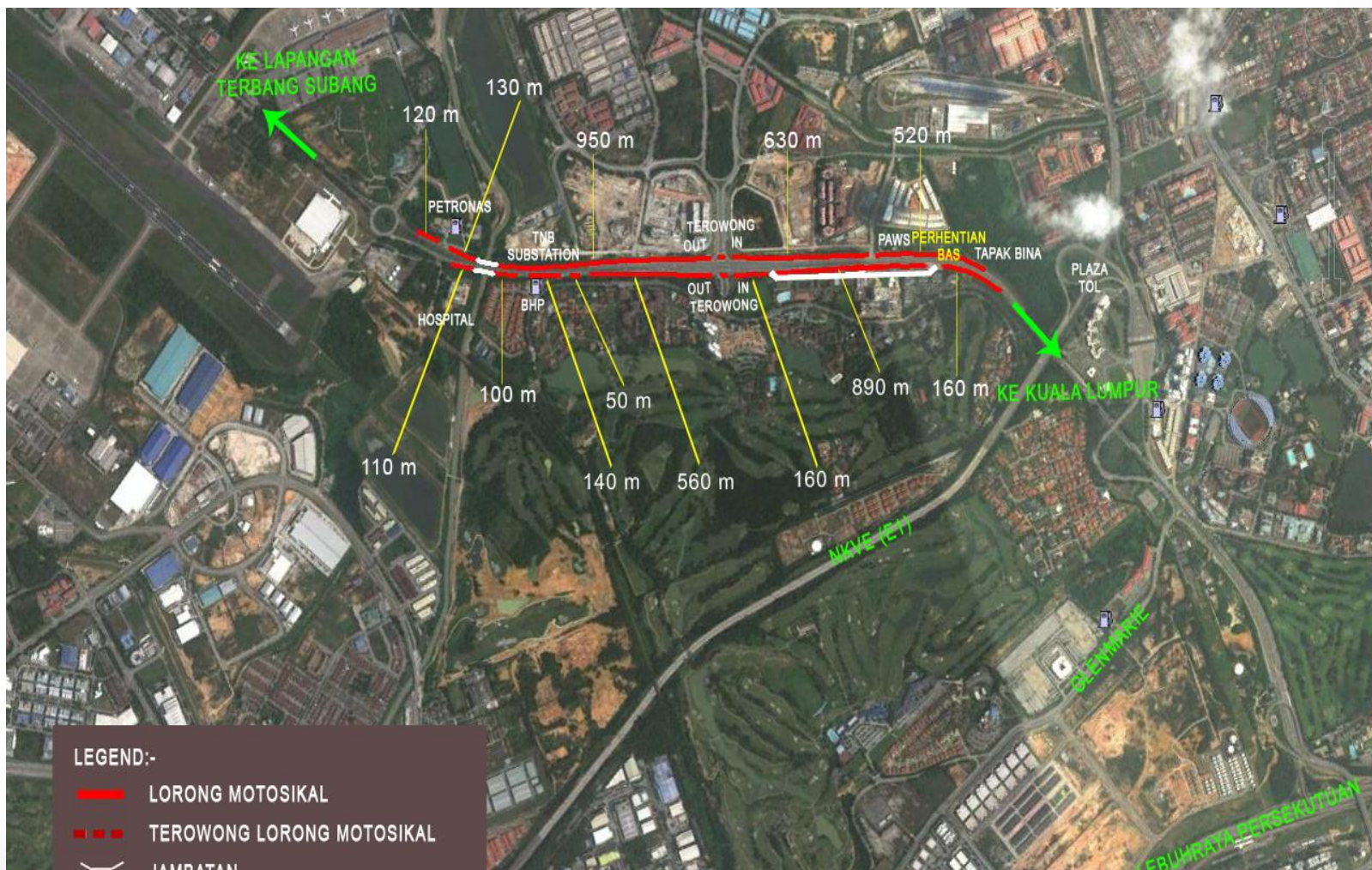
MORE RESULTS
Lorong motosikal di F...



0:10 / 1:04

Kereta Masuk Lorong Motor di KESAS Highway [HQ]

0:59





Guardrail dismantled for vehicles to enter highway on the right



Illegal Opening
(FT002 : JALAN PERSEKUTUAN)



No protection for motorcyclists against structure
(FT002: JALAN PERSEKUTUAN)

Non exclusive Motorcycle Lane



Issues Along Non-Exclusive Motorcycle Lanes

1. Conflicts at access points
2. Motorcycle flow against traffic
3. Vehicles use motorcycle lane as a trafficable lane
4. Vehicles parked along motorcycle lane



Conflicts at Access
(FT005 : PONTIAN, JOHOR)



Against Traffic Flow
(FT007 : ALOR JANGGUS, KEDAH)



Vehicle using the Motorcycle Lane
(FT029 : SEPANG)



Vehicles parked by the roadside along motorcycle lane
(FT007 : ALOR JANGGUS, KEDAH)

Conclusions

- Reduction in motorcycle accident by 39% on exclusive motorcycle lane
- No known marked reduction in motorcycle accident. From observations it is still good to segregate.

THANK YOU