

Survey Report: Safety of Public Road Cycling in Malaysia

Rempit Rabu: Futurise X ISN in conjunction with the 10-year anniversary of ISN Malaysia

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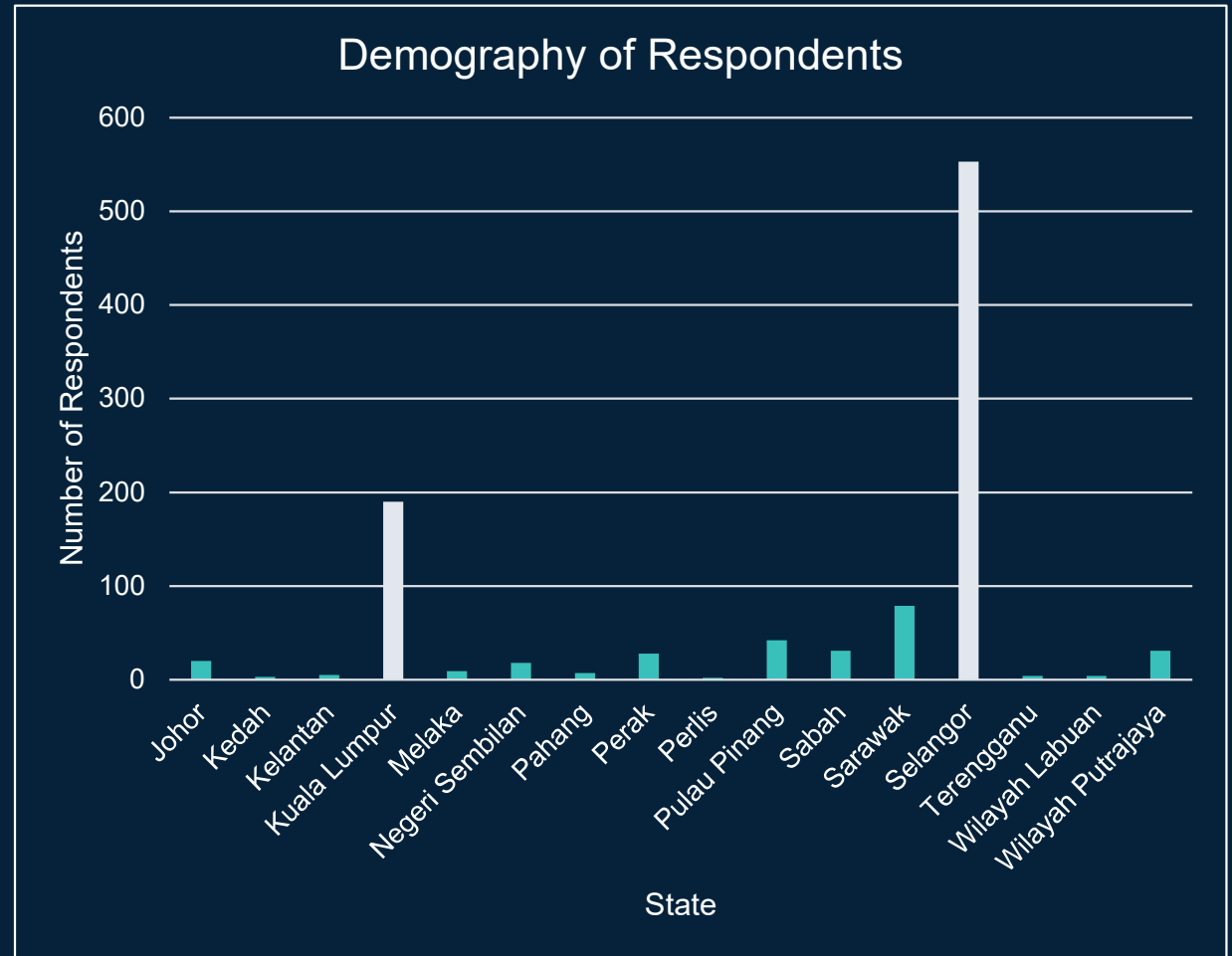


Introduction

- This report presents findings of the Malaysian public road cyclist behavioural study in performed in conjunction with the “Rempit Rabu: Futurise X ISN10” virtual cycling event. The goal of this collaborative event was for Futurise to gain direct access to the Malaysian cycling community in order to understand the needs, wants, perception, and mindset towards the open road cycling experience in Malaysia.
- The method of data collection used in this study was online surveys wherein respondents are asked self-assessment questions on their perception towards the various factors affecting public road cycling safety in Malaysia. Primarily, all participants of the “Rempit Rabu: Futurise X ISN10” virtual cycling event were made to answer these survey questions due to the relevance of their demography as cyclists. Additionally, members of the Malaysian cycling community were targeted to answer the survey through digital marketing efforts via Futurise’s social media presence across multiple platforms. As at the development of this report, data from 1027 cyclists surveyed across Malaysia had been used as the basis for our analysis and findings.

Report limitations

- The main limitation of this report stems from the demography of respondents. The nature of data collection was mostly through digital methods. Most of the respondents come from the Klang Valley being Selangor and Kuala Lumpur. This introduces a heavy skew towards the cycling experience within the Klang Valley area.
- Moving forward, the findings for this report should not be utilized for state-specific policies and conclusions. For state specific and better overview of Malaysia's populace, further studies need to be carried out to ensure a balanced demographic response that can properly reflect the differences between Malaysia's states and territories.

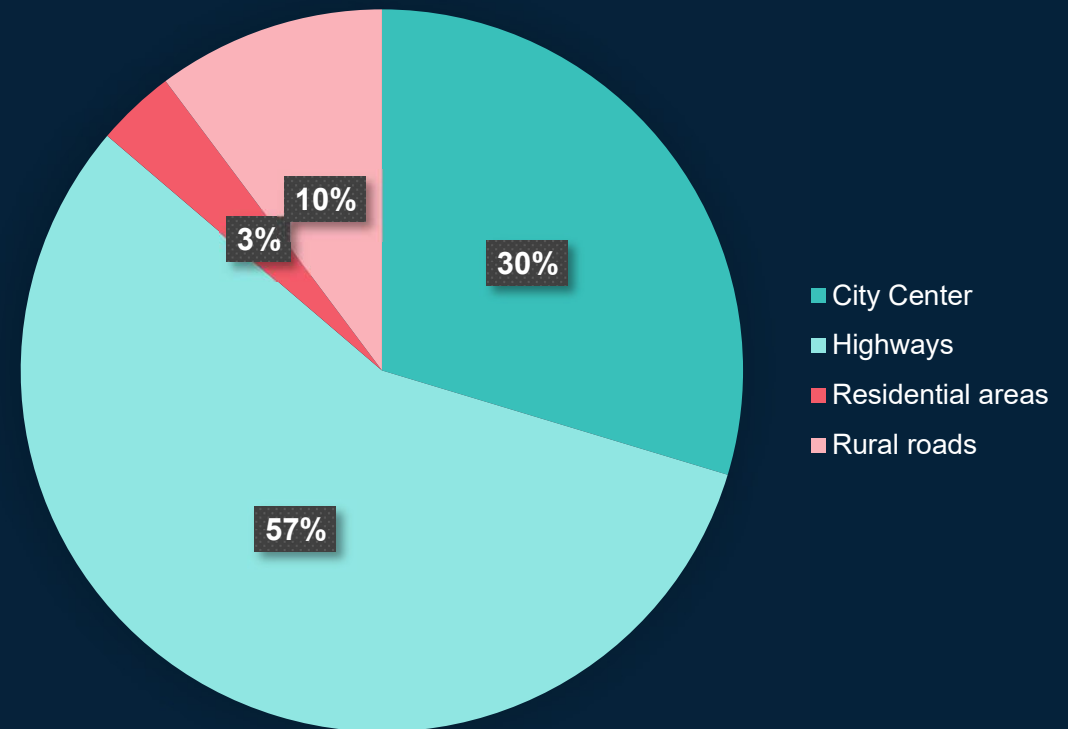


Cycling environments

When asked about their perception of least safe cycling environments:

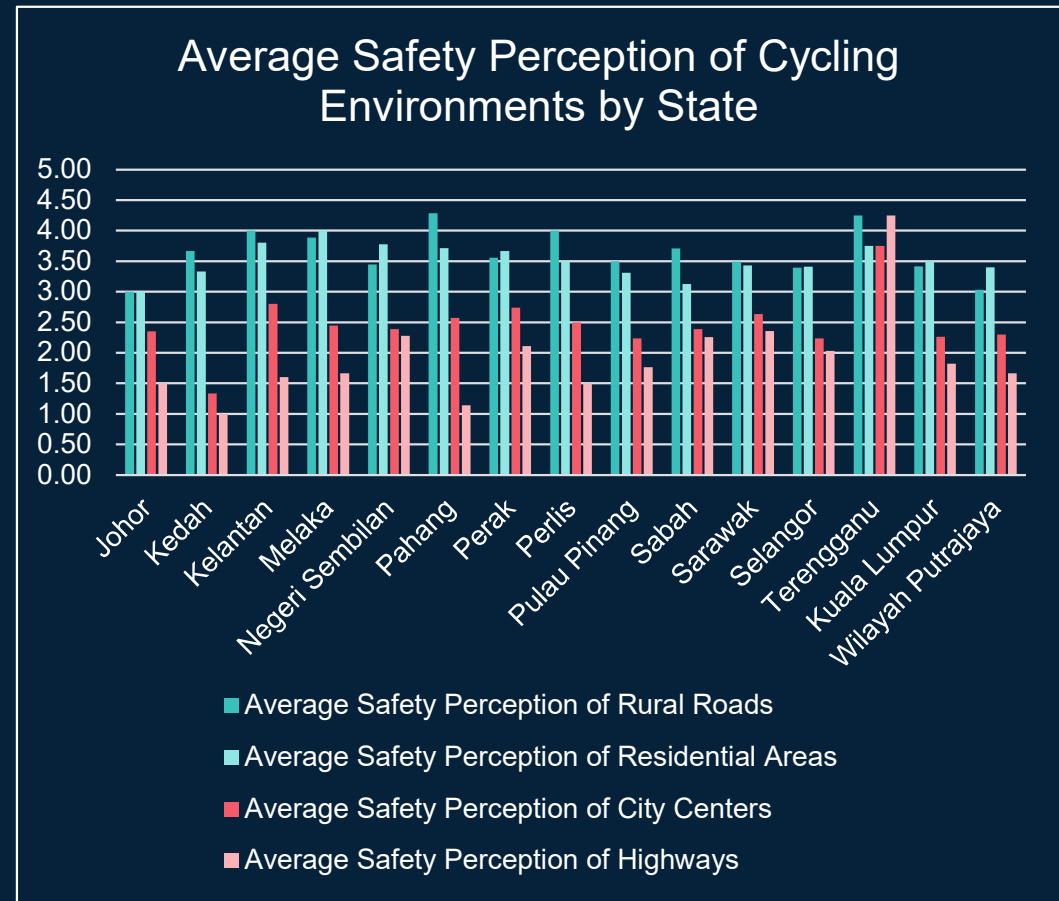
- 57% said Highways were the least safe. Followed by City Centers at 30%.
- The sentiment that Highways are the least safe is shared across most Malaysian states/territories which unanimously gave a low rating on a 1 to 5 scale.

Perception of Least Safe Cycling Environments



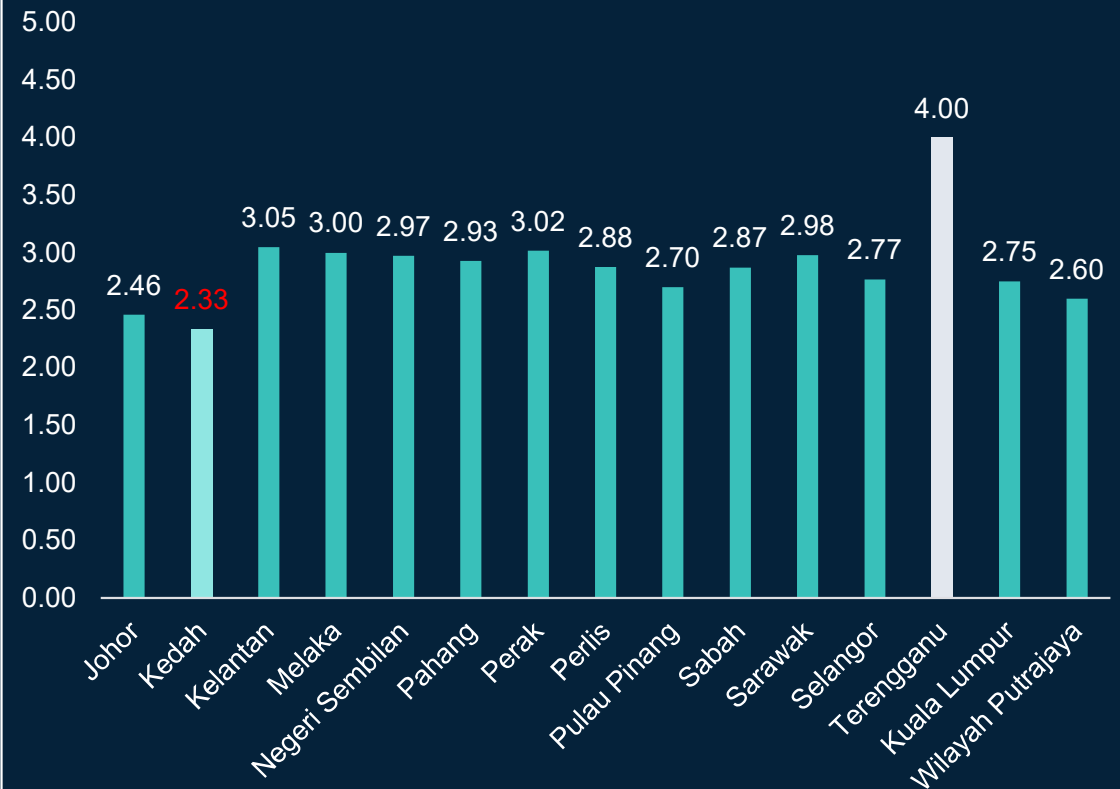
Through this graph:

- The findings still show a low average score for Highway safety perception across all the states.
- Due to recent events in 2020, many cyclist were caught in serious accidents on highways which has led the Malaysian police strongly discouraging cyclist from riding on highways, so much as to penalize them as well.



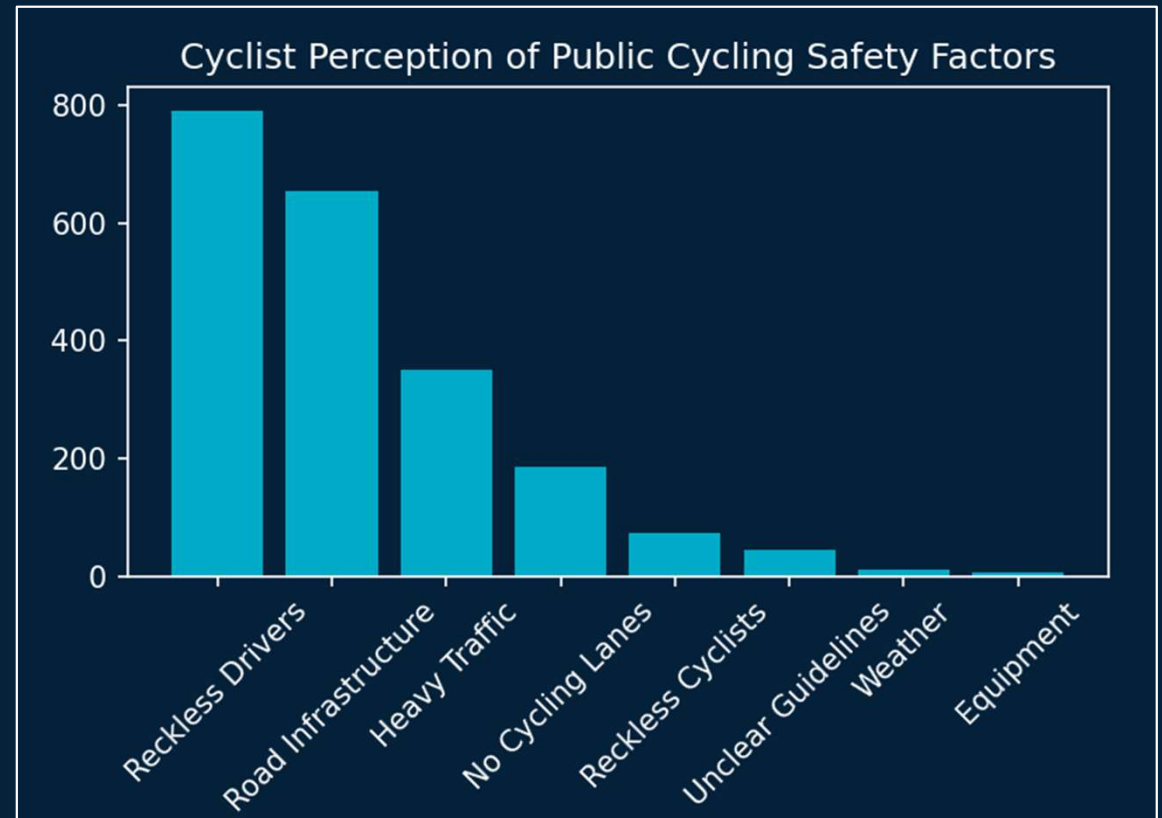
- Further analysis shows that most cyclists across Malaysia have a negative perception of public road cycling safety.
- Terengganu shows the highest average safety score whereas Kedah showed the lowest.
- However, it must be noted that the overall response is mostly from the Klang Valley region and that in reality, the number of response from these two states is low and should be taken with a grain of salt.

Average Safety Perception Across All Environments



When asked what are their top 3 factors that affect their safety as a cyclist on public roads:

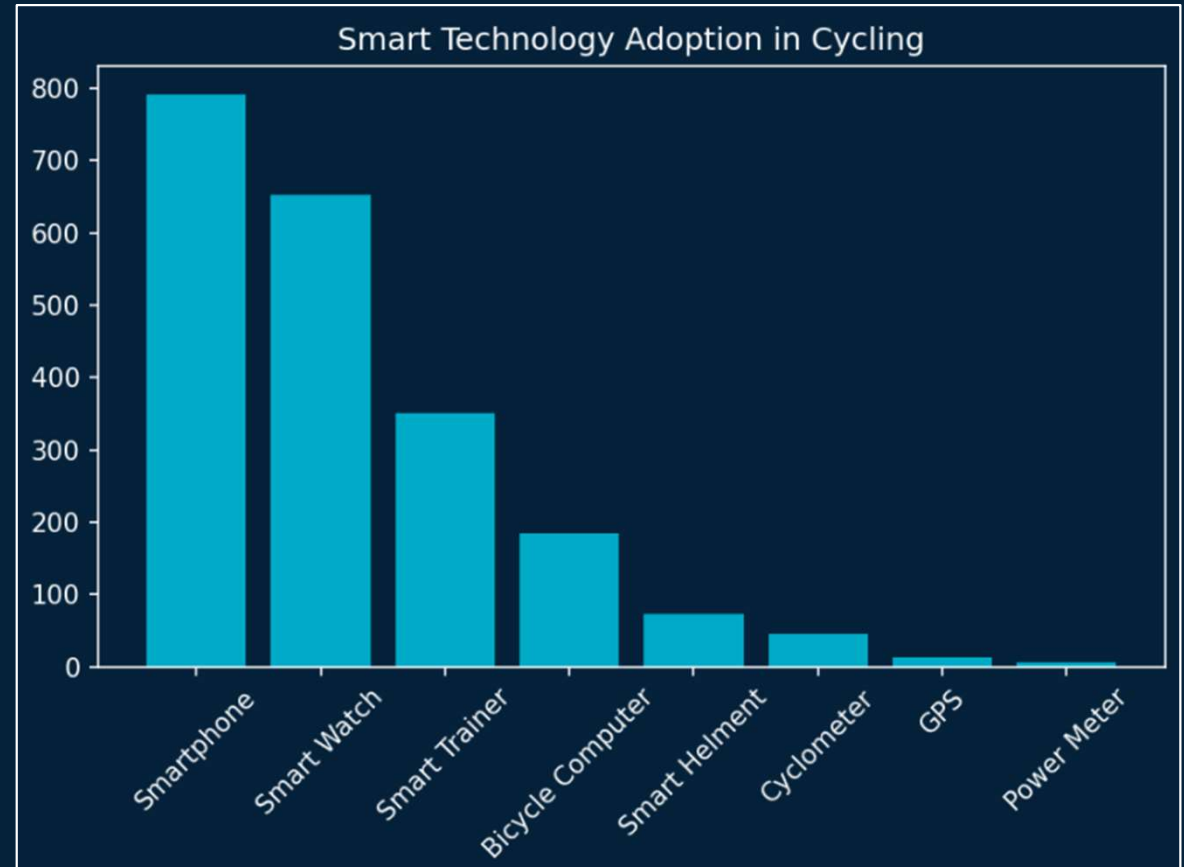
- Reckless Drivers was the highest factor, followed by Road Infrastructure and then, Heavy Traffic.
- Weather and Equipment are the least concerning.



The Utility of Sports Technology in Public Road Cycling

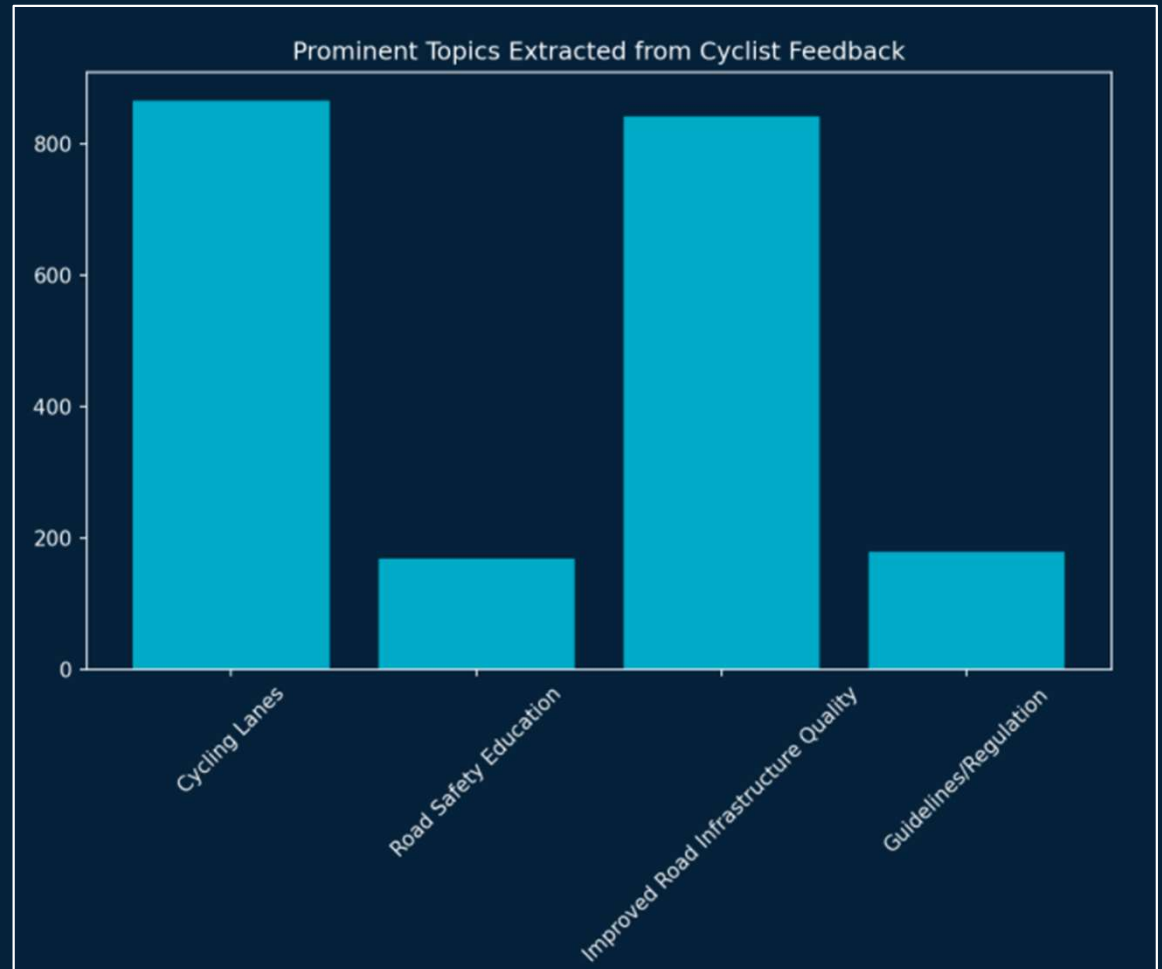
When cyclists were surveyed on their usage of sports technology to aid their cycling, the following data was collected:

- Respondents said they utilize their smartphones and smart watches the most.
- Given that smartphones and smart watches carry a large array of functionality such as an in-built GPS as well as apps that collect and display cycling data on-the-go like Strava. The need for a dedicated GPS has lowered significantly.



The four identified topics are:

- Cycling Lanes, Improved Road Infrastructure Quality, Road Safety Education and Guidelines/Regulation.
- The respondents indicate that having dedicated cycling lanes are the most prominent feature request.



- The next most prominent feature request among cyclists is improved road infrastructure for public road cycling. This comes from respondents mentioning “infrastructure” and “road condition”.
- The third most prominent feature request identified is the development of proper road safety awareness education for both cyclists and drivers to ensure safer road sharing practices.
- Lastly, the final feature request identified is clearer guidelines/regulation for public road cycling. Respondents share similar statements of “regulation” and “law” in their feedback.

Conclusion

Based on the analysis of the accompanying survey of this study, the general consensus of the cycling community in Malaysia is that there is much to be desired in terms of safety and government intervention in improving the public road cycling experience in Malaysia. Of all common cycling environments surveyed in this study, Cyclists across all states had an overwhelming consensus that highways are the least safe environment for public road cycling in Malaysia.

Additionally, sports technology adoption was found to be widespread with smartphones and smartwatches and are mainly used for health and fitness, navigation, and safety.

Finally, the 4 most prominent requests of Malaysian public road cyclists based on the survey results are dedicated cycling lanes on public roads, improved road infrastructure, clearer guidelines and regulations for public road cycling, and structured road safety education and awareness programs for all road users including cyclists and drivers.