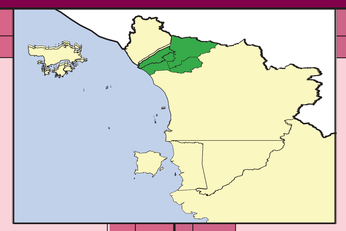
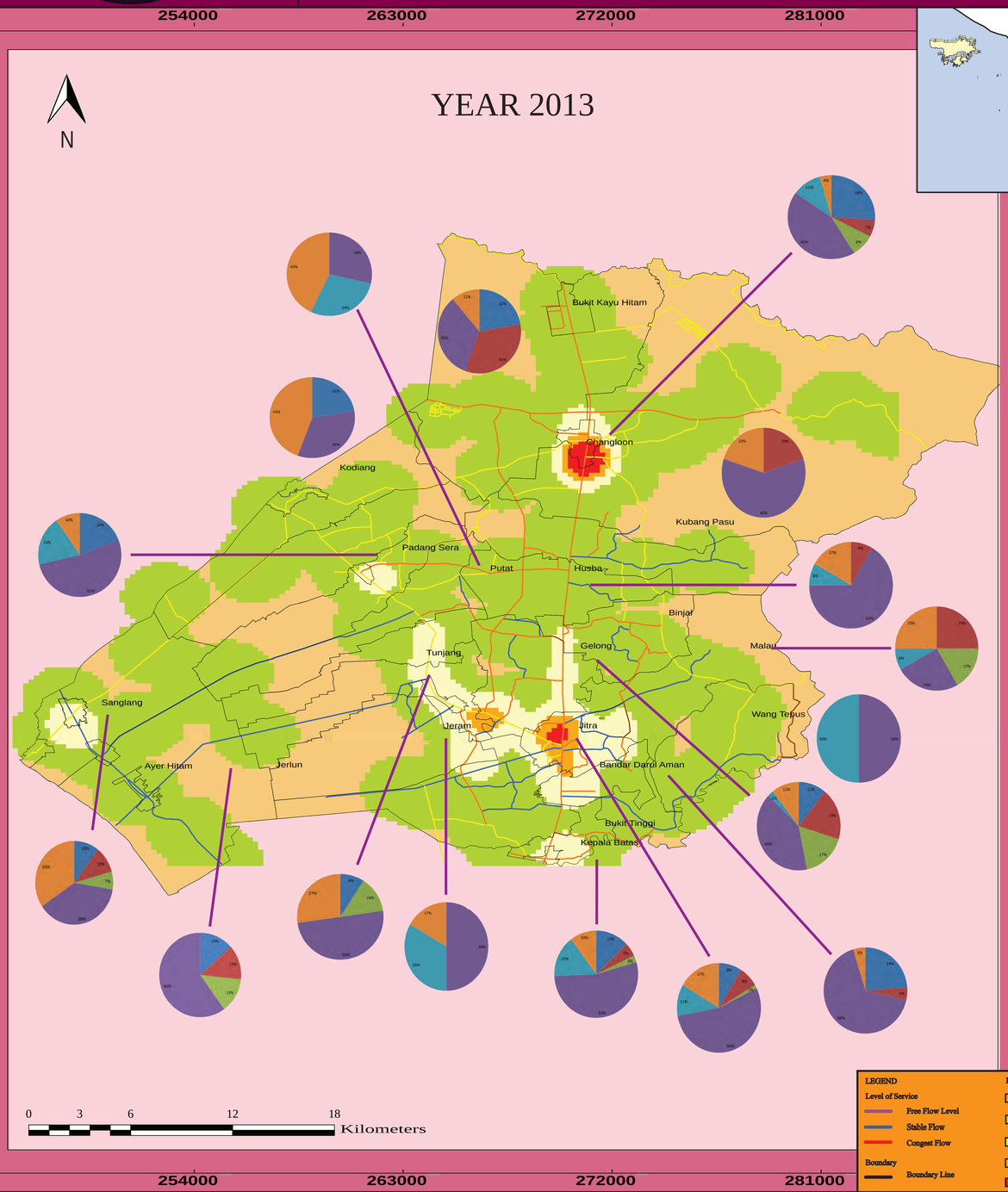
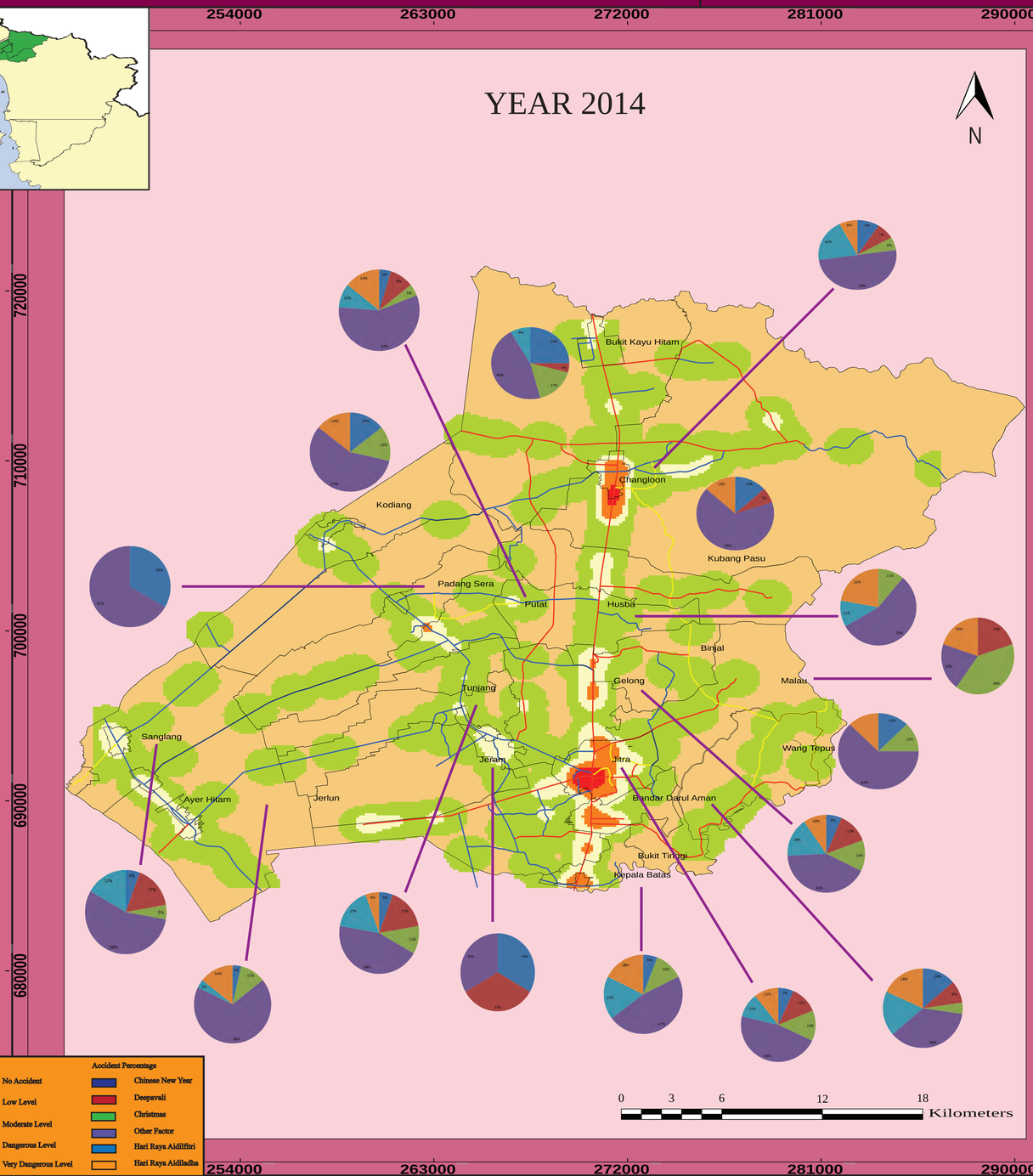
ACCIDENT PATTERN MAP IN KUBANG PASU

geomass
GEOMATICS SCIENCE STUDENT SOCIETY







LEGEND

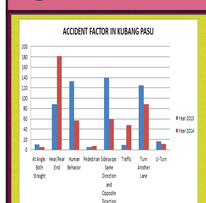
Level of Service
- Free Flow Level
- Stable Flow
- Congest Flow

Boundary
- Boundary Line

Kernel
- No Accident
- Low Level
- Moderate Level
- Dangerous Level
- Very Dangerous Level

Accident Percentage
- Chinese New Year
- Deepavali
- Christmas
- Other Factor
- Hari Raya Aidilfitri
- Hari Raya Aidiladha

FACTOR OF ACCIDENT



From the statistic we can see that the value of head/rear end increase rapidly from year 2013 to 2014.

Sidewipe also contribute to the accident in 2013 and 2014 with 27% and 13% simultaneously.

In 2013, the highest factor goes to sidewipe followed by human behaviour following closely to that was turning to another lane.

The least factor that contribute to accident in year 2013 was both pedestrian and reversing the vehicle with both at 1%.

In year 2014, the least factor still goes to pedestrian with addition to turning at a sharp angle with 1%.

But unlike 2013, reversing the vehicle was not a factor contributing to traffic accident anymore.

PICTURES OF ACCIDENT AND TRAFFIC CONGESTION

LEVEL OF SERVICES

Level of service (LOS) is a qualitative measure used to relate the quality of traffic service. LOS is used to analyse highways by categorizing traffic flow and assigning quality levels of traffic based on performance measure like speed, density, etc using letters A through F with A being the best and F being the worst.

A: Free flow. Traffic flows or above the posted speed limit and motorists have complete mobility between lanes.

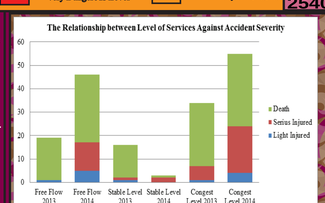
B: Reasonably free flow. Speeds are maintained , manoeuverability within the traffic stream is slightly restricted.

C: Stable flow. Ability to manouver through lanes is noticeably restricted and lanes changes require more awareness.

D: Slightly unstable flow. Speeds slightly decrease as traffic volume slightly increase.

E: Unstable flow. Flow becomes irregular and speed varies rapidly because there are virtually no usable gaps to to manouver in the traffic stream and speeds rarely reach the posted limit.

F: Congest flow. Every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required.



RELATIONSHIP BETWEEN LEVEL OF SERVICES AGAINST ACCIDENT SEVERITY

The highest accident severity against the traffic congestion is death.

The lowest accident severity against the traffic congestion is light injury.

In comparison, the number of accident severity in stable traffic level is much higher that in 2013.

During free traffic flow in 2013, serious injured severity is lower compared to year 2014.

The highest total number of accident severity is in year 2013 when the traffic level was congested.

The lowest total number of accident severity is also in year 2013 but when the traffic level was stable.

ABOUT KUBANG PASU

Kubang Pasu is the northernmost district in the state of Kedah Darul Aman.

It borders with the Thailand to the north, the district of Padang Terap to the east , the district of Kota Setar to the south and the state of Perlis Indera Kayangan to the west.

The area of Kubang Pasu district is about 94 596 hectare.

Almost all the land of Kubang Pasu district has a flat surface with a little bit of hilly area at the east.

There are 21 areas in the district of Kubang Pasu such as:
- Changlun
- Kodiang
- Jitra
- Bukit Kayu Hitam
- Kubang Pasu
- Others

Projection : Kertau RSO Meters
Data Source : Kubang Pasu basemap
: Accident data 2013 and 2014
: Traffic data 2013 and 2014
: Accident factor data
Name : Nur Fatma Fadilah bt Yaacob
: Dzuliyana bt Zakaria
: Nor Fatin bt Ismail
Date of Creation : 01 December 2015
Map Type : Quantitative