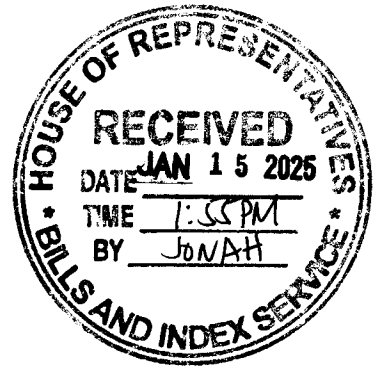


Republic of the Philippines
HOUSE OF REPRESENTATIVES
Batasan Hills, Quezon City

Nineteenth Congress
Third Regular Session



House Bill No. **11292**

Introduced by Akbayan Representative Percival Cendaña

**AN ACT PROMOTING ACTIVE MOBILITY BY ESTABLISHING AND
INTEGRATING A SAFE PATHWAYS NETWORK OF BICYCLE LANES,
CARFREE DAYS, WALKWAYS AND SLOW STREETS, AND PROVIDING FUNDS
THEREOF**

Prefatory Statement

Due to traffic congestion, air pollution, and vehicular accidents, roads in highly urbanized cities in the Philippines have become generally hazardous to vulnerable road users, the environment, and health of commuters.

Our transport system needs to be inclusive so that all modes are integrated into a safe, efficient and sustainable system. The government must invest in more and wider footpaths, safe pedestrian crossings, protected cycle lanes and shoulders on rural roads. Moreover, sensible speeds must be in place to make our roads safer for people walking, cycling, or using mobility aids. Car free days should also be declared in limited areas for a limited time to promote healthy lifestyle and community activities. Furthermore, infrastructure for active mobility must be integrated to improved public transportation.

Active mobility involves infrastructure and mindset change. It requires investment from national government agencies and local government units so that highly urbanized cities in the Philippines can encourage and accommodate sustainable and healthy modes of active transport such as walking, biking, and the use of other non-motorized vehicles.

Establishing and integrating active mobility with public transportation will result in reduced carbon emissions, reduced road congestion, less use of energy and resources, as well as less dependence on oil, lightening the impact of oil price shocks. It will also provide multiple health benefits and enhance the quality of life of Filipino commuters.

The passage of this bill is earnestly sought.

REP. PERCIVAL CENDAÑA

AKBAYAN PARTYLIST

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*Be it enacted by the Senate and House of Representatives of the Philippines in Congress
assembled:*

1 **SECTION 1. *Short Title.*** – This Act shall be known as the “Active Mobility Act”.

2 **SEC. 2. *Declaration of Policy.*** – The Constitution mandates the State to protect and advance
3 the right of the Filipino people to a balanced and healthful ecology in accord with the rhythm
4 and harmony of nature, to protect and promote the right to health of the people and instill health
5 consciousness among them.

6 The State also affirms the need for infrastructure and a change in mindset to encourage and
7 accommodate sustainable and healthy modes of active transport such as walking, biking, and
8 the use of other non-motorized vehicles and to provide safe and convenient pathways for
9 commuters. It further acknowledges the need to integrate active transport infrastructures to
10 improved public transportation.

11 Establishing and integrating active transport with public transportation will result in reduced
12 carbon emissions, reduced road congestion, less use of energy and resources, as well as less
13 dependence on oil, lightening the impact of oil price shocks. It will also provide multiple health
14 benefits and enhance the quality of life.

15 **SEC. 3. *Definition of Terms.*** – For purposes of this Act, these terms are defined as follows:

16 (a) *Active mobility* refers to physical activity undertaken as a means of transport, such as
17 walking or cycling and the use of other non-motorized vehicles;

18 (b) *Electric personal mobility devices* refer to any electric motorized device exclusively used
19 for transporting an individual. This includes electric bicycles and electric kick scooters,
20 excluding motorcycles, tricycles, and other similar modes of transport;

(c) *End-of-trip facilities* refer to facilities that cater to active transport users needs at their destinations, which may include shower and changing rooms, short- and long-term bicycle parking, bicycle repair stations, and lockers, among others;

(d) *Non-motorized vehicles* refer to all forms of transportation that do not rely on an engine or motor for movement, including, but not limited to, bicycles and small wheeled non-motorized transport, such as skateboards, push scooters, and handcarts; and

(e) *Slow streets* refer to local roads providing safe and convenient access and use by restricting motor vehicle access, use, or speed limits on certain days or hours in the day, or any combination of such measures as may be determined by the concerned local government unit (LGU), and prioritizing access and use by pedestrians, cyclists, and other non-motorized vehicle users.

SEC. 4. Safe Pathways Network. – Within twelve (12) months from the effectivity of this Act, the Safe Pathways Network shall be established for the use of active transport: *Provided*, That the use of electric personal mobility devices may be allowed subject to the guidelines set by the LGUs, in consultation with the Department of Transportation (DOTr).

The Safe Pathways Network shall consist of the following:

(a) *Bicycle lanes.* LGUs, in consultation with the DOTr and the Department of Public Works and Highways (DPWH), shall identify and create a network of bicycle lanes, which may be temporary or permanent in nature. The temporary lanes alternatively known as pop-up lanes shall be set up, whenever necessary, including during emergency situations: *Provided*, that along national roads in Metro Manila, the DOTr, in coordination with the DPWH and the Metro Manila Development Authority (MMDA), shall be the lead implementing agency. Pop-up bicycle lanes may be marked with removable tapes and mobile signs, which can easily be placed and removed as necessary. Other physical barriers may also be used.

The bicycle lanes shall, as much as practicable, directly connect users to essential destinations, such as medical facilities, public and private facilities frequented by people, schools, and other similar places that may be identified. Motorcycles, tricycles, and other similar modes of transport, whether powered by fossil fuel or electricity, are prohibited from using the bicycle lanes unless otherwise designed for sharing with such modes of transport.

(b) *Walkways.* Walkways shall be designated or constructed for the use of pedestrians, including the use of strollers and other children's mobility equipment. Walkways may also be shared with non-motorized vehicles and electric personal mobility devices, subject to the guidelines set by the LGUs and taking into account the safety of pedestrians.

(c) *Slow streets.* To complement the network of bicycle lanes, LGUs shall create a designated network of people-oriented slow streets, which may be temporary or permanent that will provide safe and convenient access and use of specific local roads. Speed limits, access on certain days or hours in the day by motorized vehicles in slow streets, or any combination of such measures shall be determined by the concerned LGU. Motor vehicles of residents, delivery and trash collection vehicles servicing the area of the slow streets, and emergency services shall have access to slow streets subject to restrictions to be imposed by the LGU.

1 Slow streets shall be clearly marked with signage specifying the restrictions. LGUs shall
2 identify priority areas for implementation within their jurisdiction. The DOTr and DPWH may
3 provide assistance in the identification of slow streets.

4 **SEC. 5. *Institutional Facilities Pathways Priority.*** – LGUs shall coordinate with public and
5 private institutions within their jurisdiction frequented by the public, such as but not limited to
6 healthcare facilities and institutions, schools, churches, and government offices, to establish
7 bicycle lanes, walkways and slow streets that can connect and provide safe access for the
8 employees, customers and clients of such institutions as well as the general public, and to
9 encourage the establishment of end-of-trip facilities within such institutions.

10 Special attention shall be given towards the safety of healthcare workers and patients who use
11 active transport to hospitals and other healthcare facilities.

12 **SEC. 6. *Traffic Rules and Regulations.*** – All users of non-motorized vehicles and electric
13 personal mobility devices shall, as far as applicable, obey traffic signals, signs and markers,
14 road pavement markings, right-of-way, and other traffic rules and regulations.

15 The LGUs, in consultation with the DOTr and other appropriate agencies, shall issue guidelines
16 for the safe use of bicycle lanes and the use of non-motorized vehicles and electric personal
17 mobility devices.

18 **SEC. 7. *Bicycle Racks and other End-of-Trip Facilities.*** – All public places, government
19 offices, schools, places of work, mass transit and public utility vehicle terminals, and
20 commercial establishments, including but not limited to malls, banks, and hospitals, shall
21 provide, as far as practicable, secure bicycle or multi-use racks and other end-of-trip facilities,
22 as needed.

23 **SEC. 8. *Public Transportation Integration.*** – The routes with Safe Pathways Network shall
24 be integrated with the public transportation system including but not limited to the Metro Rail
25 Transit, Light Rail Transit, trains, ferry, buses, and other public utility vehicles.

26 **SEC. 9. *Car free Days.*** – The LGUs of highly urbanized cities shall designate at least one
27 major road under its jurisdiction as “car free” for designated hours at least once a week. Motor
28 vehicles shall be prohibited from accessing the designated road on the specified day in order to
29 promote active mobility such as walking and cycling.

30 **SEC. 10. *Role of Public and Private Sectors.*** – Both the public and private sectors shall
31 promote active transport as a sustainable and healthy means of transportation and develop the
32 Safe Pathways Network as provided under Section 4 of this Act, by putting up the necessary
33 infrastructure facilities and programs. Further, the said sectors shall also provide, as far as
34 practicable, additional support, benefits, subsidies, and training that will promote active
35 transport.

36 LGUs shall incorporate the creation of the Safe Pathways Network and their corresponding
37 infrastructure in their local development plans.

38 **SEC. 11. *Information and Education Campaign.*** – The DOTr, in coordination with other
39 government agencies and the private sector, shall establish an information and education
40 campaign on the importance of a shift to a sustainable and healthy mode of transportation, and

1 the establishment and use of the Safe Pathways Network. The campaign shall be designed for
2 all present and potential active transport users, traffic enforcers, motorists, non-motorized
3 vehicle and electric personal mobility device users, the commuting public, and the community
4 in general.

5 **SEC. 12. *Design and Construction of Permanent Bicycle Lanes and Walkways.*** – Permanent
6 bicycle lanes and walkways shall be designated or constructed with safety as the paramount
7 concern. As much as practicable, permanent bicycle lanes and walkways shall be physically
8 separated from the main road through physical barriers, or shall be elevated or otherwise
9 constructed separately from the main road.

10 In areas where the physical separation of bicycle lanes and walkways is not possible, the roads
11 shall be adapted, as far as practicable, for shared use with active transport users. Painted road
12 markers may also be used for roads with limited space.

13 The DPWH, in coordination with the DOTr and LGUs, shall revise its manuals and guidelines
14 for road design and construction to include non-motorized vehicles and electric personal
15 mobility devices in the allocation of road space on national and local roads, and to promote the
16 safety of active transport and electric personal mobility device users.

17 **SEC. 13. *Reportorial Requirement.*** – The DOTr shall submit an annual report to Congress on
18 the establishment and use of the Safe Pathways Network for purposes of policy formulation
19 and determining funding requirements. The report shall include relevant data such as the
20 number of users of active transport and electric personal mobility devices, and mapping of the
21 Safe Pathways Network in the country. To this end, LGUs shall submit to the DOTr the relevant
22 information needed to formulate the report.

23 **SEC. 14. *Sources of Funding.*** – The funds necessary for the implementation of this Act shall
24 be sourced from the amounts set aside by LGUs for infrastructure projects within their
25 jurisdiction, as well as from the appropriations of the DOTr and DPWH under the General
26 Appropriations Act, and the Special Road Fund from the Motor Vehicle User's Charge as
27 provided under Republic Act No. 8794, as amended.

28 **SEC. 15. *Separability Clause.*** – If any provision of this Act is declared unconstitutional or
29 otherwise invalid, the validity of the other provisions shall not be affected thereby.

30 **SEC. 16. *Repealing Clause.*** – All other laws, decrees, orders, rules and regulations, other
31 issuances, or parts thereof inconsistent with the provisions of this Act are hereby repealed or
32 modified accordingly.

33 **SEC. 17. *Effectivity.*** – This Act shall take effect fifteen (15) days after its publication in the
34 *Official Gazette* or in a newspaper of general circulation.

Approved,