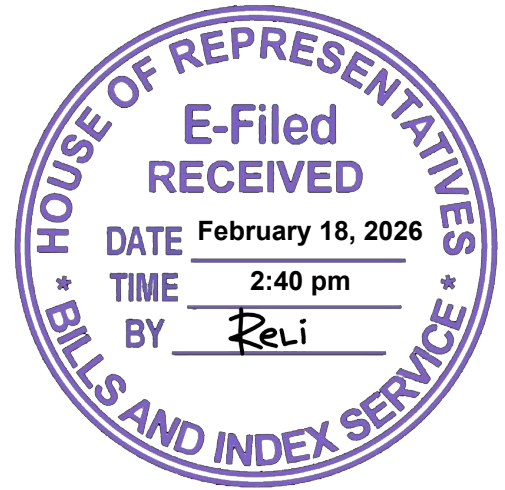


Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

TWENTIETH CONGRESS
First Regular Session

HOUSE BILL NO. 7863



Introduced by **HON. BRIAN RAYMUND S. YAMSUAN**

**AN ACT INSTITUTIONALIZING ACTIVE TRANSPORT
BY ESTABLISHING A SAFE PATHWAYS NETWORK OF BICYCLE LANES,
WALKWAYS AND SLOW STREETS, AND FOR OTHER PURPOSES**

EXPLANATORY NOTE

Every day, millions of Filipinos walk. Many bike. Even more rely on public transport and complete part of their journey on foot. Yet for decades, our roads have been built mainly for cars, with sidewalks being too narrow or blocked, or bicycle lanes missing, disconnected, or unsafe. When walking and cycling feel dangerous or inconvenient, many of our kababayans see no choice but to purchase their own vehicles. The result is heavier traffic congestion, worsening air and noise pollution, and longer travel times for everyone.

The proposed Safe Pathways Act responds to this reality. It recognizes the overlooked fact that most trips in our cities are not made by private vehicles. Data from the Metro Manila Urban Transportation Integration Study Update and Capacity Enhancement Project (MUCEP, 2015) show that 30.7% of trips—around 10.9 million—are made by walking. Public transport accounts for 48.8% or 17.2 million trips. Private modes make up only 20.4% or 7.2 million trips. In other words, the majority of Filipinos already depend on active and shared modes of transport. Thus, our infrastructure should reflect that.

The bill is also anchored on the duty of the State to protect the right of the people to a balanced and healthful ecology and to promote the right to health. Walking and cycling are low-impact, joint-friendly forms of physical activity. Aside from reducing greenhouse gas emissions, lessening air pollution, and decreasing

dependence on fossil fuels, they also promote healthier lifestyles.

At the global level, sustainable transport is widely recognized as essential to achieving the Sustainable Development Goals under the United Nations 2030 Agenda for Sustainable Development. Goals related to health, clean energy, resilient infrastructure, and sustainable cities all point to the need for transport systems that are safe, inclusive, and environmentally sound. This measure aligns national policy with these commitments.

Finally, the Safe Pathways Act is not intended to disadvantage motorized transport. It merely promotes a people-centered framework grounded on our people's existing travel patterns. By enabling more short-distance trips to be undertaken through walking and cycling, road capacity will be optimized for essential motorized transport. This, in turn, helps ease congestion in dense cities and enhances mobility efficiency across the transport system.

In view of the foregoing, the immediate passage of this bill is earnestly sought.



BRIAN RAYMUND S. YAMSUAN

Representative

2nd District of Parañaque

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

SECTION 1. Title – This Act shall be known as the “Safe Pathways Network Act”.

SEC. 2. Declaration of Policy – It is the policy of the State to protect and advance the right of the Filipino people to a balanced and healthful ecology in consonance with the rhythm and harmony of nature, and protect and promote the right to health of the people and instill health consciousness among them.

Towards this end, the State shall develop mechanisms that provide for safe and convenient pathways to encourage and accommodate healthy and sustainable alternative modes of mobility that include walking, biking, use of other non-motorized vehicles.

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

- (a) Active transport refers to physical activity undertaken as a means of transport, such as walking or cycling and the use of other non-motorized vehicles;
- (b) Electric personal mobility devices refer to any electric motorized device exclusively used for transporting an individual. This includes electric bicycles and electric kick scooters, 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 handcars; 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. The LGUs, in consultation with the DOTr and the Department of Public Works and Highways (DPWH), shall identify and establish temporary or permanent network of bicycle lanes. If establishment of permanent lanes are not feasible, the temporary lanes, alternatively known as pop-up lanes, may be set up, whenever necessary, including during emergency situations until permanent lanes are established. Along national roads in Metro Manila, the DOTr, in coordination with the DPWH and the Metro Manila Development Authority (MMDA), shall set up the bicycle lanes.

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 directly connect to public and private facilities such as medical institutions, schools, retail stores, and other similar facilities. Motorized bicycles and similar transport, are prohibited from using the bicycle lanes unless otherwise designed for sharing with such mode for transport;

- (b) Walkways. - The walkways shall be designated or constructed for the use of pedestrians, including the use of strollers, wheelchairs and other mobility devices for children. Walkways may also be shared with non-motorized

vehicles and electric personal mobility devices, subject to the guidelines set by the concerned LGUs and taking into account the safety of pedestrians.

- (c) Slow streets. - To complement the network of bicycle lanes, the LGUs shall establish a designated network of temporary or permanent people-oriented slow streets that will provide safe and convenient access and use of specific local roads. Speed limits or limited access on certain days or hours in the day by motorized vehicles, 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 motor vehicles for emergency services shall have access to slow streets, subject to restrictions to be imposed by the LGU.

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

SEC. 5. Institutional Facilities Pathways Priority. - The LGUs shall coordinate with public and private institutions within their jurisdiction for the establishment of bicycle lanes, walkways, slow streets, and end-of-trip facilities within such institutions.

The safety of healthcare workers and patients who use active transport to hospitals and other healthcare facilities must be taken into consideration in the establishment of bicycle lanes, walkways and slow streets.

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

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

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

SEC. 8. Role of Public and Private Sectors. – Both the public and private sectors shall promote active transport as a sustainable and healthy means of transportation and develop the Safe Pathways Network as provided under Section 4 of this Act, by putting up the necessary infrastructure facilities and programs. Further, the said

sectors shall also provide, as far as practicable, additional support, benefits, subsidies, and training that will promote active transport.

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

SEC. 9. Information and Education Campaign. – The DOTr, in coordination with other government agencies and the private sector, shall establish an information and education campaign on the importance of a shift to a sustainable and healthy mode of transportation, and the establishment and use of the Safe Pathways Network. The campaign shall be designed for all present and potential active transport users, traffic enforcers, motorists, non-motorized vehicle and electric personal mobility device users, the commuting public, and the community in general.

SEC. 10. Design and Construction of Permanent Bicycle Lanes and Walkways. – Permanent bicycle lanes and walkways shall be designated or constructed with safety as the paramount concern. As much as practicable, permanent bicycle lanes and walkways shall be physically separated from the main road through physical barriers, or shall be elevated or otherwise constructed separately from the main road.

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

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

SEC. 11. Reportorial Requirement. – The DOTr shall submit an annual report to Congress on the establishment and use of the Safe Pathways Network for purposes of policy formulation and determining funding requirements. The report shall include relevant data such as the number of users of active transport and electric personal mobility devices, and mapping of the Safe Pathways Network in the country.

To this end, LGUs shall submit to the DOTr the relevant information needed to formulate the report.

SEC. 12. Sources of Funding. – The funds necessary for the implementation of this Act shall be sourced from the amounts set aside by LGUs for infrastructure projects within their jurisdiction, as well as from the appropriations of the DOTr and DPWH under the General Appropriations Act, and the Special Road Fund from the Motor Vehicle User's Charge as provided under Republic Act No. 8794, as amended.

SEC. 13. Separability Clause. – If any provision of this Act is declared unconstitutional or otherwise invalid, the validity of the other provisions shall not be affected thereby.

SEC. 14. Repealing Clause. – All other laws, decrees, orders, rules and regulations, other issuances, or parts thereof inconsistent with the provisions of this Act are hereby repealed or modified accordingly.

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

Approved,