

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

TWENTIETH CONGRESS
Second Regular Session

HOUSE BILL NO. 9856



Introduced by: **REP. SALVADOR A. PLEYTO, SR.**

EXPLANATORY NOTE

The rapid economic growth of provincial centers across the Philippines has brought unparalleled opportunities, but it has also imported a severe urban crisis: traffic congestion, vehicular pollution, and the marginalization of the commuting public. As cities outside Metro Manila—such as component cities, provincial capitals, and first-class municipalities—continue to urbanize, their road networks are increasingly designed exclusively for motorized vehicles, leaving pedestrians and cyclists highly vulnerable.

Active transport—specifically walking and cycling—is the most fundamental, equitable, and sustainable mode of mobility. However, the lack of dedicated and protected infrastructure forces cyclists to share lanes with speeding motor vehicles, leading to fatal accidents, while pedestrians are relegated to narrow, obstructed, or non-existent sidewalks.

This bill, the "Provincial Active Transport Infrastructure Act," seeks to mandate the establishment of protected bicycle lanes and safe, accessible pedestrian walkways in all highly urbanizing provincial centers. It shifts the paradigm of urban planning from moving cars to moving people. By requiring physical separation for cyclists and clear, elevated pathways for pedestrians, this measure will:

1. Protect lives by significantly reducing road crash fatalities involving vulnerable road users.
2. Promote public health by encouraging physical activity and reducing greenhouse gas emissions.
3. Ensure inclusive mobility by providing a free, safe, and efficient transport alternative for the majority of Filipinos who do not own private vehicles.

To prevent our provincial centers from repeating the car-centric mistakes of the past, the State must institutionalize active transport infrastructure now, before these growing cities become entirely gridlocked.

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



SALVADOR A. PLEYTO, SR.

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**AN ACT MANDATING THE ESTABLISHMENT OF PROTECTED BICYCLE
LANES AND PEDESTRIAN WALKWAYS IN HIGHLY URBANIZING
PROVINCIAL CENTERS, APPROPRIATING FUNDS THEREFOR, AND FOR
OTHER PURPOSES**

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

Section 1. *Short Title.* – This Act shall be known as the "Provincial Active
Transport Infrastructure Act."

Sec. 2. *Declaration of Policy.* – It is the policy of the State to protect and
advance the right of the people to a balanced and healthful ecology, safeguard
public health, and promote inclusive mobility. To this end, the State shall
mandate the integration of safe, accessible, and continuous active transport
infrastructure in the urban planning and road development of rapidly growing
provincial centers to reduce reliance on motorized transport, alleviate traffic
congestion, and ensure the safety of vulnerable road users.

Sec. 3. *Definition of Terms.* – as used in this Act,

1. Active Transport refers to physical, non-motorized means of travel,
primarily walking and cycling.
2. Highly Urbanizing Provincial Centers refers to all component cities,
provincial capitals, and first-class municipalities outside the National
Capital Region (NCR) demonstrating high population density and rapid
economic and infrastructure growth.
3. Protected Bicycle Lane refers to a portion of the public road exclusively
designated for bicycles and light mobility vehicles, physically separated
from motorized vehicle traffic by permanent barriers such as bollards,
planters, raised curbs, or concrete dividers.

4. Pedestrian Walkway refers to a continuous, unobstructed, and accessible path designated for pedestrians, including sidewalks, footbridges, and pedestrian crossings, compliant with accessibility laws for persons with disabilities (PWDs).

Sec. 4. *Mandatory Establishment of Active Transport Infrastructure.* — All local government units (LGUs) governing highly urbanizing provincial centers, in coordination with the Department of Public Works and Highways (DPWH) and the Department of Transportation (DOTr), are hereby mandated to construct, establish, and maintain a network of protected bicycle lanes and pedestrian walkways within their territorial jurisdiction.

These facilities must be integrated into all new national and local road construction projects. For existing major arterial roads, retrofitting must be completed within three (3) years from the effectivity of this Act.

Sec. 5. *Minimum Infrastructure Standards.*— The DPWH and DOTr shall formulate the engineering guidelines for the infrastructure, subject to the following minimum standards:

1. Physical Separation: Bicycle lanes on roads with a speed limit exceeding 30 kph must be physically delineated by hard barriers. Painted lines shall not be considered legally compliant protected lanes.
2. Width: Bicycle lanes shall have a minimum width of 1.5 meters for unidirectional traffic. Sidewalks shall have a minimum unobstructed width of 1.5 meters.
3. Accessibility: All pedestrian walkways must include curb ramps, tactile paving, and clear structural continuity to be fully accessible to PWDs, senior citizens, and pregnant women.
4. Shade and Greening: Where feasible, tree-planting and natural shade integration shall be required along walkways and bike networks.

Sec. 6. *Implementing Agencies and Responsibilities.*

1. The Department of Transportation (DOTr): Shall serve as the lead agency in designing the active transport master plan for provincial centers.
2. Department of Public Works and Highways (DPWH): Shall execute the construction and retrofitting of protected lanes and walkways on all national roads traversing provincial centers.
3. Local Government Units (LGUs): Shall be responsible for the construction and maintenance of active transport infrastructure on local and city/municipal roads. They shall also enact local ordinances strictly

prohibiting the obstruction of bike lanes and walkways by parked vehicles or vendors.

4. Department of the Interior and Local Government (DILG): Shall monitor LGU compliance and enforce administrative sanctions for failure to execute the mandate of this Act.

Sec. 7. *Penalties for Obstruction.* — Any person or entity found obstructing, modifying, or dismantling protected bicycle lanes and pedestrian walkways for private commercial use, illegal parking, or structural encroachment shall be fined not less than Ten Thousand Pesos (₱10,000.00) but not more than Fifty Thousand Pesos (₱50,000.00), at the discretion of the court, without prejudice to administrative and civil liabilities.

Sec. 8. *Appropriations.* - The amount necessary for the initial implementation of this Act by the DOTr and DPWH shall be charged against their current year's appropriations. Thereafter, such sums as may be necessary for the continued implementation of this Act shall be included in the annual General Appropriations Act (GAA).

LGUs shall source the funding for local active transport projects from their National Tax Allotment (NTA) and at least five percent (5%) of their annual infrastructure budget.

Sec. 9. *Implementing Rules and Regulations.* – Within sixty (60) days from the effectivity of this Act, the DOTr, DPWH, DILG, and representatives from active transport advocacy groups shall jointly promulgate the necessary rules and regulations for the effective implementation of this Act.

Sec. 10. *Separability Clause.* – If any portion or provision of this Act is declared invalid or unconstitutional, the remaining parts or provisions not affected thereby shall remain in full force and effect.

Sec. 11. *Repealing Clause.* – All laws, decrees, executive orders, presidential issuances, and other administrative rules and regulations or parts thereof which are inconsistent with this Act are hereby repealed, amended, or modified accordingly.

Sec. 12. *Effectivity.* – This Act shall take effect fifteen (15) days after its publication in the Official Gazette or in at least two (2) newspapers of general circulation.

Approved,