



Republic of the Philippines  
**House of Representatives**  
Quezon City, Metro Manila

Nineteenth Congress  
First Regular Session

HOUSE BILL NO. **6545**



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**Introduced by Representatives Ferdinand Martin G. Romualdez,  
Manuel Jose "Mannix" M. Dalipe, Ferdinand Alexander A. Marcos,  
Yedda Marie K. Romualdez and Jude A. Acidre**

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### **EXPLANATORY NOTE**

This bill seeks to institutionalize active transport by establishing a safe pathways network of bicycle lanes, walkways, and slow streets.

Majority of Filipinos are reliant on public transportation. Enhanced community quarantine during the pandemic halted the operation of all forms of public transport. Mobility became a problem for those who needed to perform essential activities outside their home. This situation significantly affected the economy.

There is a need for infrastructure and a change in mindset to encourage and accommodate sustainable and healthy modes of active transport such as walking, biking, and the use of other non-motorized vehicles and to provide safe and convenient pathways for commuters.

Prioritizing active transport 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. These are also in line with our commitment to the Sustainable Development Goals (SDGs), in particular: SDG 3 (*Good Health and Well-Being*); SDG 7 (*Affordable and Clean Energy*); SDG 9 (*Industry, Innovation and Infrastructure*); SDG 11 (*Sustainable Cities and Communities*); SDG 13 (*Climate Action*); and SDG 17 (*Partnerships for the Goals*).

Access to efficient public transport plays a crucial role in jump-starting the economy. It is imperative to consider alternative modes of transportation that are safe and convenient. It will also help nurture the environment by promoting sustainability and reducing the carbon footprint. It will lift the whole community by improving public health, lowering healthcare costs, and promoting public safety on the roads.

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



**FERDINAND MARTIN G. ROMUALDEZ**



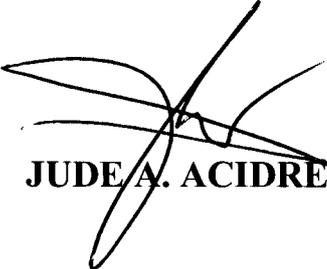
**MANUEL JOSE "MANNIX" M. DALIPE**



**FERDINAND ALEXANDER A. MARCOS**



**YEDDA MARIE K. ROMUALDEZ**



**JUDE A. ACIDRE**

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

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

SECTION 1. ***Short 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.*** –As used in this Act:

(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, including electric bicycles and electric kick scooters but 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 such as 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 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 or setting speed limits on certain days or hours of 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 purposes. Electric personal mobility devices may be allowed along these pathways, subject to the guidelines set by the concerned LGUs, in consultation with the Department of Transportation (DOTr).

The safe pathways network consists 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 Laws, Rules and Regulations.*** – All users of non-motorized vehicles and electric personal mobility devices shall observe existing traffic laws, rules and regulations and shall be subject to corresponding penalties in case of violation thereof.

The LGUs, in consultation with DOTr and other appropriate agencies, shall issue ordinances for the safe use of bicycle lanes and the use of non-motorized vehicles and electrical 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 malls, banks, and hospitals, must have, as far as practicable, multi-use bicycle racks and other end-of-trip facilities, as needed.

**SEC. 8. *Role of Public and Private Sectors.*** – 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, and provide, as far as practicable, additional support, benefits, subsidies, and training that 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 designed 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 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 and to promote the safety of active transport and electric personal mobility device users.

SEC. 11. **Sources of Funding.** – The amount necessary for the initial implementation of this Act shall be charged against the current 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. Thereafter, such sums as may be necessary shall be included in the General Appropriations Act.

The amount necessary for the establishment and construction of safe pathways network under the jurisdiction of LGUs shall be charged against the twenty percent (20%) national tax allotment of LGUs earmarked for local development projects.

SEC. 12. **Separability Clause.** – If any provision of this Act is declared unconstitutional or otherwise invalid, the remaining parts or provisions not affected shall remain in force and effect.

SEC. 13. **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. 14. *Effectivity.* – This Act shall take effect fifteen (15) days after its publication in the *Official Gazette* or in a newspaper of general circulation.

Approved,