

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

**EIGHTEENTH CONGRESS**  
First Regular Session

House Bill No. 5620



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Introduced by:  
**HON. YEDDA MARIE K. ROMUALDEZ**  
and  
**HON. FERDINAND MARTIN G. ROMUALDEZ**

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**AN ACT TO PRIORITIZE MOBILITY OF PEOPLE OVER THE MOBILITY OF  
VEHICLES**

**EXPLANATORY NOTE**

In Philippine cities, mobility has been diminishing for all, including private vehicle owners, because public policy and investments have, for decades, viewed the objective of transport development and road infrastructure development as facilitating the smooth flow of motor vehicles. Unfortunately, this primary concern for the travel speed of cars has resulted in the prioritization of vehicle mobility over people mobility in the design and use of roadways.

Although households with private motor vehicles account for less than 10% of the Philippine population. Many transportation policies and projects are designed to benefit car users to the disadvantage of those without cars. Roads have been widened while sidewalks have been reduced or eliminated. Bicycle lanes are non-existent in many urban areas, even though there is a significant segment of the population that uses bicycles. There is a reluctance to prioritize the use of limited road space for public transport (e.g. dedicated lanes for buses or jeepneys) even though public transport users constitute the vast majority.

Designing road infrastructure mainly to address the needs of private motor vehicles is not only a basic injustice, it has also resulted in road projects and road use that lead to greater traffic congestion. By favoring private vehicles in the use of road space, Filipinos are encouraged to use cars or motorcycles over more sustainable, health-promoting and efficient modes of transportation. This has led to rapid growth in private vehicle ownership, leading to worsening congestion, heavier air pollution, greater incidence of road crashes, and poor public health outcomes.

To solve the deteriorating mobility in Philippine cities, the solution lies in making public transportation, walking and cycling as safe and attractive travel options, so that even car owners will choose to leave their vehicles at home. It requires the application of roadway design and management principles that consider the needs of all users of the roadway, including pedestrians, bicyclists, public transportation riders, car and motorcycle users, and Filipinos of all ages and abilities, including women, the elderly and persons with disability.

A 3.5-meter-wide lane devoted to cars can move at most 2,000 people per hour in one direction; that same lane, if devoted to bicycles, can move 14,000 per persons per hour; if used as a walkway, 19,000 pedestrians per hour can pass through. The same lane, if devoted to high capacity public transport, such as trains or buses, can move over 20,000 persons per hour per direction.

Already, the National Transport Policy (approved by NEDA Board under President Duterte on 12 September 2017) directs that: "Non-motorized means to achieve inclusive mobility and accessibility shall include transit-oriented development, prioritization of pedestrians, provision of support facilities that mainstream gender considerations, and inclusion of green ways network, i.e., elevated walkways, covered walkways sidewalks and bike lanes. [Section 4 on Program and Project Selection]"

*"The focus is moving more people than vehicles. Public mass transportation in urban areas shall be given priority over private transport. High capacity public transport systems shall be the preferred mode in high passenger density corridors. [Section 7. Transportation Management in Urban and Regional Areas.]"*

This bill seeks to promote people-mobility over vehicle-mobility by requiring both national and local officials involved in the planning, construction, management and operation of road transportation infrastructure (highways, roads, bridges, terminals, stops, walkways and bike ways, etc.) to consider the needs of all users and to take decisions on the basis of "people mobility requirements rather than "private vehicle mobility" requirements. It requires officials to undertake roadway design and management in a manner so that the needs of all users are addressed, through the adoption of global best practices and standards in street design.

In view of the foregoing, approval of this bill is earnestly requested.



**Rep. YEDDA MARIE K. ROMUALDEZ**  
Representative, Tingog Sinirangan



**Rep. FERDINAND MARTIN G. ROMUALDEZ**  
Representative, First District of Leyte



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

**Section 1. Short Title** – The Act shall be known as the "Mobility for All Act of 2019".

**Section 2. Declaration of Policy** – The State shall hereby adopt the following policies related to the ensuring the mobility of every Filipino, given that mobility is a basic human need:

- a) Government should ensure that every Filipino has mobility options to access basic services and economic opportunities;
- b) In the planning, design and operation of road ways and bridges, the movement of people and goods should be the underlying objective, rather than the movement of private vehicles;
- c) In the use of road space, the needs of all users of the roadway should be considered, including pedestrians, bicyclists, public transportation riders, car and motorcycle users, and Filipinos of all ages and abilities, including women, the elderly and persons with disability
- d) Transportation modes that move greater numbers of people and goods shall be given priority over modes that are less efficient;

- e) Active transport modes, walking and cycling, which are low-cost, environment-friendly and health-promoting, will be given preferential attention;
- f) Public mass transportation in urban areas shall be given priority over private transport;
- g) High capacity public transport services shall be given preference in high passenger density corridors; and
- h) The safety of all road users will be an important consideration in the design and management of all roadways.

**Section 3. Agency Objectives and Targets** – National and local government agencies involved in transportation infrastructure or services, including DPWH, DOTR and MMDA, will adopt performance objectives and targets that measure mobility of people and goods in addition to the mobility of private vehicles. People-throughput rather than vehicle-throughput will be the main measure of performance and be reflected in the performance targets and objectives of each concerned agency. Technical standards, guidelines and policies that are inconsistent with this principle will be revised and updated within six (6) months from the effectivity of this Act.

**Section 4. Roadway Planning and Development** – In the re-design or expansion of roads or the development of new roads by national and local government agencies, the needs of different road users, including pedestrians, bicyclists, public transportation riders, car and motorcycle users, and Filipinos of all ages and abilities, including women, the elderly and persons with disability, should be considered and addressed.

**Section 5. Revision of Manuals, Guidelines and Standards** – Manuals, design standards and guidelines for the design of urban streets and roadways will be reviewed and updated to bring them in line with the "Global Street Design Guide of the U.S. National Association of City Transportation Officials". This task will be undertaken by a committee to be led by the Department of Public Works and Highways with participation from DOTR, DILG, NEDA and MMDA, for completion no later than one (1) year after the effectivity of this Act.



**Section 6. Use of Public Infrastructure Assets** – Local and national agencies are obliged to manage and operate public assets, such as roads and bridges, in a manner that delivers the greatest benefit for the largest number of persons. Along these lines, public transport and shared transport modes will have priority over private motor vehicles in the use of public assets, including roads of all kinds.

To maximize people throughput on congested corridors, less efficient modes of transport, such as single- occupant private motor vehicles, should be discouraged or restricted in order to offer more road space to public transport vehicles or to more efficient travel options such as walking and cycling.

**Section 7. Promotion of Active Transport** – LGUS and national agencies shall accord priority to the development of adequate sidewalks and networks of bicycle lanes that encourage active transport and provide safe, direct access to priority destinations such as housing, education, and business centers as well as public transport nodes. To the extent possible, provision for safe walking and cycling infrastructure shall be incorporated in the design and implementation of road transport projects. The Comprehensive Land Use Plan of every city should include the development of a city-wide network of bicycle lanes.

**Section 8. Low-Emission, Space-Efficient Transport** – Light electric transport, such as electric bicycles, electric scooters and similar devices, which allow low-emission, space-efficient transport, are recognized for their benefits in expanding mobility, especially for persons with disabilities and the elderly. Such devices shall be given consideration in the design of roads and active transport networks.

**Section 9. Travel Demand Management** – In congested urban areas, travel demand management measures, such as road decongestion charging and parking levies, shall be implemented.

**Section 10. Implementing Agency** — The Department of Transportation (DOTr) shall be the Implementing Agency for this Act.

**Section 11. Separability Clause** — Any portion or provisions of this Act that may be declared unconstitutional or invalid shall not have the effect of nullifying other portions or provisions hereof as long as such remaining portions or provisions can still subsist and be given effect in their entirety.

**Section 12. Repealing Clause** — All laws, presidential decrees, executive orders, memoranda, circulars and other issuances or parts thereof, which are inconsistent with this Act, are hereby repealed or modified accordingly.

**Section 13. Effectivity** — This Act shall take effect fifteen (15) days after its publication in at least two (2) newspapers of general Circulation.

Approved,