
First published in the *Government Gazette*, Electronic Edition, on 30 April 2018 at 6 pm.

No. S 251

ACTIVE MOBILITY ACT 2017 (ACT 3 OF 2017)

ACTIVE MOBILITY REGULATIONS 2018

ARRANGEMENT OF REGULATIONS

Regulation

1. Citation and commencement
 2. Definition
 3. Markings and signs for public paths
 4. Non-compliant personal mobility device
 5. Speed limit for footpaths
 6. Speed limit for shared paths
 7. Speed limit for mechanised sweeper
 8. Restriction on number of passengers carried
 9. Passenger on bicycle and PAB
 10. Age restriction on use of PAB
 11. Load restriction on bicycle and PAB
 12. Lights on bicycle and PAB
 13. Lights on personal mobility device or rider
 14. Penalty
- The Schedule
-

In exercise of the powers conferred by section 67(1) of the Active Mobility Act 2017, the Land Transport Authority of Singapore, with the approval of the Minister for Transport, makes the following Regulations:

Citation and commencement

1. These Regulations are the Active Mobility Regulations 2018 and come into operation on 1 May 2018.

Definition

2. In these Regulations, unless the context otherwise requires, “hours of darkness” means the time starting 7 p.m. and ending 7 a.m. the following day, both times inclusive.

Markings and signs for public paths

3.—(1) For the purpose of section 2(1) of the Act —

- (a) a pedestrian-only path sign consists of the symbols set out in diagrams 1 and 2, respectively, of the Schedule;
- (b) an end-of pedestrian-only path sign consists of the symbols and words set out in diagrams 3, 4 and 5, respectively, of the Schedule;
- (c) a shared path sign consists of the symbols and words set out in diagrams 6 and 7, respectively, of the Schedule;
- (d) an end-of shared path sign consists of the words set out in diagram 8 of the Schedule;
- (e) a shared path marking consists of the symbols or words or symbols and words set out in diagrams 9, 10, 11, 12, 13, 14, 15 and 16, respectively, of the Schedule; and
- (f) an end-of shared path marking consists of the symbols set out in diagrams 17, 18 and 19, respectively, of the Schedule.

(2) A sign or marking as given in a diagram in the Schedule must at least be of the size, and conform to the colour and type, as shown in the diagram set out in the Schedule.

(3) The dimension of a sign or marking as given in a diagram in the Schedule denotes the dimension in millimetres unless otherwise stated.

(4) The direction of any arrow or other indication on a sign or marking shown in the diagrams in the Schedule may be reversed or otherwise varied as circumstances may require.

(5) The fact that a sign or marking differs in size, colour, form or font from that shown in the relevant diagram in the Schedule does not prevent the sign or marking from being a pedestrian-only path sign, an end-of pedestrian-only path sign, a shared path sign, an end-of shared path sign, a shared path marking or an end-of shared path marking, as the case may be, so long as the difference —

- (a) is slight;
- (b) is not calculated to mislead; and
- (c) does not affect the substance of the message in the sign or marking.

Non-compliant personal mobility device

4.—(1) For the purposes of the definition of “non-compliant personal mobility device” in section 2(1) of the Act, a personal mobility device is a non-compliant personal mobility device if it does not comply with any of the following requirements which are prescribed for all personal mobility devices generally:

- (a) the maximum speed of the personal mobility device does not exceed 25 kilometres per hour under all circumstances;
- (b) the unladen weight of the personal mobility device does not exceed 20 kilograms;
- (c) the width of the personal mobility device does not exceed 700 millimetres.

(2) In this regulation —

“unladen weight”, for a personal mobility device, means the weight of the personal mobility device, including the body and all equipment and accessories (if any) attached to the device, but excluding any person or carry-on baggage on the device;

“width”, for a personal mobility device, means the width of the personal mobility device, including the body and all equipment and accessories (if any) attached to the device, but excluding any person or carry-on baggage on the device.

Speed limit for footpaths

5. For the purpose of section 21(1) of the Act, the maximum speed for a footpath is 15 kilometres per hour.

Speed limit for shared paths

6. For the purpose of section 21(1) of the Act, the maximum speed for a shared path is 25 kilometres per hour.

Speed limit for mechanised sweeper

7. For the purpose of paragraph (b) of the definition of “mechanised sweeper” in section 2(1) of the Act, the maximum speed is 40 kilometres per hour.

Restriction on number of passengers carried

8.—(1) A rider of a bicycle on a footpath or shared path must not ride with more passengers on the bicycle than the bicycle is designed to carry.

(2) A rider of a PAB on a shared path must not ride with more passengers on the PAB than the PAB is designed to carry.

Passenger on bicycle and PAB

9.—(1) A rider of a bicycle on a footpath or shared path must not ride with a passenger on the bicycle unless —

- (a) where the passenger is a child below 12 years of age, the child is in a properly constructed seat or carrier that is designed for carrying such a child and is affixed to the bicycle; and
- (b) in all other cases, the passenger is in a seat designed for such a passenger.

(2) Subject to regulation 10(2), a rider of a PAB on a shared path must not ride with a passenger on the PAB unless the passenger is in a seat designed for such a passenger.

Age restriction on use of PAB

10.—(1) An individual below 16 years of age —

- (a) must not ride a PAB on a shared path; and
- (b) must not be carried as a passenger on a PAB which is ridden on a shared path.

(2) A rider of a PAB on a shared path must not ride with a passenger who is below 16 years of age.

Load restriction on bicycle and PAB

11. A rider of a bicycle on a footpath or shared path, or a PAB on a shared path —

- (a) must ensure that every load carried on the bicycle or PAB, as the case may be, is properly and rigidly secured to the bicycle or PAB; and
- (b) must not carry on the bicycle or PAB, as the case may be, a load which is of such dimensions as to cause or be likely to cause danger, obstruction or annoyance to other individuals using the footpath or shared path, as the case may be.

Lights on bicycle and PAB

12. A rider must not ride, during hours of darkness, a bicycle on a footpath or shared path, or a PAB on a shared path, unless the bicycle or PAB —

- (a) displays a white light that is clearly visible for a reasonable distance from the front of the bicycle or PAB; and
- (b) displays either —
 - (i) a red light that is clearly visible for a reasonable distance from the back of the bicycle or PAB; or
 - (ii) a red reflector that is clearly visible for a reasonable distance from the back of the bicycle or PAB when light is projected onto the reflector.

Lights on personal mobility device or rider

13. A rider must not ride, during hours of darkness, a personal mobility device on a footpath or shared path unless the rider wears or the personal mobility device displays —

- (a) a white light that is clearly visible for a reasonable distance from the front of the rider or device, as the case may be; and
- (b) a red light that is clearly visible for a reasonable distance from the back of the rider or device, as the case may be.

Penalty

14. Any person who contravenes regulation 8(1) or (2), 9(1) or (2), 10(1) or (2), 11, 12 or 13 shall be guilty of an offence and shall be liable on conviction —

- (a) in the case of a first offence, to a fine not exceeding \$1,000 or to imprisonment for a term not exceeding 3 months or to both; and
- (b) in the case of a second or subsequent offence, to a fine not exceeding \$2,000 or to imprisonment for a term not exceeding 6 months or to both.

THE SCHEDULE

Regulation 3

PEDESTRIAN-ONLY PATH SIGN

DIAGRAM 1

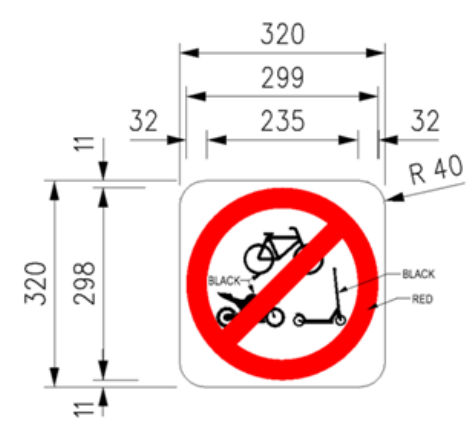
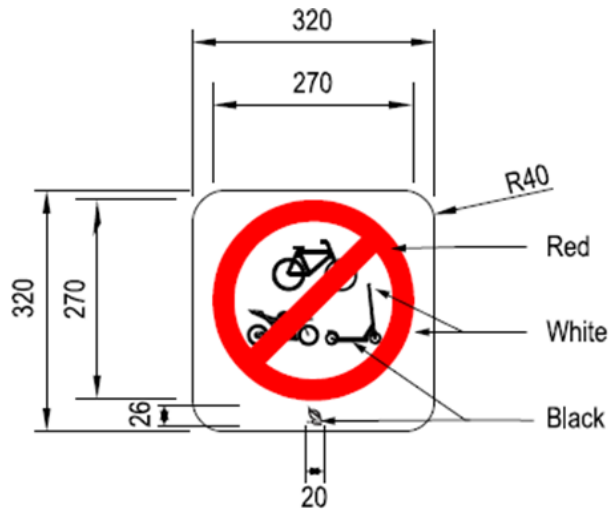


DIAGRAM 2



THE SCHEDULE — *continued*

END-OF PEDESTRIAN-ONLY PATH SIGN

DIAGRAM 3

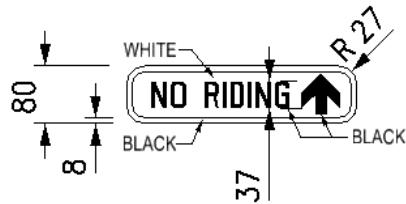


DIAGRAM 4

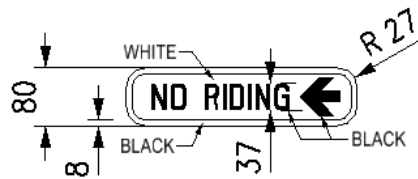
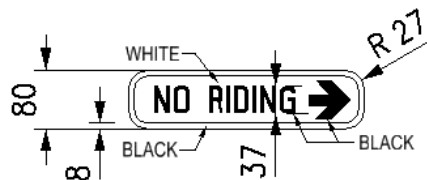


DIAGRAM 5



THE SCHEDULE — *continued*

SHARED PATH SIGN

DIAGRAM 6

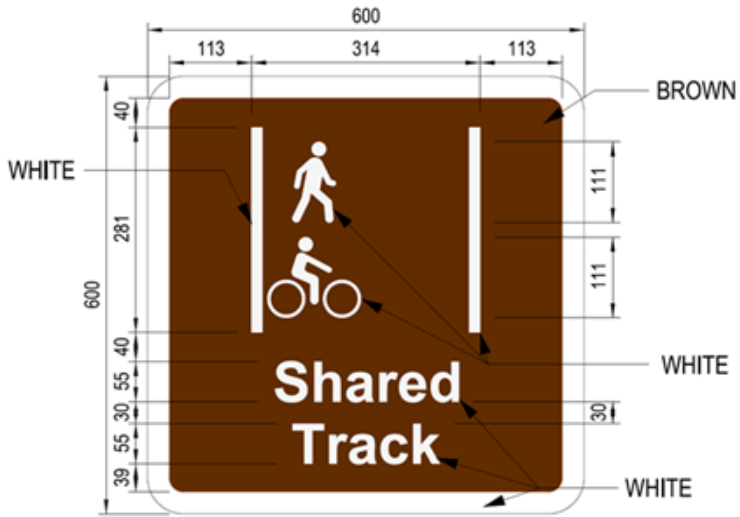
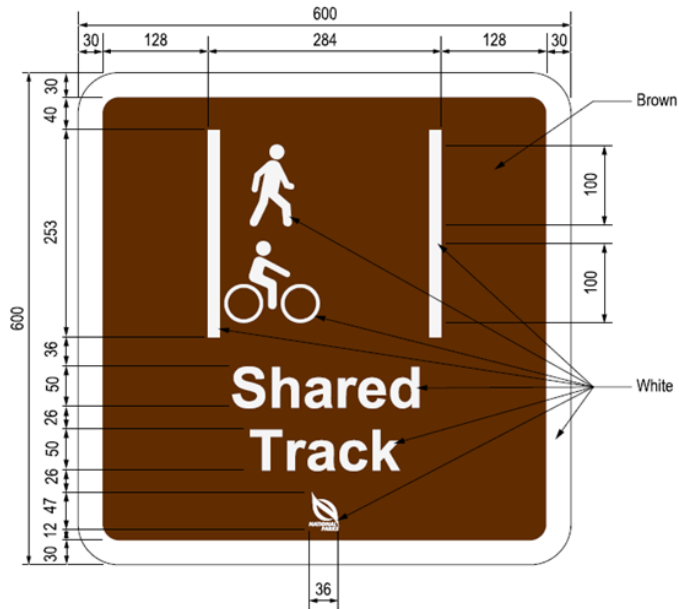


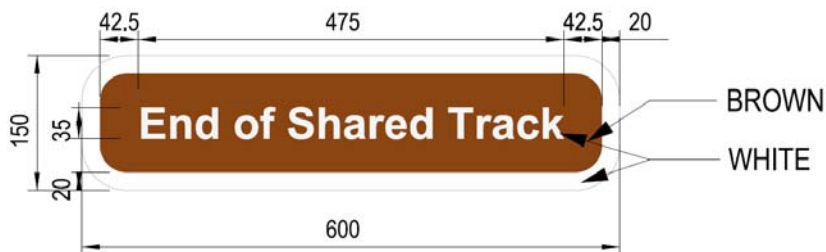
DIAGRAM 7



THE SCHEDULE — *continued*

END-OF SHARED PATH SIGN

DIAGRAM 8



SHARED PATH MARKING

DIAGRAM 9

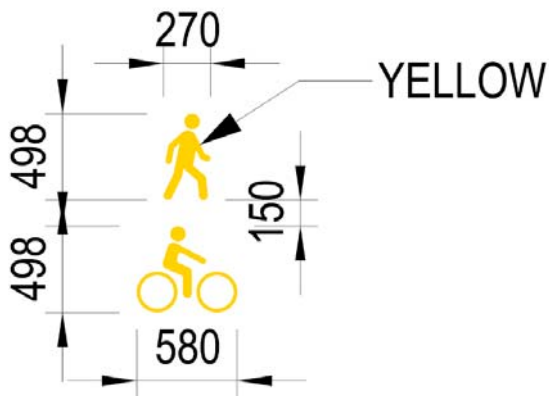
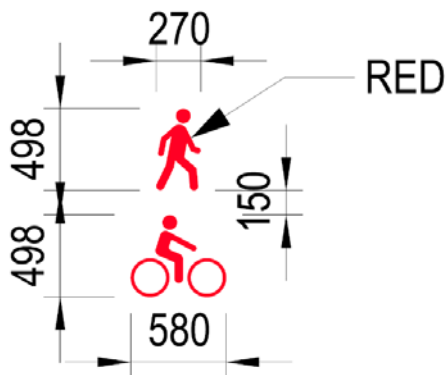


DIAGRAM 10



THE SCHEDULE — *continued*

DIAGRAM 11

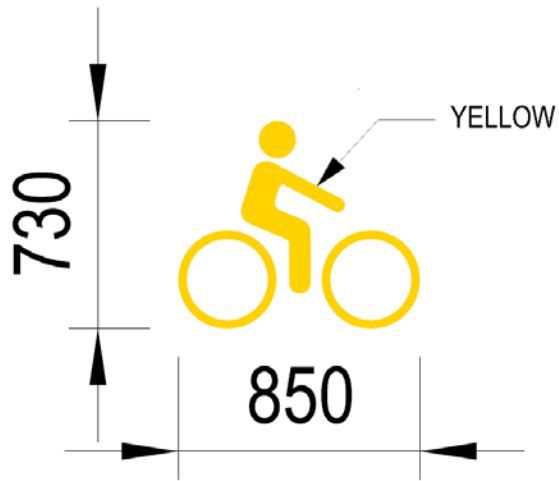
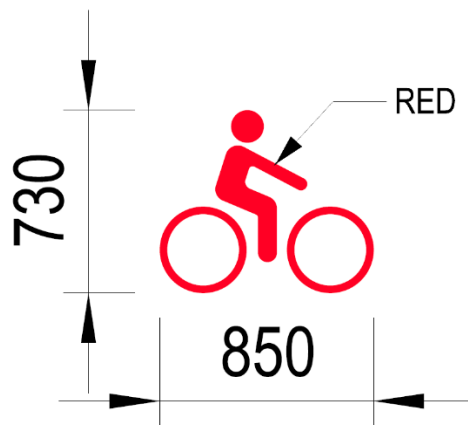


DIAGRAM 12



THE SCHEDULE — *continued*

DIAGRAM 13

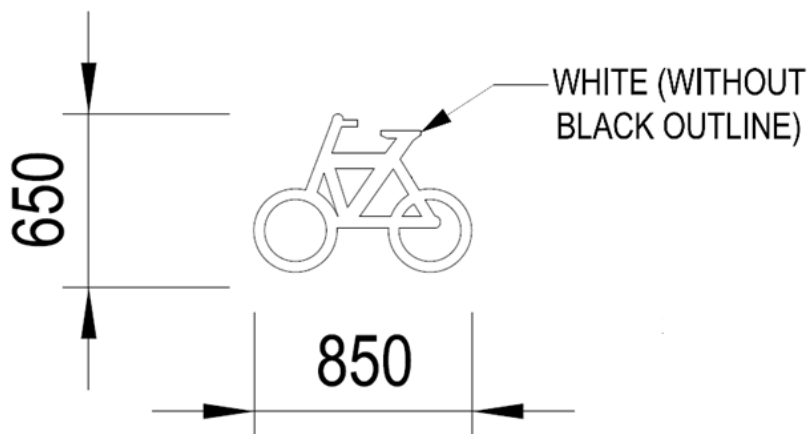


DIAGRAM 14

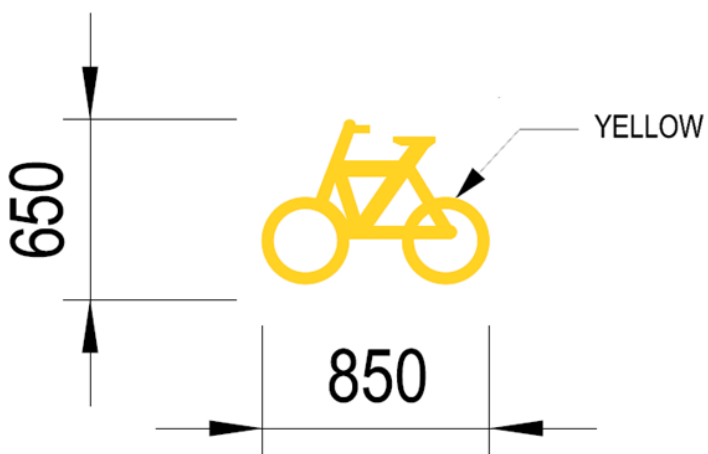


DIAGRAM 15



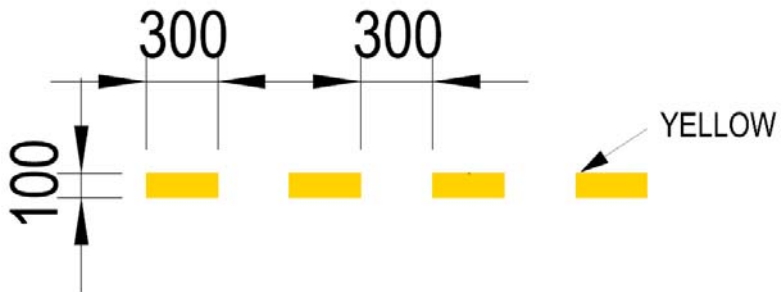
THE SCHEDULE — *continued*

DIAGRAM 16



END-OF SHARED PATH MARKING

DIAGRAM 17



THE SCHEDULE — *continued*

DIAGRAM 18

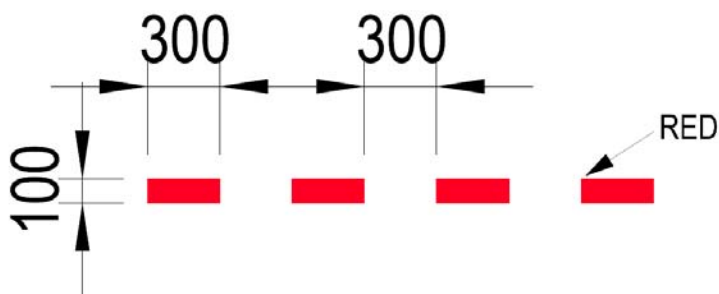
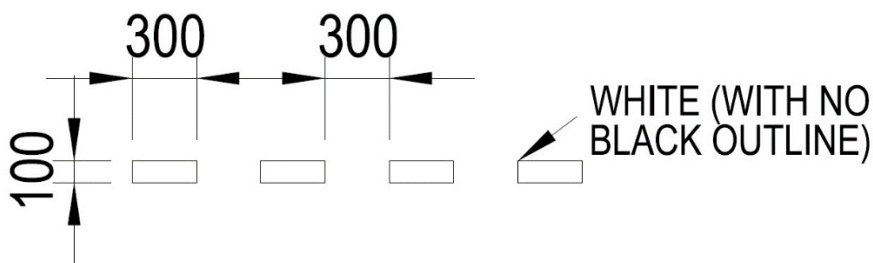


DIAGRAM 19



Made on 30 April 2018.

CHAN HENG LOON ALAN
Chairman,
Land Transport Authority of
Singapore.

[LTA/LEGL/L18.056.002/JAS/DT/REG.18.01; AG/LEGIS/SL/2C/
 2015/4 Vol. 1]

(To be presented to Parliament under section 67(4) of the Active
 Mobility Act 2017).