

Active Mobility Regulations 2018

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THE SCHEDULE

No. S 251

ACTIVE MOBILITY ACT 2017 (ACT 3 OF 2017)

ACTIVE MOBILITY REGULATIONS 2018

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;
- (ba) a pedestrian-only path marking consists of the symbol set out in diagram 5A of the Schedule;
[S 670/2019 wef 04/10/2019]
- (bb) an end-of pedestrian-only path marking consists of the symbol set out in diagram 5B of the Schedule;
[S 670/2019 wef 04/10/2019]
- (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 bicycle

3A.—(1) For the purposes of the definition of “non-compliant bicycle” in section 2(1) of the Act, a bicycle is a non-compliant bicycle if it does not comply with any of the following requirements which are prescribed for all bicycles generally:

- (a) the unladen weight of the bicycle does not exceed 20 kilograms;
- (b) the width of the bicycle does not exceed 700 millimetres;
[S 655/2021 wef 01/09/2021]
- (c) the bicycle is equipped with a working handbrake.
[S 655/2021 wef 01/09/2021]

(2) In this regulation —

“handbrake”, for a bicycle, means a braking system that —

- (a) is applied by one or more hand levers affixed to the handlebars of the bicycle;
- (b) operates on either or both of the wheels of the bicycle; and
- (c) when applied, reduces the speed of the bicycle or prevents the bicycle from moving;

[S 655/2021 wef 01/09/2021]

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

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

[S 909/2018 wef 02/01/2019]

Non-compliant PAB

3B.—(1) For the purposes of the definition of “non-compliant power-assisted bicycle” in section 2(1) of the Act, a 2015 power-assisted bicycle is a non-compliant power-assisted bicycle if it does not comply with any of the following requirements which are prescribed for all 2015 power-assisted bicycles generally:

- (a) the unladen weight of the PAB does not exceed 20 kilograms;
- (b) the width of the PAB does not exceed 700 millimetres;
- (c) the aggregate maximum power output rating of the electric motor of the

PAB does not exceed 200 watts;

- (d) the maximum speed of the PAB does not exceed 25 km/h when solely propelled by its electric motor;
- (e) the electric motor of the PAB is designed so as —
 - (i) to stop providing power assistance when the speed of the PAB reaches or exceeds 25 km/h; and
 - (ii) to reduce and stop providing power assistance when the rider of the PAB stops pedalling.

[S 466/2020 wef 15/06/2020]

[S 474/2019 wef 01/07/2019]

(f) *[Deleted by S 474/2019 wef 01/07/2019]*

(2) For the purposes of the definition of “non-compliant power-assisted bicycle” in section 2(1) of the Act, a 2016 power-assisted bicycle is a non-compliant power-assisted bicycle if it does not comply with any of the following requirements which are prescribed for all 2016 power-assisted bicycles generally:

- (a) the unladen weight of the PAB does not exceed 20 kilograms;
- (b) the width of the PAB does not exceed 700 millimetres;
- (c) insofar as the power of the electric motor of the PAB is concerned —
 - (i) the aggregate maximum power output rating of the electric motor does not exceed 200 watts; or
 - (ii) where the aggregate maximum power output rating of the electric motor exceeds 200 watts, the maximum continuous rated power of the electric motor does not exceed 250 watts;
- (d) the maximum speed of the PAB does not exceed 25 km/h when solely propelled by its electric motor if the aggregate maximum power output rating of its electric motor does not exceed 200 watts;
- (e) for a PAB which complies with the requirements specified in Part 1 of the Schedule to the Road Traffic (Power-Assisted Bicycles — Approval) Rules 2004 (G.N. No. S 768/2004) when the PAB is approved and sealed by an authorised examiner under those Rules, the PAB’s electric motor is designed so as to —
 - (i) stop providing power assistance when the speed of the PAB reaches or exceeds 25 km/h; and