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## No. S 251

### ACTIVE MOBILITY ACT 2017 (ACT 3 OF 2017)

### ACTIVE MOBILITY REGULATIONS 2018

#### ARRANGEMENT OF REGULATIONS

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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.

### **Definitions**

2. In these Regulations —

“height”, “length” or “width”, for a bicycle, PAB, personal mobility device, mobility vehicle or non-motorised wheelchair (called in this definition a relevant vehicle), means the height, length or width (as the case may be) of the relevant vehicle —

- (a) including the body and all equipment and accessories (if any) attached to the relevant vehicle; but
- (b) excluding any person or carry-on baggage on the relevant vehicle;

*[S 355/2026 wef 01/06/2026]*

“hours of darkness” means the time starting 7 p.m. and ending 7 a.m. the following day;

“recumbent bicycle” means a bicycle that —

- (a) is designed to be ridden in a reclined or partially-reclined position; or
- (b) has pedals designed to be operated by the rider’s hands, or both the rider’s hands and feet;

“recumbent device” means a personal mobility device —

- (a) that —
  - (i) has 2 or 3 wheels;
  - (ii) has pedals designed to be operated by the rider’s feet; and

(iii) is designed to be ridden in a reclined or partially-reclined position; or

(b) that —

(i) has 2 or 3 wheels; and

(ii) has pedals designed to be operated by the rider’s hands, or both the rider’s hands and feet;

“three-wheeled pedal cycle” means a personal mobility device that —

(a) has 3 wheels;

(b) is steered by handlebars; and

(c) has pedals,

and includes a tricycle but does not include a recumbent device or trishaw;

“tricycle” has the meaning given by section 2(1) of the Road Traffic Act 1961;

“trishaw” has the meaning given by the Road Traffic (Bicycles, Three-wheeled Pedal Cycles, Trishaws and Recumbent Devices — Construction and Use) Rules 2024 (G.N. No. S 157/2024);

*[S 355/2026 wef 01/06/2026]*

“unladen weight”, for a bicycle, PAB, personal mobility device, mobility vehicle or non-motorised wheelchair (called in this definition a relevant vehicle), means the weight of the relevant vehicle —

(a) including the body and all equipment and accessories (if any) attached to the relevant vehicle; but

(b) excluding any person or carry-on baggage on the relevant vehicle.

*[S 355/2026 wef 01/06/2026]*

*[S 158/2024 wef 01/03/2024]*

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**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 diagram 1 or 2 of the Schedule;  
*[S 708/2022 wef 31/08/2022]*
- (b) an end-of pedestrian-only path sign consists of the symbols and words set out in diagram 3, 4 or 5 of the Schedule;  
*[S 708/2022 wef 31/08/2022]*
- (ba) a pedestrian-only path marking consists of the symbols set out in diagram 5A, 5AA or 5AB of the Schedule;  
*[S 670/2019 wef 04/10/2019]*  
*[S 708/2022 wef 31/08/2022]*  
*[S 468/2025 wef 01/07/2025]*
- (bb) an end-of pedestrian-only path marking consists of the symbol or words set out in diagram 5B, 5C or 5D of the Schedule;  
*[S 670/2019 wef 04/10/2019]*  
*[S 708/2022 wef 31/08/2022]*  
*[S 468/2025 wef 01/07/2025]*
- (c) a shared path sign consists of the symbols and words set out in diagram 6, 7 or 7A of the Schedule;  
*[S 708/2022 wef 31/08/2022]*
- (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 diagram 9, 10, 11, 12, 13, 14, 15 or 16 of the Schedule; and  
*[S 708/2022 wef 31/08/2022]*
- (f) an end-of shared path marking consists of the symbols set out in diagram 17, 18 or 19 of the Schedule.  
*[S 708/2022 wef 31/08/2022]*

(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.

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(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 —
  - (i) if the bicycle is not a recumbent bicycle — a working handbrake; or
  - (ii) if the bicycle is a recumbent bicycle — a working brake.

*[S 158/2024 wef 01/03/2024]*

(2) In this regulation —

“brake”, for a bicycle that is a recumbent bicycle, means a braking system that —

- (a) is designed to be operated by the rider’s hands or feet, or both, as the case may be;
- (b) operates on either or both of the wheels of the recumbent bicycle; and
- (c) when applied, reduces the speed of the recumbent bicycle or prevents the recumbent bicycle from moving;

*[S 158/2024 wef 01/03/2024]*

“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 355/2026 wef 01/06/2026]*

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

*[Deleted by S 355/2026 wef 01/06/2026]*

*[Deleted by S 355/2026 wef 01/06/2026]*

### **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;

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- (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  
*[S 466/2020 wef 15/06/2020]*
    - (ii) to reduce and stop providing power assistance when the rider of the PAB stops pedalling.  
*[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;

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- (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
  - (ii) reduce and stop providing power assistance when the rider of the PAB stops pedalling;  
*[S 466/2020 wef 15/06/2020]*
- (ea) for a PAB which complies with the requirements specified in Part 2 of the Schedule to the Road Traffic (Power-Assisted Bicycles — Approval) Rules 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) progressively reduce power assistance as the speed of the PAB approaches the lower of the following:
    - (A) 25 km/h;
    - (B) the speed at which the PAB's electric motor is designed to stop providing power assistance;
  - (ii) stop providing power assistance when the speed of the PAB reaches or exceeds the lower of the following:
    - (A) 25 km/h;
    - (B) the speed at which the PAB's electric motor is designed to stop providing power assistance;and
  - (iii) reduce and stop providing power assistance when the rider of the PAB stops pedalling;  
*[S 466/2020 wef 15/06/2020]*

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- (f) the PAB conforms to the standard EN 15194 or Revised EN 15194 if its electric motor satisfies sub-paragraph (c)(ii);

*[S 446/2021 wef 01/07/2021]*

- (g) *[Deleted by S 466/2020 wef 15/06/2020]*

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

- (i) the PAB must not be equipped with any throttle or start-up assistance feature.

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

(3) For the purposes of the definition of “non-compliant power-assisted bicycle” in section 2(1) of the Act, any other power-assisted bicycle which is neither a 2015 power-assisted bicycle nor 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 these other 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;

- (ba) the PAB is not designed to be ridden in a reclined or partially-reclined position;

*[S 158/2024 wef 01/03/2024]*

- (bb) the pedals of the PAB are not designed to be operated by the rider’s hands, or both the rider’s hands and feet;

*[S 158/2024 wef 01/03/2024]*

- (c) the maximum continuous rated power of the electric motor of the PAB 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;

- (e) the PAB’s electric motor is designed so as to —

- (i) progressively reduce power assistance as the speed of the PAB approaches the lower of the following:

(A) 25 km/h;

(B) the speed at which the PAB’s electric motor is designed to stop providing power assistance;

(ii) stop providing power assistance when the speed of the PAB reaches or exceeds the lower of the following:

(A) 25 km/h;

(B) the speed at which the PAB's electric motor is designed to stop providing power assistance; and

(iii) reduce and stop providing power assistance when the rider of the PAB stops pedalling;

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

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

(g) the PAB —

(i) in the case of a PAB that is approved and sealed between 1 February 2016 and 30 June 2021 (both dates inclusive) by an authorised examiner under the Road Traffic (Power-Assisted Bicycles — Approval) Rules 2004 (G.N. No. S 768/2004) — conforms to the standard EN 15194 or Revised EN 15194;

(ii) in any other case — conforms to the standard Revised EN 15194;

*[S 446/2021 wef 01/07/2021]*

(h) the PAB must not be equipped with any throttle or start-up assistance feature.

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

(4) In this regulation —

“2015 power-assisted bicycle” means a PAB that is approved and sealed before 1 December 2015 by an authorised examiner under the Road Traffic (Power-Assisted Bicycles — Approval) Rules 2004 (G.N. No. S 768/2004);

“2016 power-assisted bicycle” means a PAB that is approved and sealed between 1 December 2015 and 31 January 2016 (both dates inclusive) by an authorised examiner under the Road Traffic (Power-Assisted Bicycles — Approval) Rules 2004;

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“EN 15194” means the European Standard EN 15194:2009 +A1:2011 titled “Cycles — Electrically power assisted cycles — EPAC Bicycles” approved by the European Committee for Standardization (called in this definition CEN) on 22 November 2008 but does not include clause 4.2.4.3 in EN 15194:2009+A1:2011, and as amended by Amendment 1 approved by CEN on 8 October 2011;

*[S 446/2021 wef 01/07/2021]*

“Revised EN 15194” means the European Standard EN 15194:2017 titled “Cycles — Electrically power assisted cycles — EPAC Bicycles” approved by the European Committee for Standardization on 28 May 2017 but does not include clause 4.2.12 in EN 15194:2017.

*[S 446/2021 wef 01/07/2021]*

*[S 355/2026 wef 01/06/2026]*

*[Deleted by S 355/2026 wef 01/06/2026]*

*[Deleted by S 355/2026 wef 01/06/2026]*

### **Non-compliant mobility vehicle**

**3C.**—(1) For the purposes of the definition of “non-compliant mobility vehicle” in section 2(1) of the Act, a mobility vehicle is a non-compliant mobility vehicle if it does not comply with any of the following requirements that are prescribed for all mobility vehicles generally:

- (a) the unladen weight of the mobility vehicle does not exceed 150 kilograms;
- (b) the height of the mobility vehicle does not exceed 1,500 millimetres;
- (c) the length of the mobility vehicle does not exceed 1,200 millimetres;
- (d) the width of the mobility vehicle does not exceed 700 millimetres;

- (e) the maximum speed that the mobility vehicle is capable of reaching under any circumstances does not exceed 6 kilometres per hour.

(2) For the purposes of section 19(4) of the Act, the grace period for the requirement mentioned in paragraph (1)(e) is the period starting on 1 June 2026 and ending on 31 December 2028.

*[S 355/2026 wef 01/06/2026]*

### **Non-compliant non-motorised wheelchair**

**3D.** For the purposes of the definition of “non-compliant non-motorised wheelchair” in section 2(1) of the Act, a non-motorised wheelchair is a non-compliant non-motorised wheelchair if it does not comply with any of the following requirements that are prescribed for all non-motorised wheelchairs generally:

- (a) the unladen weight of the non-motorised wheelchair does not exceed 150 kilograms;
- (b) the height of the non-motorised wheelchair does not exceed 1,500 millimetres;
- (c) the length of the non-motorised wheelchair does not exceed 1,200 millimetres;
- (d) the width of the non-motorised wheelchair does not exceed 700 millimetres.

*[S 355/2026 wef 01/06/2026]*

### **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, if propelled by an electric motor, does not exceed 25 kilometres per hour under all circumstances;

*[S 158/2024 wef 01/03/2024]*

(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;

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

(d) the personal mobility device, if propelled by an electric motor, is certified by a certification body as conforming to all the standards contained or referred to in the UL 2272;

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

*[S 158/2024 wef 01/03/2024]*

(e) the personal mobility device, if the personal mobility device is a recumbent device —

(i) is equipped with a working brake; and

(ii) is built to be propelled solely by human power;

*[S 158/2024 wef 01/03/2024]*

(f) the personal mobility device, if the personal mobility device is a three-wheeled pedal cycle —

(i) is equipped with a working handbrake; and

(ii) is built to be propelled solely by human power.

*[S 158/2024 wef 01/03/2024]*

(2) In this regulation —

“brake”, for a personal mobility device that is a recumbent device, means a braking system that —

(a) is designed to be operated by the rider’s hands or feet, or both;

(b) operates on all or any of the wheels of the recumbent device; and

(c) when applied, reduces the speed of the recumbent device or prevents the recumbent device from moving;

*[S 158/2024 wef 01/03/2024]*

“certification body” means an organisation that is accredited by a signatory of the International Accreditation Forum

Multilateral Recognition Agreement in relation to ISO/IEC 17065 for the purpose of certifying products for conformity with the prescribed standards;

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

“handbrake”, for a personal mobility device that is a three-wheeled pedal cycle, means a braking system that —

- (a) is applied by one or more hand levers affixed to the handlebars of the three-wheeled pedal cycle;
- (b) operates on all or any of the wheels of the three-wheeled pedal cycle; and
- (c) when applied, reduces the speed of the three-wheeled pedal cycle or prevents the three-wheeled pedal cycle from moving;

*[S 158/2024 wef 01/03/2024]*

“UL 2272” means either —

- (a) the standard known as ANSI/CAN/UL 2272: 2016, Electrical Systems for Personal E-Mobility Devices, approved by the UL Standards Technical Panel on Electrical Systems for Personal E-Mobility Devices, STP 2272, and issued on 21 November 2016; or
- (b) the standard known as ANSI/CAN/UL 2272: 2024, Electrical Systems for Personal E-Mobility Devices, approved by the UL Technical Committee on Electrical Systems for Personal E-Mobility Devices, TC 2272, and issued on 19 April 2024.

*[S 355/2026 wef 01/06/2026]*

*[S 306/2025 wef 01/06/2025]*

*[Deleted by S 355/2026 wef 01/06/2026]*

*[Deleted by S 355/2026 wef 01/06/2026]*

### **Vehicles banned for all public paths**

**4AA.** For the purposes of section 18(1) of the Act, the following vehicles are banned for use on all public paths generally if the construction of the vehicle enables it to operate in a mode in which it

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is not being controlled and does not need to be monitored by an individual in or on the vehicle:

- (a) a personal mobility device;
- (b) a power-assisted bicycle;
- (c) a mobility vehicle.

*[S 355/2026 wef 01/06/2026]*

(d) *[Deleted by S 355/2026 wef 01/06/2026]*

**4A.** *[Deleted by S 306/2025 wef 01/06/2025]*

### **Speed limit for bicycles, etc., on footpaths**

**5.** For the purpose of section 21(1) of the Act, the maximum speed for riding a bicycle, PAB or personal mobility device on a footpath is 10 kilometres per hour.

*[S 69/2019 wef 01/02/2019]*

*[S 355/2026 wef 01/06/2026]*

### **Speed limit for bicycles, etc., on shared paths**

**6.** For the purpose of section 21(1) of the Act, the maximum speed for riding a bicycle, PAB or personal mobility device on a shared path is 25 kilometres per hour.

*[S 355/2026 wef 01/06/2026]*

### **Speed limit for mobility vehicles on public paths**

**6A.** For the purpose of section 21(1) of the Act, the maximum speed for driving or riding a mobility vehicle on a public path is 6 kilometres per hour.

*[S 355/2026 wef 01/06/2026]*

### **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.

### **No driving or riding mobility vehicle when being towed, etc.**

**7A.** An individual must not drive or ride a mobility vehicle on a public path if the mobility vehicle is —

- (a) towing or drawing, or being towed or drawn by, another vehicle; or
- (b) attached to another vehicle or device that is designed to convey another individual or goods,

whether or not another individual is in or on that other vehicle or device.

*[S 355/2026 wef 01/06/2026]*

### **Restriction on number of passengers carried**

**8.—(1)** Subject to paragraph (4), 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.

*[S 158/2024 wef 01/03/2024]*

(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.

(3) A rider of a three-wheeled pedal cycle on a footpath or shared path must not ride with more passengers on the three-wheeled pedal cycle than the three-wheeled pedal cycle is designed to carry.

*[S 158/2024 wef 01/03/2024]*

*[S 306/2025 wef 01/06/2025]*

(4) A rider of a recumbent device or recumbent bicycle on a footpath or shared path must not carry or ride with any passenger.

*[S 158/2024 wef 01/03/2024]*

*[S 306/2025 wef 01/06/2025]*

(5) A driver or rider of a mobility vehicle on a public path must not carry, or drive or ride with, any passenger.

*[S 355/2026 wef 01/06/2026]*

### **Passenger on bicycle, three-wheeled pedal cycle and PAB**

**9.—(1)** A rider of a bicycle (other than a recumbent bicycle) or three-wheeled pedal cycle on a footpath or shared path must not ride with a passenger on the bicycle or three-wheeled pedal cycle 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

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designed for carrying such a child and is affixed to the bicycle or three-wheeled pedal cycle; and

*[S 158/2024 wef 01/03/2024]*

- (b) in all other cases, the passenger is in a seat designed for such a passenger.

*[S 158/2024 wef 01/03/2024]*

(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.

*[S 158/2024 wef 01/03/2024]*

### **Age restriction**

**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.

(3) For the purposes of sections 23A and 23B of the Act in connection with the riding of a motorised personal mobility device that has handlebars —

- (a) the prescribed minimum riding age for riding such a motorised personal mobility device is 16 years of age; and  
(b) the minimum supervising age for an appropriate supervisor in relation to an under-aged rider of such a motorised personal mobility device, is 21 years of age.

*[S 645/2020 wef 01/08/2020]*

### **Qualification to supervise under-aged rider**

**10A.** For the purpose of section 23B(1)(b)(ii) of the Act, the prescribed qualification for an appropriate supervisor to escort an individual below 16 years of age who rides a motorised personal mobility device that —

- (a) has an electric motor attached to the device and handlebars; and

(b) is not prescribed as banned for use on a shared path for the purposes of section 18 of the Act,  
is a competency test certificate for such a motorised personal mobility device.

*[S 998/2021 wef 01/01/2022]*

### **Load restriction on bicycle, three-wheeled pedal cycle, recumbent device and PAB**

**11.** A rider of a bicycle, three-wheeled pedal cycle or recumbent device on a footpath or shared path, or a PAB on a shared path —

(a) must ensure that every load carried on the bicycle, three-wheeled pedal cycle, recumbent device or PAB, as the case may be, is properly and rigidly secured to the bicycle, three-wheeled pedal cycle, recumbent device or PAB; and

*[S 158/2024 wef 01/03/2024]*

(b) must not carry on the bicycle, three-wheeled pedal cycle, recumbent device 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.

*[S 158/2024 wef 01/03/2024]*

*[S 158/2024 wef 01/03/2024]*

### **Lights on bicycle, three-wheeled pedal cycle, recumbent device and PAB**

**12.** A rider must not ride, during hours of darkness, a bicycle, three-wheeled pedal cycle or recumbent device on a footpath or shared path, or a PAB on a shared path, unless the bicycle, three-wheeled pedal cycle, recumbent device or PAB —

(a) displays a white light that is clearly visible for a reasonable distance from the front of the bicycle, three-wheeled pedal cycle, recumbent device or PAB; and

*[S 158/2024 wef 01/03/2024]*

(b) displays either —

(i) a red light that is clearly visible for a reasonable distance from the back of the bicycle, three-wheeled pedal cycle, recumbent device or PAB; or

*[S 158/2024 wef 01/03/2024]*

(ii) a red reflector that is clearly visible for a reasonable distance from the back of the bicycle, three-wheeled pedal cycle, recumbent device or PAB when light is projected onto the reflector.

*[S 158/2024 wef 01/03/2024]*

*[S 158/2024 wef 01/03/2024]*

### **Lights on personal mobility device or rider**

**13.** A rider must not ride, during hours of darkness, a non-motorised personal mobility device (other than a three-wheeled pedal cycle or recumbent device) on a footpath or a motorised or non-motorised personal mobility device (other than a three-wheeled pedal cycle or recumbent device) on a 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.

*[S 242/2020 wef 03/04/2020]*

*[S 158/2024 wef 01/03/2024]*

### **Conduct when approaching road crossings**

**13A.—**(1) Every rider of a bicycle, PAB or PMD, or driver or rider of a mobility vehicle —

(a) when approaching a bicycle crossing, pedestrian crossing or zebra crossing, from a public path, must proceed at such speed as will enable him or her to stop his or her bicycle, PAB, PMD or mobility vehicle (as the case may be) before reaching the crossing; and

- (b) when at the bicycle crossing, pedestrian crossing or zebra crossing, must stop and look for on-coming traffic before using that crossing.

*[S 355/2026 wef 01/06/2026]*

(2) Every cyclist, mobility vehicle driver or rider and PMD rider —

- (a) when approaching an informal crossing, or an entrance or exit to a car park, from a public path, must proceed at such speed as will enable him or her to stop his or her bicycle, PAB, PMD or mobility vehicle before reaching the informal crossing or exit or entrance, as the case may be; and

- (b) when at the informal crossing, or the entrance or exit to a car park, must —

(i) stop and look for on-coming traffic before using that crossing or crossing the exit or entrance; and

(ii) give way to any motor vehicle or stream of vehicles immediately approaching him or her (whether from his or her right or offside or left or near side) or leaving or entering the car park.

*[S 355/2026 wef 01/06/2026]*

(3) In this regulation —

“bicycle crossing” has the meaning given by the Road Traffic (Bicycle Crossing) Rules (Cap. 276, R 36);

“informal crossing” means any part of a road that —

- (a) is established by a person other than the Authority for the use of a cyclist, mobility vehicle driver or rider, PMD rider or pedestrian in order to cross the road; but

*[S 355/2026 wef 01/06/2026]*

- (b) is not indicated by traffic signs, signals or road markings;

*[Deleted by S 355/2026 wef 01/06/2026]*

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“pedestrian crossing” and “zebra crossing” have the meanings respectively given by the Road Traffic (Pedestrian Crossings) Rules (Cap. 276, R 24).

*[S 69/2019 wef 01/02/2019]*

### **Penalty**

**14.** Any person who contravenes regulation 7A, 8(1), (2), (3), (4) or (5), 9(1) or (2), 10(1) or (2), 11, 12, 13 or 13A(1) or (2) 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.

*[S 69/2019 wef 01/02/2019]*

*[S 158/2024 wef 01/03/2024]*

*[S 355/2026 wef 01/06/2026]*

### **Prescribed business required to maintain insurance**

**15.** A prescribed business for the purpose of section 58A of the Act is —

- (a) a business the primary purpose of which is to carry out any trade, profession or vocation for gain or profit; or
- (b) a business the primary function of which is to provide a service, supply goods or carry on an activity other than —
  - (i) for a charitable or philanthropic purpose; or
  - (ii) as part of the undertaking of the Government or a public authority constituted under a public Act to discharge a public function.

*[S 982/2020 wef 02/12/2020]*

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**Mandatory or proscribed terms of insurance**

**16.—(1)** For the purpose of section 58A(1) of the Act, \$200,000 per claim is the minimum amount of insurance prescribed in relation to each individual mentioned in section 58A(1)(a) or (b) of the Act.

(2) An “approved policy” as defined in section 58A(4) of the Act is a policy of insurance that insures the person in sub-paragraph (a), or persons in sub-paragraphs (a) and (b), as follows:

(a) any individual (called the insured individual) mentioned in section 58A(1)(a) or (b) of the Act who drives or rides a bicycle, personal mobility device, power-assisted bicycle or mobility vehicle on any public path, against the risk of liability for death or personal injury caused by an accident that involves the individual driving or riding a bicycle, personal mobility device, power-assisted bicycle or mobility vehicle (as the case may be) on any public path;

*[S 355/2026 wef 01/06/2026]*

(b) anyone else who is vicariously liable for an insured individual driving or riding a bicycle, personal mobility device, power-assisted bicycle or mobility vehicle on any public path for death or personal injury caused by an accident that involves the individual driving or riding a bicycle, personal mobility device, power-assisted bicycle or mobility vehicle (as the case may be) on any public path.

*[S 355/2026 wef 01/06/2026]*

(3) An “approved policy” as defined in section 58A(4) of the Act must not contain any limit on the insurance coverage as follows:

(a) in respect of an accident involving an insured individual who is lawfully carrying goods at the time of the accident;

(b) in respect of an accident involving a bicycle, personal mobility device, power-assisted bicycle or mobility vehicle only because it is —

(i) not owned by the insured individual; or

- (ii) not registered in the name of the insured individual but is otherwise lawfully registered as required by law;

*[S 355/2026 wef 01/06/2026]*

- (c) that requires an insured individual to bear more than \$500 per claim for death or personal injury caused by an accident that involves the insured individual driving or riding a bicycle, personal mobility device, power-assisted bicycle or mobility vehicle (as the case may be) on any public path.

*[S 982/2020 wef 02/12/2020]*

*[S 355/2026 wef 01/06/2026]*

## THE SCHEDULE

Regulation 3

### PEDESTRIAN-ONLY PATH SIGN

DIAGRAM 1

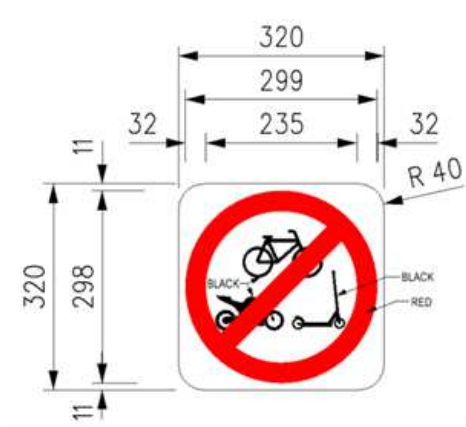
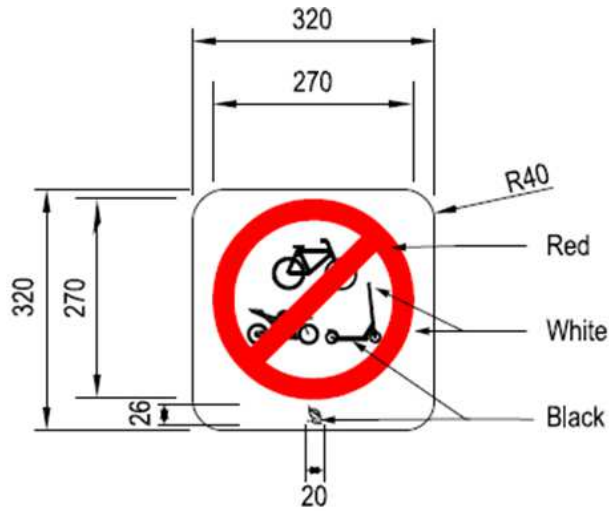


DIAGRAM 2

THE SCHEDULE — *continued*



END-OF PEDESTRIAN-ONLY PATH SIGN

DIAGRAM 3

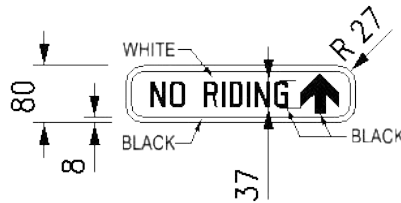


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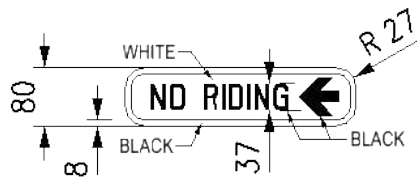
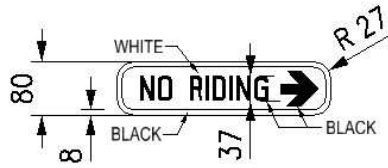


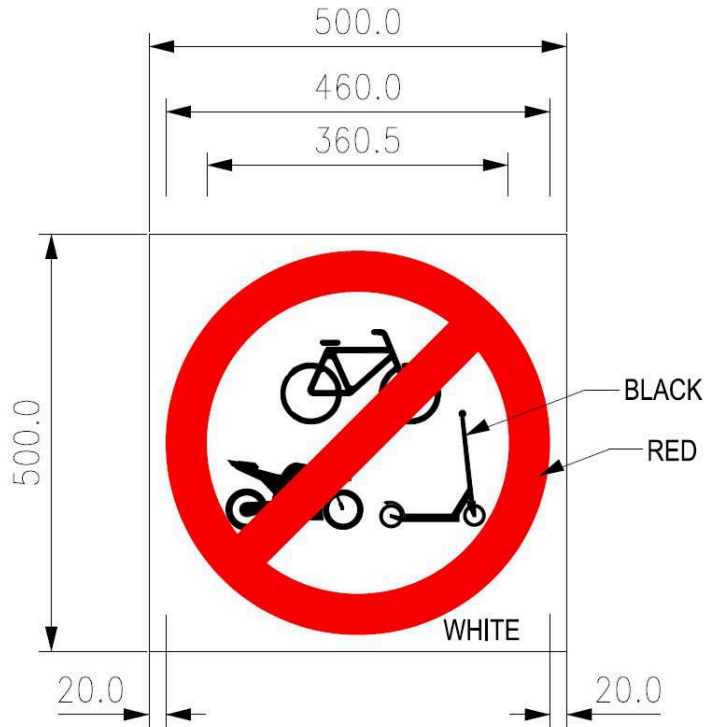
DIAGRAM 5

THE SCHEDULE — *continued*



PEDESTRIAN-ONLY PATH MARKING

DIAGRAM 5A



[S 670/2019 wef 04/10/2019]

DIAGRAM 5AA

[S 708/2022 wef 31/08/2022]

THE SCHEDULE — *continued*

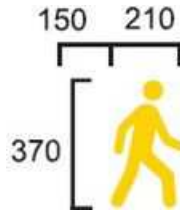
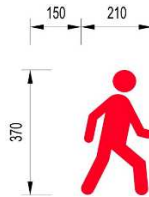


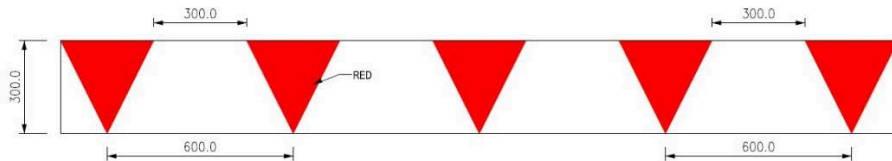
DIAGRAM 5AB



[S 468/2025 wef 01/07/2025]

END-OF PEDESTRIAN-ONLY PATH MARKING

DIAGRAM 5B



[S 670/2019 wef 04/10/2019]

DIAGRAM 5C

[S 708/2022 wef 31/08/2022]



DIAGRAM 5D

THE SCHEDULE — *continued*



[S 468/2025 wef 01/07/2025]

SHARED PATH SIGN

DIAGRAM 6

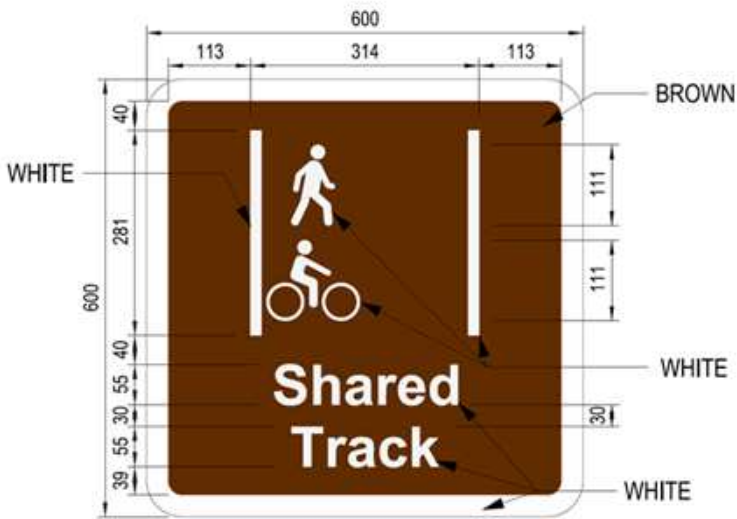


DIAGRAM 7

THE SCHEDULE — *continued*

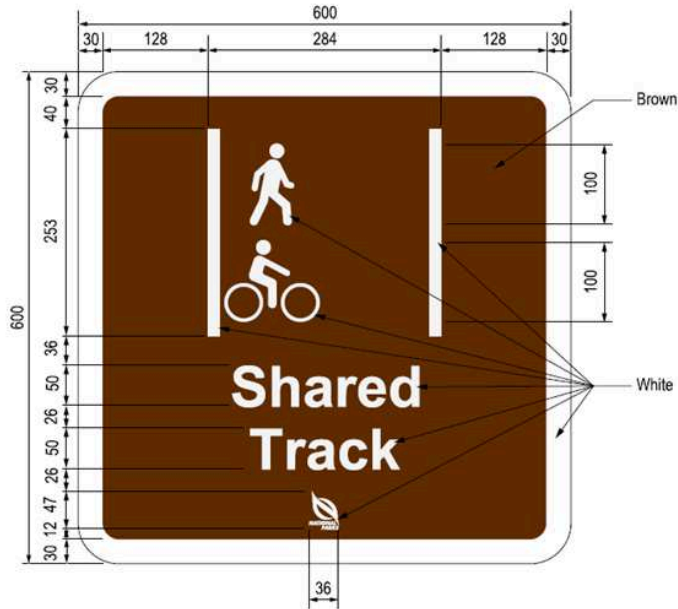
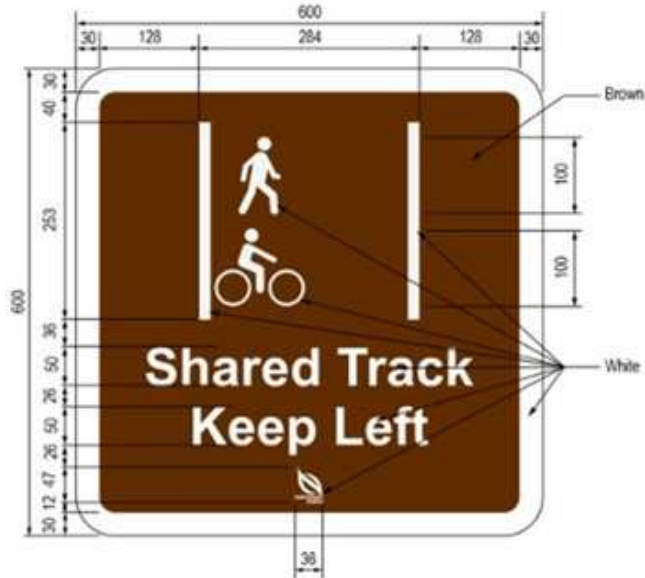
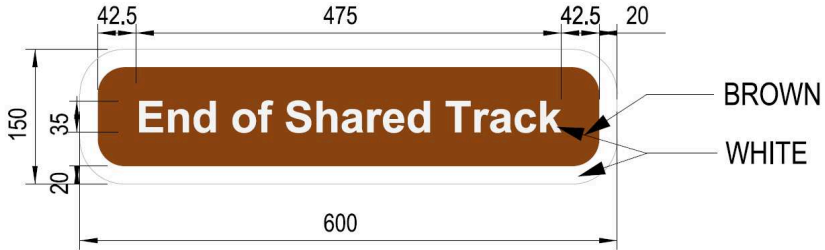


DIAGRAM 7A



[S 708/2022 wef 31/08/2022]

THE SCHEDULE — *continued*  
END-OF SHARED PATH SIGN  
DIAGRAM 8



SHARED PATH MARKING  
DIAGRAM 9

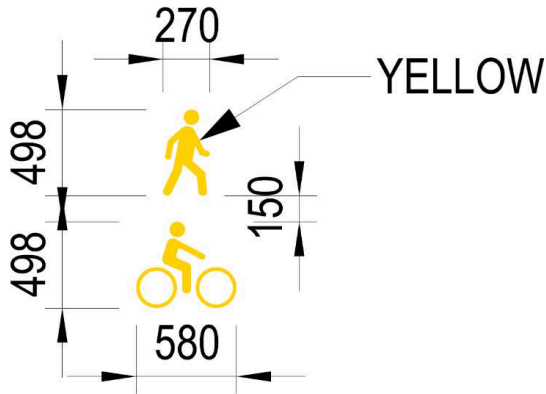
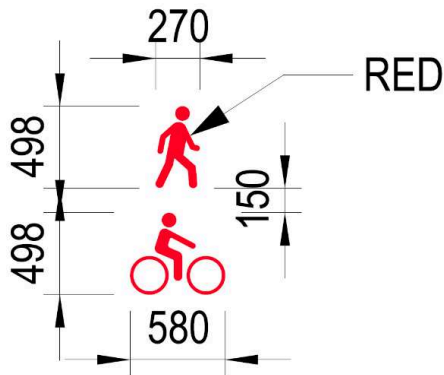


DIAGRAM 10



THE SCHEDULE — *continued*

DIAGRAM 11

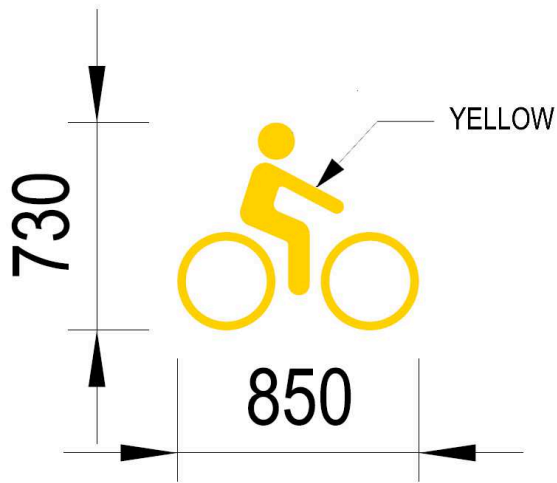


DIAGRAM 12

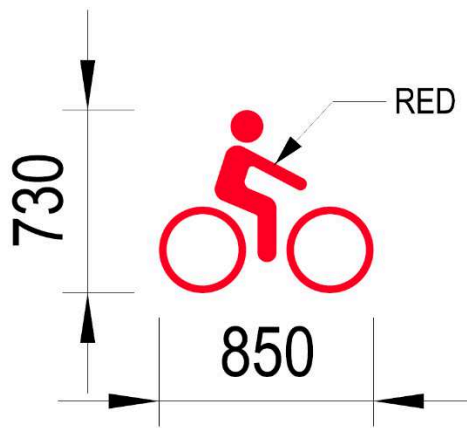


DIAGRAM 13

THE SCHEDULE — *continued*

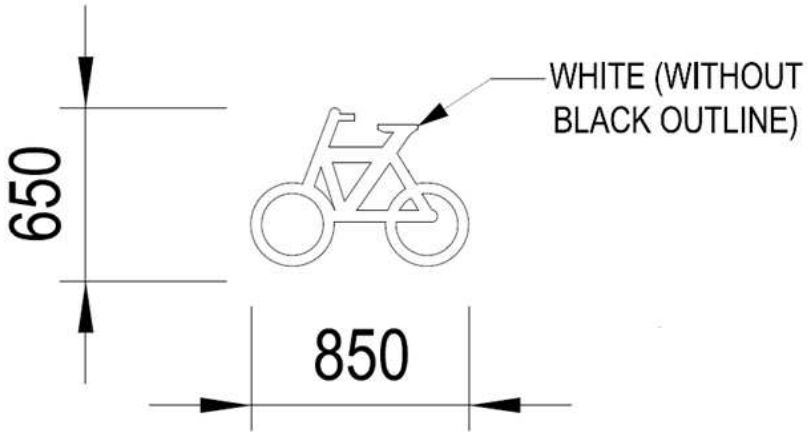


DIAGRAM 14

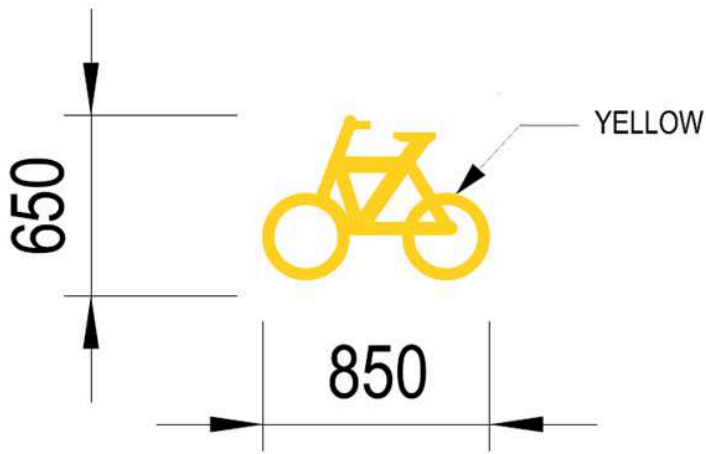


DIAGRAM 15



DIAGRAM 16

THE SCHEDULE — *continued*



END-OF SHARED PATH MARKING

DIAGRAM 17

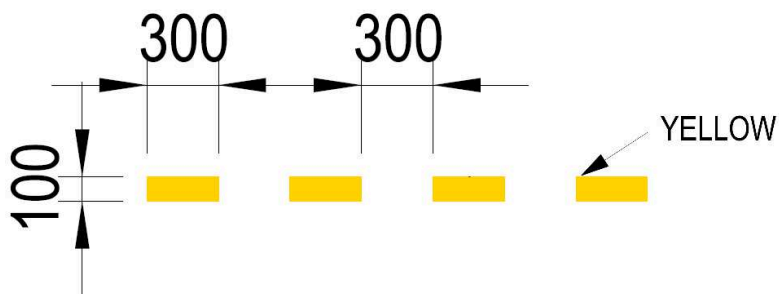


DIAGRAM 18

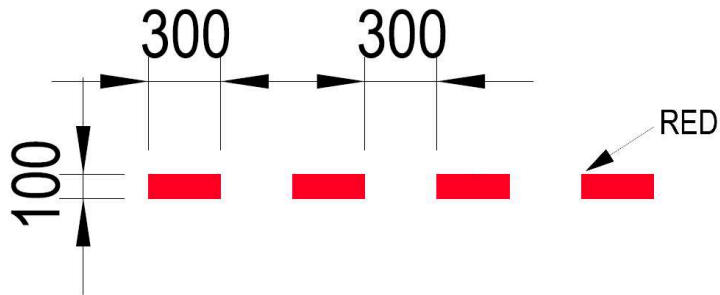
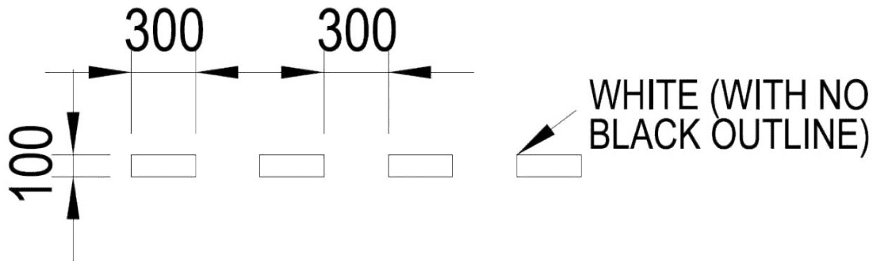
THE SCHEDULE — *continued*

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).