



Republic of the Philippines
QUEZON CITY COUNCIL
Quezon City
23rd City Council

PO23CC-116

43rd Regular Session

ORDINANCE NO. SP- **3503**, S-2026

AN ORDINANCE ESTABLISHING SAFE SCHOOL ZONES IN QUEZON CITY, PROVIDING FOR ROAD SAFETY MEASURES AND PENALTIES FOR VIOLATIONS, AND THEREBY AMENDING QUEZON CITY ORDINANCE NO. SP-2636, SERIES OF 2017 OTHERWISE KNOWN AS THE ROAD SAFETY CODE OF QUEZON CITY, AND FOR OTHER PURPOSES

Introduced by Councilors ALY MEDALLA, BERNARD R. HERRERA and JOSEPH P. JUICO

Co-Introduced by Councilors Tany Joe "TJ" L. Calalay, Dorothy A. Delarmente, M.D., Candy A. Medina, Atty. Voltaire Godofredo "Bong" Liban III, Geleen "Dok G" Lumbad, Atty. Christoffer Allan "Tope" Liguigan, Wencerom Benedict C. Lagumbay, Don S. De Leon, Atty. Vicente Belmonte Jr., Edgar "Egay" G. Yap, Nanette Castelo Daza, Imee Rillo, Atty. Jesus Miguel Suntay, Joseph Joe Visaya, Karl Edgar Castelo, Shaira "Shay" L. Liban, Ram V. Medalla, Maria Eleanor "Doc Ellie" R. Juan, O.D., Emmanuel Banjo A. Pilar, Kristine Alexia Matias, RN, Victor "Vic" D. Bernardo, Vito Sotto Generoso, Erwin Rey "Cocoy" A. Medina, Jose Maria "Mari" M. Rodriguez, and Jhon Angelli "Sami" C. Neri

WHEREAS, it is the policy of the State, as enshrined in the 1987 Constitution of the Republic of the Philippines, to promote and protect the rights of children to survival, development, protection, and participation, and to ensure their safety in all environments, including roads and school premises;

WHEREAS, Section 16 of Republic Act No. 7160, otherwise known as the Local Government Code of 1991, empowers local government units to promote the general welfare of their constituents and enact measures that enhance safety, health, and quality of life;

WHEREAS, Section 458(a)(v) of the same Code grants the Sangguniang Panlungsod the power to regulate the use of streets, sidewalks, bridges, and other public places; to regulate traffic on all streets and bridges; to prohibit encroachments or obstacles thereon; and to authorize their removal in the interest of public welfare;

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WHEREAS, Section 8.1.1, Article III of the Road Safety Code of Quezon City mandates the prioritization of school zones in the installation of pedestrian lanes and construction of elevated or trapezoidal pedestrian lanes for speed-management purposes;

WHEREAS, road safety is a shared responsibility among national and local government agencies, educational institutions, parents and guardians, civil society organizations, the private sector, and the broader community, each of whom plays a vital role in promoting safe school environments through policy development, infrastructure support, enforcement of traffic regulations, education and awareness initiatives, and responsible road use;

WHEREAS, children are among the most vulnerable road users and their daily exposure to high-traffic environments while commuting to and from school significantly increases their risk of crashes and injury;

WHEREAS, Quezon City is home to hundreds of public and private educational institutions with high volumes of pedestrian and vehicular traffic;

WHEREAS, the establishment of safe school zones is internationally recognized as an effective approach to reducing road traffic injuries, as it enables the City to systematically assess school-area road conditions, identify unsafe environments, and prioritize infrastructure improvements that protect children and other vulnerable road users by implementing safer speed limits, improved pedestrian facilities, and enhanced traffic management in areas surrounding schools;

WHEREAS, there is a compelling need to institutionalize a comprehensive framework for identifying, regulating, and enforcing traffic and safety measures in school zones for the safety of students, faculty, and staff across Quezon City;

WHEREAS, the City Government shall ensure collaborative efforts and a phased implementation approach to assist schools in achieving compliance in a practical, equitable, and sustainable manner;

WHEREAS, integrating Safe School Zone principles into City planning, transportation, enforcement, and education efforts strengthens inter-agency coordination, promotes consistency across all barangays, and advances the City's long-term goals for child protection, sustainable mobility, and safer communities;

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WHEREAS, Quezon City Ordinance No. SP-2636, S-2017, otherwise known as the Road Safety Code of Quezon City, designates the Department of Public Order and Safety (DPOS) as the lead agency for road safety policies; however, in order to ensure consistency, policy coherence, and unified direction in the implementation of traffic management and road safety initiatives, there is a need to designate the Traffic and Transport Management Department (TTMD) as the lead agency for the implementation of the said Road Safety Code.

NOW, THEREFORE,

BE IT ENACTED BY THE CITY COUNCIL OF QUEZON CITY IN REGULAR SESSION ASSEMBLED:

SECTION 1. TITLE. – This Ordinance shall be known as “The Quezon City Safe School Zone Ordinance of 2025.”

SECTION 2. DECLARATION OF POLICY. – It is hereby declared the policy of Quezon City to prioritize the safety, welfare, and protection of its youth and all individuals within and around educational institutions by establishing and regulating School Zones through enhanced traffic management, physical infrastructure, education, and enforcement measures. This Ordinance aims to create a safe and orderly environment by regulating traffic, enforcing speed limits, and implementing appropriate safety measures in designated School Zones.

SECTION 3. DEFINITION OF TERMS. – For the purpose of this Ordinance, the following terms shall mean:

- a) School – Any public or private educational institution, including, but not limited to, pre-schools, kindergartens, elementary schools, high schools, colleges, and universities recognized by the Department of Education (DepEd) or the Commission on Higher Education (CHED) within the territorial jurisdiction of Quezon City;
- b) School Zone – The designated area determined and marked by the City Planning and Development Department (CPDD), considering the specific layout and surrounding roads of each school, where traffic and safety regulations are applied to protect students and pedestrians;
- c) School Days/Hours – The period when classes are officially in session, including arrival and dismissal times, as well as special school events. This generally refers to weekdays from 6:00 A.M. to 6:00 P.M. during the academic calendar, but may be adjusted for specific school schedules;



- d) *Traffic Calming Devices* – Infrastructure measures designed to reduce vehicle speeds and improve safety for pedestrians and cyclists, particularly in School Zones. These structures or mechanisms include various physical elements such as speed humps, rumble strips, or chokers to reduce vehicle speed, speed tables, chicanes, and roundabouts;
- e) *Vehicle* – Any conveyance or other device propelled or drawn by any means and includes a bicycle and, where the context permits, includes an animal driven or ridden but does not include a train;
- f) *Driver* – Person who operates, drives, or has control of the directional and mobile power of a motor vehicle;
- g) *Pedestrian Safety Infrastructure* – Built environment features such as sidewalks, crosswalks, barriers, and overpasses that enhance pedestrian safety;
- h) *Pedestrian* – Any person who goes, travels on foot, or walks on any road, thoroughfare, or highway; and
- i) *Loading and Unloading Zones* – Designated areas, usually on the side of a road or within a parking lot, where vehicles can temporarily stop to drop-off and pick up passengers or cargo. These zones are often marked with specific signs and/or curb markings and are intended for brief stops to facilitate the exchange of people or goods.

SECTION 4. ESTABLISHMENT OF SCHOOL ZONES. – All schools, as defined in Section 3(a) herein, in Quezon City shall have designated School Zones with clearly defined boundaries of at least one hundred (100) meters from all entry and exit points of the school premises actively used by students.

The CPDD, in coordination with the Department of Public Order and Safety (DPOS), the Traffic and Transport Management Department (TTMD), the Quezon City Department of Engineering (QCDE), the Barangay Community and Relations Department (BCRD), and the Schools Division Office Quezon City (SDO-QC) shall determine and map these School Zones.

- a) **Designation:** All current and future schools in Quezon City shall automatically be assigned as School Zones in accordance with Section 3(b) of this Ordinance.



- b) **Assessment of School Zones:** The TTMD, in coordination with the DPOS, QCDE, and SDO-QC, shall conduct audits of School Zones using an internationally-recognized tool to assess conditions, identify safety risks, and support evidence-based interventions. The TTMD shall be responsible for selecting the most appropriate tool for this purpose. For schools constrained by existing adjacent structures or urban density, alternative context-appropriate measures shall be recommended, subject to the approval of TTMD.
- c) **Delineation and Marking:** The TTMD, in coordination with the DPOS, QCDE, BCRD, and relevant school authorities, shall be responsible for the proper delineation and marking of all School Zones.

SECTION 5. SCHOOL ZONE AUDITS. – The TTMD shall assess School Zones and identify interventions to improve road safety conditions within designated School Zones.

- a) **Mandatory Road Safety Audit:** All School Zones within the City shall undergo a comprehensive road safety audit using an internationally-recognized tool which shall be identified by the TTMD. The audit shall identify, assess, and prioritize risks faced by children traveling to and from school, with the objective of implementing evidence-based interventions to establish and maintain Safe School Zones.
- b) **Training and Accreditation of Assessors:** Capacity-building programs, seminars, and trainings shall be conducted to equip assessors with the skills needed to apply the selected methodology accurately and consistently in measuring risks to child road users. Road safety audits shall be conducted only by personnel who are duly trained and accredited for such purpose.
- c) **Implementation of Findings:** Based on the results of the road safety audits, the TTMD, in coordination with the Road Safety Working Group (RSWG), shall formulate and implement a risk mitigation plan for each School Zone. Such plans may include, but are not limited to, engineering and infrastructure improvements, traffic and speed management measures, pedestrian-safety enhancements, and community education or awareness activities. These measures shall include, but not be limited to, the following:
 - (1) Installation of clear and conspicuous "SCHOOL ZONE" signs;
 - (2) Posting of "REDUCE SPEED LIMIT" signs consistent with applicable regulations;



- (3) *Marking of pedestrian lanes (zebra crossings) with appropriate road paint and, where feasible, the installation of raised pedestrian crossings;*
- (4) *Installation of traffic-calming measures, such as speed humps or bumps (where appropriate and compliant with national standards), rumble strips, or similar devices designed to reduce vehicle speeds within the School Zone;*
- (5) *Placement of appropriate signage indicating "NO PARKING" or "LOADING/UNLOADING ONLY" areas during school hours.*
- (6) *Schools may propose alternative safety plans where structural or spatial limitations exist, subject to the approval of the RSWG, provided that the road safety plan is evidence-based and that proposed measures achieve equivalent or enhanced levels of protection.*

For schools constrained by existing adjacent structures or urban density, alternative context-appropriate measures may be proposed, subject to the evaluation and approval of the Quezon City Government.

The consolidated audit findings shall guide broader City road safety strategies to allow risks identified in School Zones to be systematically addressed and incorporated into ongoing active mobility, transport-planning, and road safety programs.

All School Zone boundaries shall be clearly marked on-site and, where practicable, reflected in publicly accessible maps or official issuances.

- d) **Monitoring and Evaluation:** *All audited School Zones shall undergo re-assessment every three (3) years following the initial audit to evaluate the effectiveness of implemented interventions. The results of these re-evaluations shall inform further adjustments or enhancements and support continuous improvement to strengthen child road safety.*

Notwithstanding the foregoing, the TTMD is hereby authorized to, motu proprio or upon reasonable request by any interested party, conduct a re-assessment at any time, as may be necessary, to promote and enhance school road safety.



SECTION 6. TRAFFIC REGULATIONS WITHIN SCHOOL ZONES. – To promote road safety and protect schoolchildren and the surrounding community, the following traffic regulations shall be enforced in all designated School Zones within Quezon City:

a) **Speed Limit Enforcement**

- (1) All motorists within designated School Zones shall comply with the speed restrictions and standards prescribed under Republic Act No. 4136 or the Land Transportation and Traffic Code, particularly Section 35 thereof. A maximum speed limit of 20 kilometers per hour (kph) for all vehicles shall be strictly enforced when passing through School Zones, approaching school premises, or under similar conditions, especially during periods of high pedestrian activity such as school arrival and dismissal times. In all instances, drivers shall operate vehicles at a careful and prudent speed, having due regard for traffic conditions, road width, visibility, and the presence of pedestrians, and shall not drive at a speed greater than will permit them to stop within the assured clear distance ahead.

Outside of such circumstances, the applicable speed limits under national law and existing traffic regulations shall govern.

- (2) Appropriate speed limit signs shall be installed and maintained by the DPOS and the TTMD within and approaching the designated School Zones.

b) **No Loading and Unloading in Prohibited Zones**

- (1) Loading and unloading of passengers is strictly prohibited in areas marked as “NO LOADING/UNLOADING ZONE” to prevent congestion and road crashes near school gates.
- (2) Pick-up and drop-off of students shall only be allowed in designated loading and unloading zones and shall not obstruct the flow of traffic or pedestrian movement. For schools with limited frontage or situated in high-density areas, alternative staging areas may be proposed in coordination with the TTMD and the Barangay, provided that safety and orderly movement are maintained at all times.

- c) **One-Way Traffic Flow (where applicable)** – The City Mayor, upon the recommendation of the TTMD, shall have the authority to declare streets adjacent to School Zones as one-way streets during peak hours (30 minutes before and after class) to streamline traffic and ensure child safety.



d) *Strict Parking Regulations*

- (1) *Parking or stopping in a manner that obstructs or endangers pedestrian movement is prohibited in front of school entrances/exits and designated pedestrian crossings and other clearly marked safety zones within School Zones, in accordance with applicable national and local traffic laws.*
- (2) *As a minimum safety standard, double parking, obstruction of driveways, and parking within 15 meters from the immediate approach side of a school gate or pedestrian lane shall be penalized, when such area is officially identified and signposted as a critical safety or conflict point by the DPOS and the TTMD, based on traffic engineering assessments, visibility conditions, pedestrian volume, or documented safety risks.*

The 15-meter minimum buffer shall apply only in locations that meet at least one of the following conditions:

- (a) *The school gate or pedestrian crossing directly interfaces with a high pedestrian volume area or established student crossing path;*
 - (b) *The roadway adjacent to the gate or crossing is narrow or has limited passing capacity such that stopping vehicles materially obstruct traffic flow;*
 - (c) *A road safety audit or incident report identifies the area as a high-risk location for pedestrian-vehicle conflict; or*
 - (d) *The area is officially designated by the City Government as requiring enhanced safety protection due to site-specific conditions.*
- (3) *Any restriction on parking shall apply only where such restrictions are properly designated and clearly marked.*
- e) *Use of Hazard Lights – Vehicles dropping off or picking up students must use hazard lights to alert other motorists.*
 - f) *Designated Drop-off and Pick-up Points – Schools shall coordinate with the Barangay and the TTMD to designate loading and unloading areas to ensure safe drop-off and pick-up of students.*



g) *Priority to Pedestrians*

- (1) *Motorists must yield the right of way to pedestrians, especially students crossing at designated lanes.*
 - (2) *Pedestrians shall have the right of way within marked pedestrian lanes and crossings within School Zones. Drivers shall yield to pedestrians crossing the road.*
- h) *Vehicle Idling – Excessive idling of vehicles within School Zones, particularly around pick-up/drop-off points, shall be prohibited.*
- i) *Anti-Obstruction – No person shall place or cause to be placed any obstruction on sidewalks or roadways within School Zones that would impede pedestrian or vehicular traffic.*

Provided that, exemptions are allowed in case of emergency situations, and when it is expedient and safe to do so.

SECTION 7. SAFETY MEASURES. – *To ensure the protection of students, parents, school personnel, and the general public, the following safety measures shall be strictly implemented within all designated School Zones in Quezon City, consistent with the results of the road safety audit provided under Section 5 herein:*

- a) *Installation of Traffic-Calming Devices such as, but not limited to:*
- (1) *Speed humps, rumble strips, and bollards near school entrances/exits and crossings to reduce vehicle speed.*
 - (2) *Appropriate warning signs, flashing lights, and road markings.*
 - (3) *Visible reflective paint and clear road markings indicating "SCHOOL ZONE."*
- b) *Construction and/or Placing of Pedestrian Lanes and Signages*
- (1) *Clearly marked pedestrian lanes at all school entrances/exits.*
 - (2) *Covered walkways, fencing, or barriers to guide pedestrian flow.*
 - (3) *Standardized warning signs such as "SLOW DOWN – SCHOOL ZONE," "NO OVERTAKING," and "SCHOOL CROSSING," among others, at strategic points.*



- (4) Guided crossings and staggered arrival or dismissal times, among others, which the schools may propose as operational measures and alternative safety strategies, where physical modifications are impractical, subject to the approval of the RSWG.
- c) Crossing Guards and Traffic Aides – Crossing Guards and Traffic Aides shall be composed of designated school crossing guards, trained traffic aides, Barangay Public Safety Officers (BPSOs), who shall be deployed, as may be warranted by traffic conditions and in coordination with the TTMD during peak hours (30 minutes before and after class hours) to assist students in crossing safely. TTMD shall conduct training and technical guidance for crossing guards, traffic aides, and other school safety personnel prioritizing schools facing operational or resource limitations. Such personnel shall perform support and assistance functions only, and shall not exercise police or traffic enforcement powers.
- d) Designated Pick-up and Drop-off Zones – Clear areas for student drop-off and pick-up shall be identified and regulated to prevent congestion and ensure safe movement of students.
- e) Adequate Lighting and Surveillance – The TTMD shall ensure the presence of adequate street lighting and, where feasible, installation of Closed-Circuit Television (CCTV) surveillance in coordination with Barangays and schools for the safety of students, especially during early morning and late afternoon dismissals.
- f) Emergency Preparedness – All schools shall coordinate with their respective Barangays and Quezon City Disaster Risk Reduction and Management Office (QC-DRRMO) to ensure:
- (1) availability of first aid kits and emergency response protocols;
 - (2) regular drills for earthquake, fire, or other emergencies; and
 - (3) implementation of school road safety education programs.

SECTION 8. LEAD AGENCY FOR ROAD SAFETY. – The TTMD shall serve as the lead agency responsible for enforcing all traffic and road safety regulations provided under this Ordinance. It shall implement traffic schemes, ensure installation and maintenance of proper signage, and exercise enforcement functions only to the extent of authority granted by law and upon deputization by the Metropolitan Manila Development Authority, where applicable. For consistency and policy coherence, the TTMD shall likewise serve as the lead agency for the implementation of Quezon City Ordinance No. SP-2636, S-2017, otherwise known as the Road Safety Code of Quezon City, thereby amending Section 1, Article II of the said Road Safety Code, and assuming all functions, powers, and responsibilities previously assigned to the DPOS under said provision. The TTMD shall ensure alignment between this Ordinance and the Road Safety Code of Quezon City, and shall incorporate the implementation of this Ordinance into the Quezon City Road Safety Action Plan.



SECTION 9. ENFORCEMENT AGENCIES. – Enforcement of this Ordinance shall be undertaken through a coordinated inter-agency framework, consistent with applicable laws and subject to proper deputization where required:

- a) SDO-QC – Lead, supervise, and coordinate inter-agency efforts among enforcement agencies and school authorities to promote compliance with this Ordinance and advance road safety education in schools.
- b) CPDD – Delineate and map school zones in line with the Zoning Ordinance of the City.
- c) DPOS – Clear structural obstructions in all public roads and streets to ensure smooth passage and entry, consistent with national policies and Department of the Interior and Local Government (DILG) directives.
- d) BCRD – Coordinate with Barangays for the smooth implementation of this Ordinance. The Barangays shall support traffic management operations under the direction and supervision of the TTMD.

SECTION 10. INTER-AGENCY COORDINATION. – The TTMD shall coordinate with the following relevant agencies in the implementation of this Ordinance:

- a) Quezon City Police District (QCPD) – for the enforcement of traffic laws and regulations on City roads;
- b) Barangay Officials – for the deployment of BPSOs in schools to manage traffic, patrol premises, monitor safety, report road crashes, and patrol school premises and surrounding areas to deter potential threats and ensure the safety of students and staff;
- c) Department of Public Works and Highways (DPWH) – for the implementation of road safety measures covered by national roads; and
- d) Metropolitan Manila Development Authority (MMDA) – for the enforcement of traffic laws and regulations on national roads.

SECTION 11. ENFORCEMENT AND FORCE MULTIPLIERS. –

- a) Phased enforcement periods shall be provided to allow schools to adapt to traffic management plans with technical support from the TTMD, and such periods shall be subject to the approval of the RSWG. Implementation shall take into account school-specific contexts, and all schools shall receive coaching, guidance, and training during the initial phase.



b) *The aforementioned agencies shall assign trained traffic enforcers, safety officers, or traffic aides to monitor School Zones, especially during the following hours:*

(1) *During school arrival from 6:00 A.M. – 8:30 A.M.;*

(2) *Midday shift dismissal (if applicable) from 11:30 A.M. – 1:30 P.M.; and*

(3) *End of school class from 3:00 P.M. – 6:00 P.M.*

c) *Training of Enforcers – The TTMD shall coordinate with Barangays and schools on the training of crossing guards, traffic aides, and personnel. Technical guidance shall be provided for schools with operational limitations.*

d) *Issuance of Traffic Violation Receipts (TVRs) and Ordinance Violation Receipts (OVRs) – Authorized traffic enforcers and personnel, after having been duly deputized by the TTMD, MMDA and/or DPOS, shall issue TVRs and OVRs, respectively, to persons found in violation of this Ordinance, in accordance with existing City laws and regulations.*

e) *Use of CCTV and Digital Monitoring – The City Government shall utilize CCTV surveillance systems, body cameras, and other digital tools for enforcement, monitoring compliance, and gathering evidence for enforcement and prosecution.*

The TTMD shall adopt the use of CCTV and similar technologies for enforcement.

f) *School Zone Registry and Coordination – All public and private schools shall coordinate with their respective Barangays, the SDO-QC, and the TTMD to ensure:*

(1) *accurate mapping of School Zones;*

(2) *proper placement of traffic signs and barriers;*

(3) *deployment of crossing guards or aides; and*

(4) *active participation in education and information drives on traffic safety.*

g) *Complaint and Reporting Mechanism – The following mechanisms shall be made available for citizens, students, and parents to report violations of this Ordinance:*



- (1) The official QC E-Services app;
- (2) QCitizen Helpline 122;
- (3) The DPOS, the TTMD, or the Barangay Help Desks; and
- (4) Written complaints submitted to the City or concerned school administrations.

The TTMD, as lead agency, shall submit an annual report of the resolution of Citizens' Complaints to the City Council.

- h) Regular Monitoring and Evaluation – The City Council Committee on Transportation shall conduct a biannual review of School Zone safety and enforcement effectiveness and may recommend amendments to improve implementation.
- i) Public Information Campaign – The City Government, in coordination with schools in Quezon City, shall conduct regular public information campaigns to educate drivers, pedestrians, students, and parents about the provisions of this Ordinance and the importance of School Zone safety.

SECTION 12. COLLABORATION WITH SUPREME ELEMENTARY LEARNER GOVERNMENT (SELG) AND SUPREME SECONDARY LEARNER GOVERNMENT (SSLG). – The SDO-QC, the QC-DRMO and the school authorities shall collaborate with the Supreme Elementary Learner Government (SELG) and Supreme Secondary Learner Government (SSLG), in leading traffic safety education and advocacy programs in order to promote road safety and safe practices in and around schools.

SECTION 13. COLLABORATION WITH PARENT AND TEACHERS' ASSOCIATION. – The SDO-QC and the school authorities shall collaborate with the Parent and Teacher's Association (PTA) in securing student staging areas or waiting stations, implementing student dispersal and crowd management within school premises, and promoting compliance with prescribed entry and exit points to maintain safety. The shared responsibility of parents, learners, schools, and the local government shall be emphasized to promote active engagement in maintaining Safe School Zones, with technical guidance provided by the Quezon City Government.

SECTION 14. APPROPRIATION. – The appropriations for the implementation of this Ordinance shall be incorporated in the annual budget of the respective implementing agencies in the year following the approval of this Ordinance, subject to pertinent rules, regulations, and procedures.



All fines collected from the implementation of this Ordinance shall be earmarked for the implementation of road safety policies, in accordance with the Quezon City Road Safety Code.

SECTION 15. PENALTIES FOR VIOLATIONS. – As a general rule, any violation of this Ordinance shall be penalized in accordance with the applicable provisions of Ordinance No. SP-3172, S-2023, entitled “An Ordinance Revising Ordinance No. SP-2785 or the Revised Traffic Management Code of the Quezon City, Pursuant to the Metro Manila Development Authority Resolution No. 2023-02.”

In cases where the specific violation is not covered under Ordinance No. SP-3172, S-2023, or where no corresponding penalty is provided therein, the following penalties shall apply, particularly when the violation is committed within a designated School Zone:

- a) First Offense – A fine of One Thousand Pesos (Php1,000.00) and/or mandatory attendance in a road safety seminar.
- b) Second Offense – A fine of Two Thousand Five Hundred Pesos (Php2,500.00) and/or impoundment of the vehicle for twenty-four (24) hours, at the discretion of the enforcing agency.
- c) Third and Subsequent Offenses – A fine of Five Thousand Pesos (Php5,000.00), impoundment of the vehicle for forty-eight (48) hours, and/or the issuance of a recommendation to the Land Transportation Office (LTO) for the suspension of the driver’s license for a period of thirty (30) days for repetitive violations, subject to existing laws, rules and regulations.

In addition to the foregoing, any obstruction resulting from the violation may be immediately removed by enforcement personnel at the expense of the violator.

Provided that, this shall be applied progressively after transition periods, taking into account existing safety measures, operational capacity, and urban constraints. The TTMD shall promulgate rules in the implementation of this provision.

SECTION 16. IMPLEMENTING RULES AND REGULATIONS (IRR). – The TTMD, in coordination with the RSWG, the SDO-QC, and the BCRD, shall formulate the necessary rules and regulations of this Ordinance within ninety (90) days from its approval.

SECTION 17. SEPARABILITY CLAUSE. – If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, the remainder of this Ordinance and the application of such provision to other persons or circumstances shall not be affected thereby.



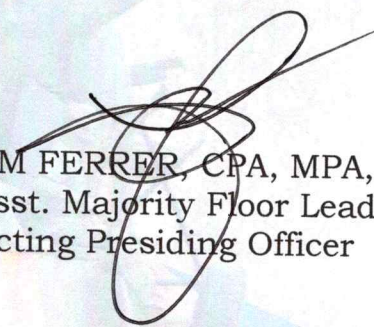
SECTION 18. REPEALING CLAUSE. – All ordinances, resolutions, rules and regulations or parts thereof which are inconsistent with the provisions of this Ordinance are hereby superseded or modified only insofar as such inconsistency exists. Provided, that nothing herein shall be construed as a repeal of Quezon City Ordinance No. SP-3172, S-2023, which shall remain in full force and effect, and shall be applied suppletorily in cases not inconsistent with this Ordinance.

SECTION 19. EFFECTIVITY CLAUSE. – This Ordinance shall take effect fifteen (15) days after its complete publication in a newspaper of general circulation in Quezon City and its posting in at least three (3) conspicuous public places within the City for three (3) consecutive weeks, whichever occurs later.

ENACTED: April 22, 2026.

CERTIFICATION

This is to certify that this Ordinance was ENACTED by the City Council on Second Reading on April 22, 2026 and was PASSED on Third/Final Reading on May 25, 2026.


CHARM FERRER, CPA, MPA, JD
3rd Asst. Majority Floor Leader
Acting Presiding Officer

APPROVED: JUL 09 2026


MA. JOSEFINA G. BELMONTE
City Mayor

ATTESTED:


ATTY. JOHN THOMAS S. ALFEROS, III
City Government Department Head III
(Secretary to the Sanggunian)

