

「歩くまち・京都」 総合交通戦略 2021



京都市

2021 (0ÉB 3) Y 11 g

furthermore

In 2021 Evolution of "Walking City Kyoto"

Kyoto is a "Walking City" that prioritizes people and public transportation.

At the dawn of the 21st century, the City of Tokyo adopted this policy as one of the pillars of its urban development, and has been promoting urban development that prioritizes people and public transportation, without excessive dependence on cars.

In January 2010, the "Walking City Kyoto" Charter and the "Walking City Kyoto" Comprehensive Transportation Strategy was born. With the goal of achieving a non-automobile share of more than 80%, which is one of the highest in Japan, we have been steadily shifting our cities and lifestyles from "car-centered" to "walking and public transportation-centered" through integration and coordination of various policies and fields.

More than 10 years have passed since then. With the declining birthrate, increasing longevity, and shrinking population, as well as increasing environmental awareness, the situation surrounding transportation has changed dramatically in recent years, including the practical application of new mobility devices and advances in automated driving technology. At the same time, our lifestyles and transportation behaviors are changing under the Corona disaster.

In light of these changes in the situation, there is a need for further acceleration and evolution of the "Walking City Kyoto," a city that is healthy, environmentally friendly, and bustling with people who come and go. Therefore, we must further advance the "city planning that prioritizes people and public transportation" to create a sustainable "walking city of Kyoto".

We have reviewed the Comprehensive Transportation Strategy in order to link it to the future urban and human development of Kyoto, a city that will be a city of the next 20 years.

Under the new strategy, we will maintain and secure public transportation and other means of transportation that support the lives of citizens even as the population continues to decline, and at the same time, we will enhance the convenience of transportation through the utilization of a variety of transportation-related data. In addition, in the age of Uiz Corona and the changing patterns of people's behavior, we will create mechanisms to make walking more enjoyable, and aim to create an attractive and energetic city that "makes you want to go out," something you cannot experience online.

In order to realize this evolving "Walking City Kyoto," we need the understanding and support of our citizens, stakeholders, and related organizations. Furthermore, we hope that visitors who come to Kyoto for commuting to work, school, sightseeing, etc. will learn about the city we are aiming for and enjoy walking.

Each and every one of you is a key player. Let us work together for the further evolution of "Walking City Kyoto," a city that prioritizes people and public transportation, which contributes to the environment, health promotion and regional exchange.

In conclusion, I would like to express my sincere gratitude to the members of the "Walking City Kyoto" Comprehensive Transportation Strategy Council and all the people concerned for their invaluable comments and suggestions that contributed to the revision of this strategy.



November 2021

京都市長 門川 大作

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Chapter 1 About the "Walking City Kyoto" Comprehensive Transportation Strategy 2021

1 What is the "Walking City Kyoto" Comprehensive Transportation Strategy?

(1) Progress of Formulation

Kyoto City formulated the "Kyoto City Master Plan" as its grand vision for the first quarter century of the 21st century (2001-2025), which calls for the comprehensive construction of a transportation system that prioritizes public transportation without excessive reliance on automobile transportation, and for the creation of a city where walking is a pleasure.

In addition, the "Kyoto City Basic Plan," which is the basis for urban management, aims to realize a "Walkable City Kyoto" through the enhancement of public transportation and the creation of a city with walking attractions.

The "Walking City Kyoto" Comprehensive Transportation Strategy was formulated in January 2010 with the aim of promoting comprehensive and strategic measures that link transportation and a wide range of urban development policies under the mutual cooperation and appropriate division of roles among citizens, transportation operators and other businesses, government, related agencies and organizations, and visitors to the city for commuting to work or school, sightseeing, and other purposes. This plan was formulated in January 2010.

(2) Results of the "Walking City Kyoto" Comprehensive Transportation Strategy

In the "Walking City Kyoto" Comprehensive Transportation Strategy, the following measures are included: Existing Public Transportation, Urban Development, and Transportation Systems

The three pillars of our efforts are "Lifestyle", and we have promoted our efforts by closely coordinating 94 projects (as of March 2009, as added and revised; 88 projects at the time of the initial formulation). The project has been promoted by closely coordinating 94 projects (94 at the time of the addition and revision in March 2009, 88 at the time of the initial formulation).

As a result, since the formulation of the "Walking City Kyoto" Comprehensive Transportation Strategy, the non-motorized share in Kyoto has increased by 2 points (from 75.7% to 77.7%), and the percentage of Japanese tourists who use public transportation to visit Kyoto has increased by 20 points (from 71.1% to 91.0%).

The widening of the sidewalks along Shijo-dori, the construction of the plaza in front of Kyoto Station Hachijo Exit, and the year-round implementation of the "Park and Ride" system are also making steady progress, and the shift to a town and lifestyle centered on walking and public transportation and tourism, rather than excessive car use, is steadily advancing.

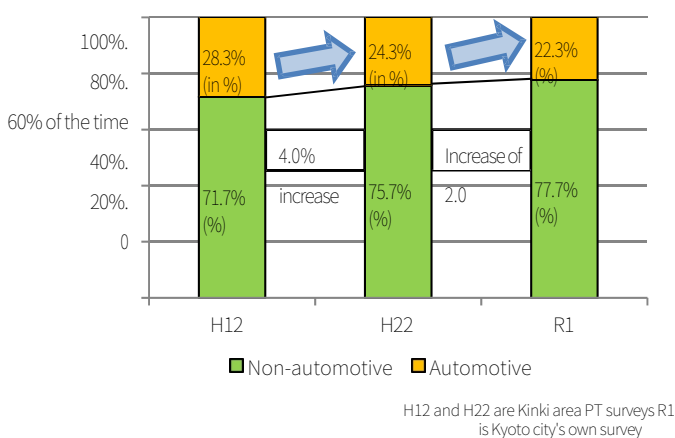


Figure . Trends in Non-auto Share

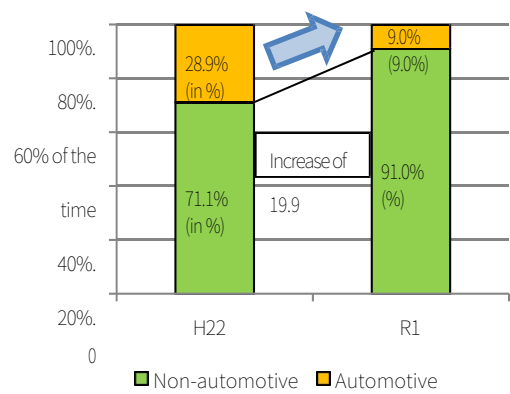
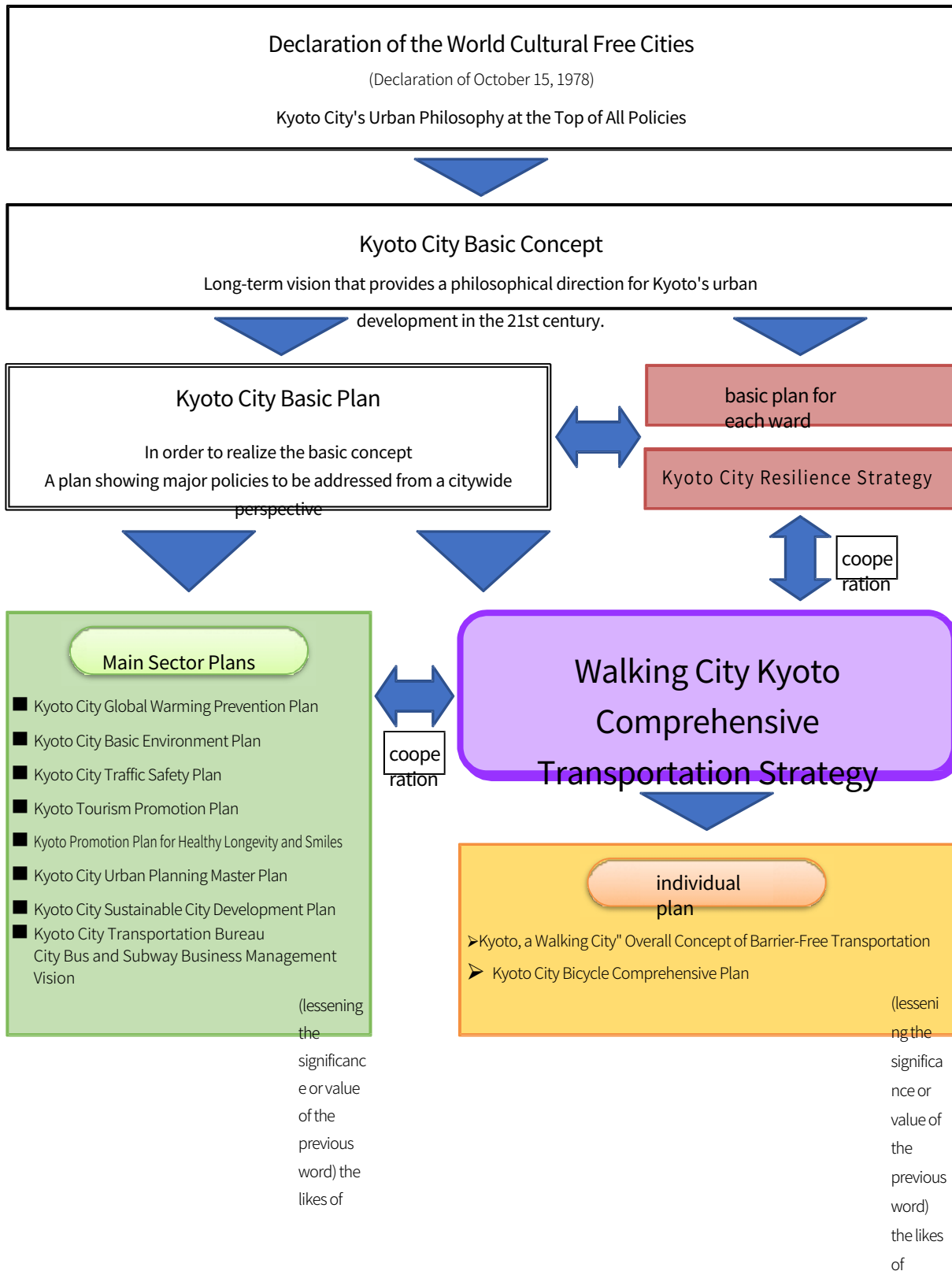


Figure . Means of Transportation for Tourists Entering the Capital

(3) (3) Relationship with Various Plans of Kyoto City



(4) Collaboration with various policy areas

In order to realize a "Walkable City Kyoto," we will promote efforts in cooperation with urban development policies in a wide range of fields, including urban planning such as land use, the environment, welfare, landscape, and industry, based on transportation policies.



(5) About SDGs Promotion and "Walking City Kyoto"

The SDGs are international goals (17 goals and 169 targets) set forth at the UN Summit in September 2015 to resolve domestic and international issues such as climate change, natural disasters, biodiversity, conflict, and the correction of disparities.

The "Walking City Kyoto" Comprehensive Transportation Strategy is based on transportation policy and aims to realize a sustainable city in cooperation with a wide range of urban development policies, which will also contribute to achieving the SDGs.



2 Basic Items of the "Walking City Kyoto" Comprehensive Transportation Strategy 2021

(1) Situation and Issues Surrounding Transportation in Kyoto City

Since Kyoto City formulated the "Walking City Kyoto" Comprehensive Transportation Strategy in January 2010, the situation surrounding transportation has changed dramatically. Nationwide, challenges in maintaining and securing local public transportation are becoming apparent, such as a declining population, declining birthrate, increasing longevity, and a lack of personnel to support public transportation.

Kyoto City aims to maintain and improve its vitality as a city with a population of 1.4 million that attracts people by taking advantage of the unique charms of Kyoto. The formation of a transportation network that contributes to the promotion of settlement and the location of businesses is becoming increasingly important in order to create a city where people of all ages, including young people and those raising children, can continue to live.

In addition, the government is aiming to achieve net zero carbon dioxide emissions by 2050 to realize a decarbonized society, and decarbonization of the transportation sector is also an urgent issue. In addition, new socioeconomic trends, such as the spread of telework and online classes and transactions, are also expected to contribute to the realization of a decarbonized society.

We are approaching a phase in which people's lifestyles and transportation behavior are undergoing major changes due to the spread of activities and the promotion of work-life balance.

Changes in social conditions and major issues related to transportation that need to be addressed	
Declining population, declining birthrate, increasing longevity	
<ul style="list-style-type: none"> <input type="radio"/> Decrease in the number of public transportation users <input type="radio"/> Lack of drivers, mechanics, and other personnel to support public transportation <input type="radio"/> Diversification of mobility needs due to the return of driver's licenses by the elderly, etc. <input type="radio"/> Securing the means of transportation necessary for civic life 	
global warming	Spread of new corona infections and frequent natural disasters
<ul style="list-style-type: none"> <input type="radio"/> Further reduction of carbon dioxide emissions in the transportation sector 	<ul style="list-style-type: none"> <input type="radio"/> Responding to behavior that avoids "dense" <input type="radio"/> Ensure preparedness for natural disasters, etc.
congestion problem	Outflow of young and child-rearing population
<ul style="list-style-type: none"> <input type="radio"/> Confusion between daily traffic and sightseeing traffic (especially the concentration at Kyoto Station) <input type="radio"/> Traffic congestion 	<ul style="list-style-type: none"> <input type="radio"/> Formation of a transportation network that contributes to the promotion of settlement and corporate location, etc. <input type="radio"/> Creation of attractive walking and urban spaces
Changes in people's lifestyles	Advances in Digital Technology
<ul style="list-style-type: none"> <input type="radio"/> Further penetration of the "Walking City Kyoto" philosophy <input type="radio"/> Decrease in opportunities to go out due to the spread of telework, etc. <input type="radio"/> Increase in personal home delivery due to expansion of Internet shopping, etc. 	<ul style="list-style-type: none"> <input type="radio"/> Lack of coordination of traffic data (routes, schedules, fares) etc. <input type="radio"/> Adaptation and utilization of new technologies

In order to improve the safety, security, comfort, and vitality of the city and its citizens, the city will continue to address emerging transportation issues, technological innovations that are advancing at an alarming pace, and the need to improve the quality of life of its citizens.

The SDGs, Society 5.0, the growing importance of resilience, the

The transportation planning that serves as the foundation for a sustainable urban society, taking into consideration new trends that cross over into other fields such as "health and longevity," is indispensable.

(2) Philosophy of the "Walking City Kyoto" Comprehensive Transportation Strategy 2021

The shift from a town, lifestyle, and tourism centered on the use of cars to a town, lifestyle, and tourism centered on walking and public transportation has been steadily progressing through the implementation of the "Walking Town Kyoto" comprehensive transportation strategy. However, looking to the future, it is necessary to respond flexibly to recent major changes in social conditions surrounding transportation.

Kyoto City will continue and evolve the basic philosophy of "Kyoto, a Walking City", "urban development that prioritizes people and public transportation", while accurately grasping recent trends, so that everyone can use public transportation more conveniently and comfortably, and a smart lifestyle that allows people to go out "wisely" by walking, bicycling, etc. will take root. We aim to create an attractive and energetic city where people "want to go out" by establishing a smart lifestyle that allows everyone to use public transportation more conveniently and comfortably, and to go out "wisely" by walking, bicycling, and other means.

(3) (3) (3) Charter of "Walking City Kyoto"

Kyoto City established the "Walking City Kyoto" Charter at the same time as formulating the "Walking City Kyoto" Comprehensive Transportation Strategy.

The "Walking City Kyoto" Comprehensive Transportation Strategy will be revised to incorporate various changes in social conditions and new trends, aiming for further evolution, but the basic philosophy and code of conduct underlying the strategy, "urban development that prioritizes people and public transportation," will never fade away.

In order to realize "Walking City Kyoto," it is essential for citizens, businesses, administrators, and visitors to have a firm understanding of its basic principles and to take positive actions from their respective standpoints. As an important code of conduct for this purpose, we will continue to firmly uphold the "Walking City Kyoto" Charter.

The "Walking City Kyoto" Charter enacted on January 23, 2010.

Kyoto has preserved and nurtured its atmospheric cityscape, natural scenery, traditions, and culture while accumulating a long history of over 1200 years. We have also created a city where anyone can walk comfortably and safely. However, in this era of rapid development of car-centered lifestyles, the attractiveness of these towns is being eroded.

The best way to get around Kyoto must be centered around "walking," either on one's own or with the help of others. The people who come and go are an important source of the city's liveliness and vitality, and walking is also good for health and the environment.

Based on this recognition, we hereby establish the "Walking City Kyoto" Charter in order to promote the "development of an attractive city where people play a leading role" as a model for the world.

「歩くまち・京都」憲章

わたしたちの京都では、市民一人ひとり、

1 健康で、人と環境にやさしい、歩いて楽しい暮らしを大切にします。

そして、市民と行政が一体となって、

1 だれもが歩いて出かけたくなる道路空間と公共交通を整え、賑わいあるまちを創ります。

1 京都を訪れるすべての人が、歩く魅力を満喫できるようにします。

3 Goals of "Walking City Kyoto"

(1) (1) The vision of the town (target image)

The efforts to realize a "Walking City Kyoto" must be pursued from a medium- to long-term perspective because it will support sustainable urban society from the very foundation, but it is also important to respond to the challenges of the moment, taking into account rapidly changing social conditions and ever-evolving technological innovation.

Therefore, in the "Walking City Kyoto" Comprehensive Transportation Strategy 2021, the following is a summary of the transportation strategy.

We will look ahead to 2040 (the year 2040), the year 2040, and develop flexible measures.

« Image of the city as it will be in 2040 ».

Attractive and vibrant city with a well-developed public transportation network

In addition to the development of environmentally friendly public transportation networks such as railroads, buses, cabs, LRT, BRT, and new vehicles using self-driving technology, transportation services such as volunteer buses operated by local groups are also being used, increasing the number of sustainable transportation options. The number of sustainable transportation options is increasing.

The universal design of bus stops and station facilities is further progressing, and the spread of "practical barriers" is facilitating the smooth movement of all people.

The digital transformation (DX) of society as a whole is progressing, and the linkage of data from a wide range of fields, not limited to transportation, the use of higher-level information and communication technology and self-driving technology, the emergence of new mobility and the promotion of MaaS, etc. are all contributing to the reduction of congestion and the increase in the number of vehicles.

The efficient and comfortable means of transportation is ensured according to the characteristics and needs of each region, such as avoiding the occurrence of "density".

The city's attractiveness as a place where people of all ages, including young people and those raising children, can continue to live has been enhanced by the development of a town where work and residence coexist and are in close proximity, with an extensive regional transportation network and the promotion of business locations and permanent housing.

The transportation network supporting urban development has been developed, including a new transportation network that organically links the various areas of Kyoto City and contributes to the strengthening of wide-area linkages with surrounding areas.

people "want to go out" and "want to walk" through attractive streets and pedestrian spaces

The city has created comfortable, spacious, comfortable and inviting places to walk, including transit malls that prioritize pedestrians and public transportation. The city is becoming a lively and vibrant place where everyone wants to go out on foot, with people strolling, relaxing on rest areas and benches along the streets.

The road space is appropriately allocated for various means of transportation such as pedestrians, public transportation, automobiles, and cars.

A town where "walking" is valued and a smart lifestyle is firmly established.

The smart lifestyle is taking root in which everyone uses a smart combination of walking, public transportation, auto-cycles, and new personal mobility devices to get around more conveniently and comfortably.

Against the backdrop of the promotion of work-life balance, citizens and businesses are actively participating in urban development, and the value of walking, which is good for the environment and health, is being reaffirmed, leading to an increase in transportation activities for "enjoyment."

(ii) Indicators and target figures

The "Walking City Kyoto" Comprehensive Transportation Strategy calls for a shift from a car-centered city and lifestyle to a city and lifestyle centered on walking and public transportation, and has set "more than 80% non-motorized share" as an indicator and target value to symbolically express the progress.

In order to realize "Walking City Kyoto," it is important for citizens, businesses, and the government to cooperate and work tirelessly together with visitors.

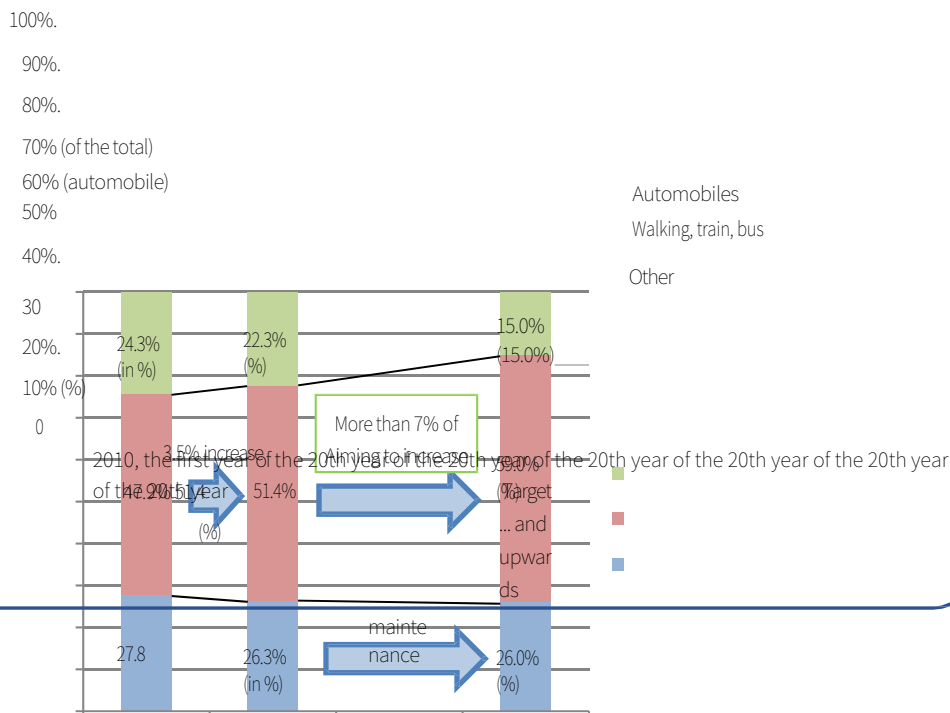
Therefore, in the "Walking City Kyoto" Comprehensive Transportation Strategy 2021, we will continue to use the "non-motorized share" as an indicator, and set a high target of "85% or more" to ensure that all entities share the philosophy and charter of the "Walking City Kyoto" and work together to promote the initiatives outlined in the strategy.

Indicator: Non-automotive share

Target figure: 85% or more

Breakdown of target figures

- Total percentage shared by walking, rail, and bus: 59% or more
 ⇒ From the perspective of prioritizing people and public transportation, actively promote walking and the use of public transportation to further improve the sharing ratio
- The total share of other means of transportation (e.g., bicycles) that complement walking and public transportation remained at the same level (26%).



(3) (3) (3) Monitoring Indicators

Monitoring indicators will be established to complement the non-motorized share and to serve as a reference for the multifaceted ~~of~~ of the "Walking City Kyoto" comprehensive transportation strategy.

- (1) Percentage of Kyoto residents going out on holidays
We will use this information for the promotion of our policies by understanding from the perspective of creating opportunities for mobility and creating an attractive and energetic city that "makes people want to go out".
- (ii) Citizens' sense of feeling and satisfaction
We will utilize this information for the promotion of our policies by grasping the citizens' actual feelings and satisfaction levels, which are not expressed in statistical data.

Examples of survey items related to citizens' sense of ownership and satisfaction

- Items related to convenience and comfort of public transportation
- Items related to the creation of safe and secure walking spaces and the vitality and attractiveness of the town
- Items related to lifestyle practices that prioritize walking and public transportation etc.

(4) Other relevant data

In order to promote the "Walking City Kyoto" Comprehensive Transportation Strategy from multiple perspectives, in addition to the non-motorized share and monitoring indicators, other related data will be utilized as necessary. In addition, since recent technological advances have made it possible verify the effects of using big data, we will examine the possibility of using such data, taking into consideration the contents of the data that can be obtained and its cost-effectiveness.

Examples of related data

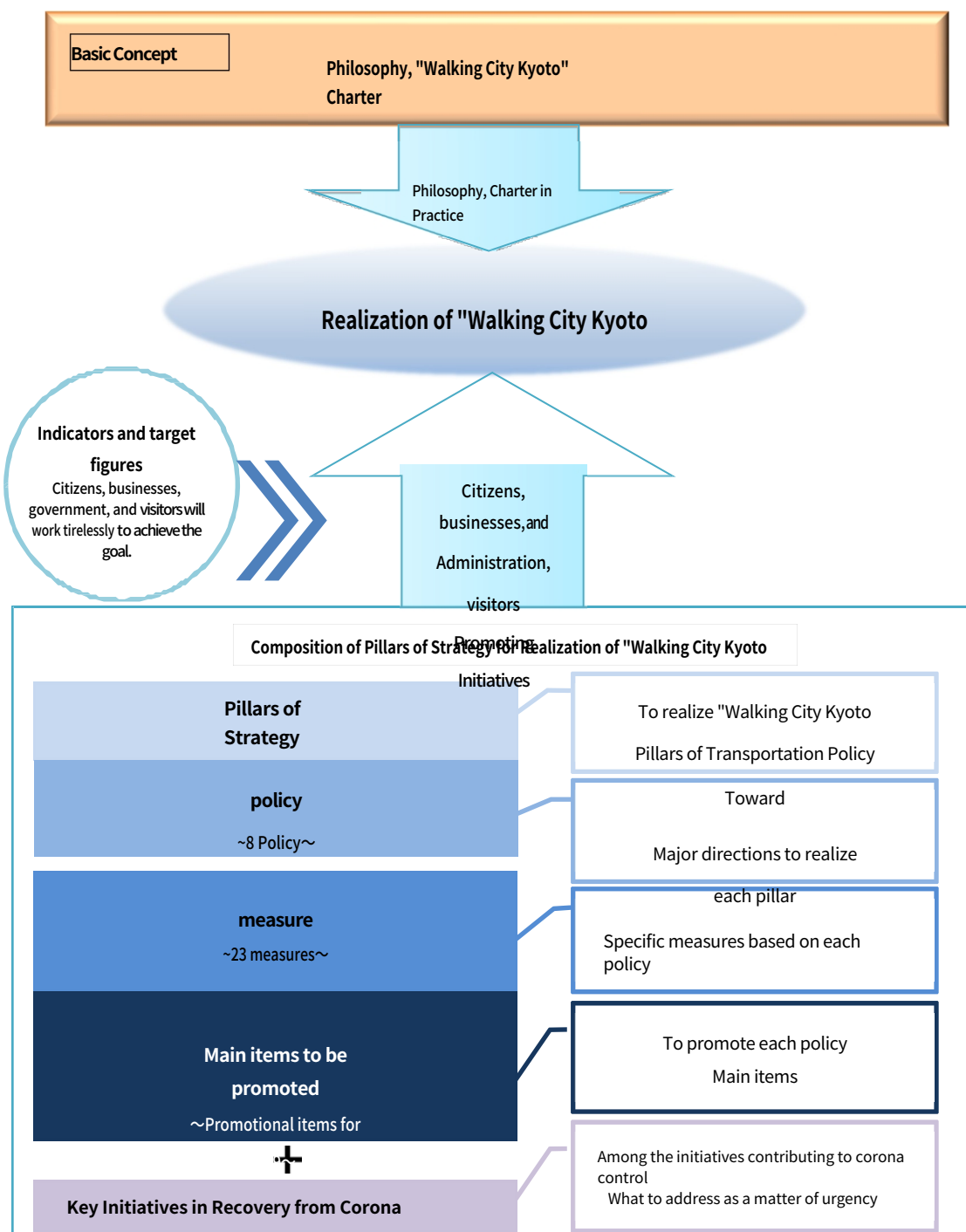
- A. Items related to the use of public transportation (number of users of railroads and buses, etc.) (2) Items related to tourist traffic (ratio of visitors using public transportation, etc.)
Items related to the control of auto car inflow (traffic flow into the city center, etc.)
- d. Health-related (e.g., number of steps per day)
- (e) Items related to environmental preservation (e.g., bicarbonate emissions in the transportation sector)



Chapter 2 Pillars, policies, measures, etc. to realize "Walking City Kyoto"

1 Policy Structure of the "Walking City Kyoto" Comprehensive Transportation Strategy 2021

The "Walking City Kyoto" Comprehensive Transportation Strategy 2021 sets forth policies and measures under the three pillars of action, not only in the field of transportation, but also in a wide range of urban development fields, in order to realize "Walking City Kyoto," and to promote actions systematically and efficiently by having citizens, businesses, administration and visitors play their respective roles and work together. We will promote systematic and efficient efforts by having citizens, businesses, administration and visitors play their respective roles and cooperate with each other.



(1) The Three Pillars and the Creation of Mutual Collaboration and Synergy

Pillar 1	Formation of a public transportation network to realize sustainable urban development (Efforts of the "Public Transportation Network")
Pillar 2	Creating an attractive town where everyone "wants to go out" and where pedestrians are prioritized (Efforts in "community development")
Pillar 3	Further promotion of smart lifestyles that value a walkable and enjoyable lifestyle ("Lifestyle" initiatives)

By promoting the policies and measures listed in each pillar in close coordination with each other, we aim to create a synergistic effect that leads to an increase in the vitality and attractiveness of the city, such as making people want to use public transportation to walk around the city and supporting smart lifestyles in the public transportation network, and to realize a "Walkable City Kyoto". The goal is to create a "Walking City Kyoto".

(ii) Key Efforts in Recovery from Coronas

Due to the spread of the new coronavirus infection, people's attitudes and behaviors regarding going out and traveling are changing drastically, including the tendency to avoid "dense" areas, voluntary restraint in going out and traveling according to local infection conditions, and the spread of new lifestyles (telework, online classes and transactions, etc.).

In addition, the number of users of public transportation has been decreasing significantly due to a combination of vague concerns about public transportation and other factors, and public transportation is facing a major crisis.

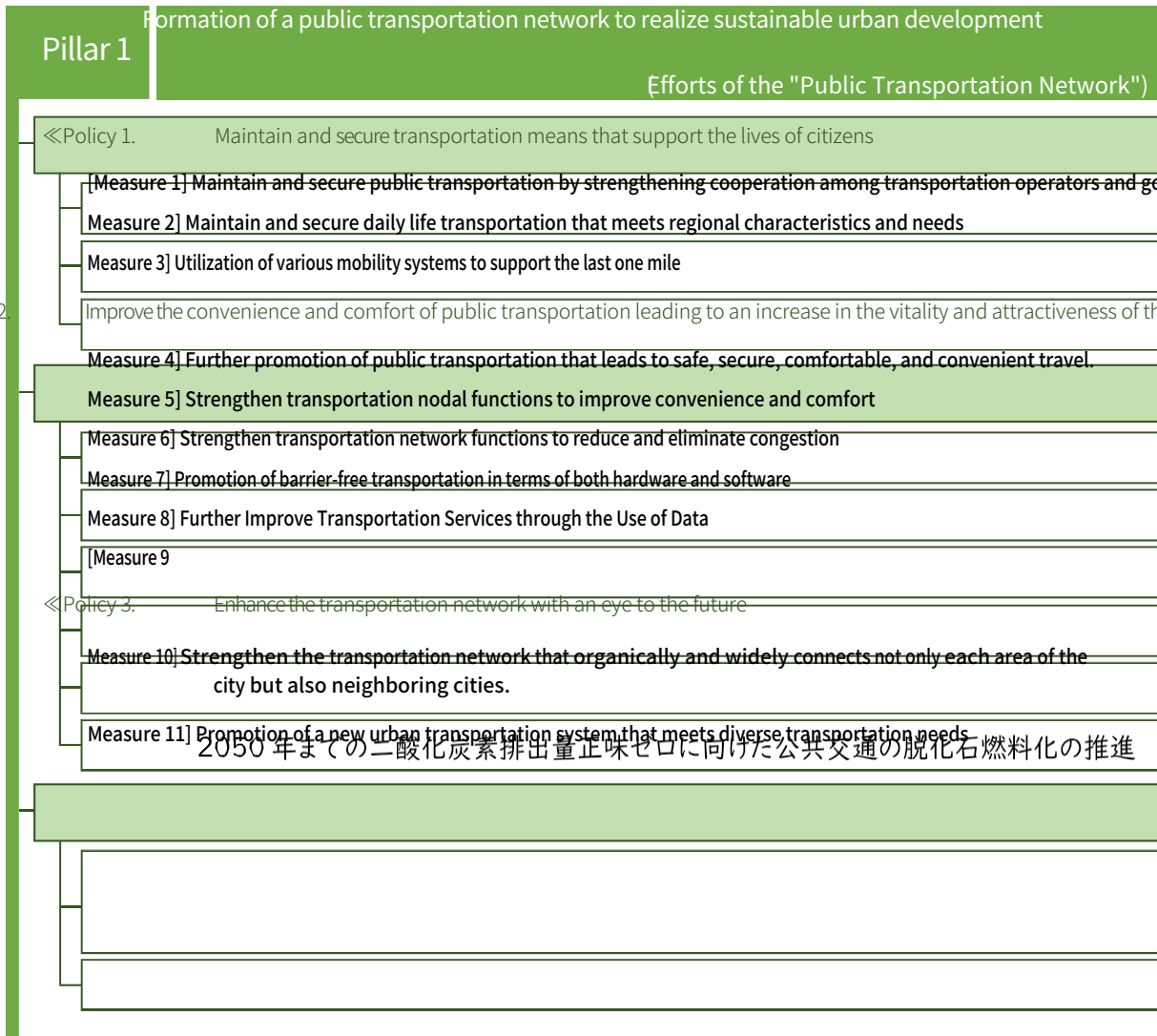
Therefore, we have decided to place those issues to be addressed as mid- to long-term issues in each pillar, policy, etc., while those to be addressed as urgent issues on a short-term intensive basis are listed as "Priority actions during the recovery period from the coronary syndrome.



Figure . Poster for infection prevention measures when using public transportation (prepared by Kyoto City Public Transportation Network Conference)

2 List of Promotion Details (Pillars, Policies and Measures)

Pillar 1	Formation of a public transportation network to realize sustainable urban development (Efforts of the "Public Transportation Network")
«Policy 1» Maintain and secure means of transportation that support the daily lives of citizens	
[Measure 1] Maintain and secure public transportation by strengthening cooperation among transportation operators and government agencies	
Measure 2] Maintain and secure daily life transportation that meets regional characteristics and needs	
Measure 3] Utilization of various mobility systems to support the last one mile	
«Policy 2» Improve the convenience and comfort of public transportation that leads to increased urban vitality and attractiveness	
Measure 4] Further promotion of public transportation that leads to safe, secure, comfortable, and convenient travel.	
Measure 5] Strengthen transportation nodal functions to improve convenience and comfort	
Measure 6] Strengthen transportation network functions to reduce and eliminate congestion	
Measure 7] Promotion of barrier-free transportation in terms of both hardware and software	
Measure 8] Further Improve Transportation Services through the Use of Data	
Measure 9] Promote the shift away from fossil fuels in public transportation toward net-zero carbon dioxide emissions by 2050.	
«Policy 3» Enhancement of future-oriented transportation network	
Measure 10] Strengthen the transportation network that organically and widely connects not only each area of the city but also neighboring cities.	
Measure 11] Promotion of a new urban transportation system that meets diverse transportation needs	
Pillar 2	Creating an attractive town where everyone "wants to go out" and where pedestrians are prioritized (Efforts in "community development")
«Policy 4» Creation of safe, secure and attractive walking spaces	
Measure 12] Creation of Safe, Secure and Attractive Walking Spaces	
Measure 13] Creation of a lively space that is fun to walk around and "makes you want to go out"	
«Policy 5» Efficiency and optimization of automobile traffic that contributes to the creation of a pedestrian-first community.	
Measure 14] Development of measures to control the inflow of automobiles	
Measure 15] Promote road maintenance that contributes to the improvement of urban vitality and resilience	
Measure 16] Promotion of Smooth Logistics	
«Policy 6» Utilization of bicycles and other means of transportation in combination with public transportation and walking	
Measure 17] Enhancement of Safe and Secure Bicycle Usage Environment	
Measure 18] Promoting the Use of Bicycles to Improve Quality of Life	
Measure 19] Use of New Personal Mobility	
Further promotion of smart lifestyles that value a walkable and enjoyable lifestyle ("Lifestyle" initiatives)	
«Policy 7» Promoting transportation behavior to practice a walkable and enjoyable lifestyle	
Measure 20] Further penetration of the "Walking City Kyoto" philosophy	
Measure 21] Promote the use of public transportation through a smart combination of walking, bicycling, etc.	
Measure 22] Promote smart public transportation using new technologies and services	
«Policy 8» Disseminate new values and enjoyment of transportation in light of changes in transportation-related behavior and thinking.	
Measure 23] Communicate the value and enjoyment of "walking" and "mobility" from a wide range of perspectives.	
Key Initiatives in Recovery from Corona	
<ul style="list-style-type: none"> ■ Disseminate information on the safety, security, convenience, and comfort of public transportation ■ Further support for maintaining public transportation service levels ■ Promote initiatives in the transportation and tourism sectors that lead to reduced congestion and avoidance of "density" ■ Utilization of various means of transportation in line with changing patterns of behavior 	



not	new	New items...Major items to be promoted that include new elements
enrichment	enrichment	Enhancement items...Items that enhance existing content among the main items to be promoted.



With the arrival of a society with a declining population, the number of users of public transportation is expected to decrease significantly in the future.

In addition, with the increase in the number of elderly people returning their driver's licenses, the needs for public transportation are increasing, and while more and more variety is required, the shortage of drivers, mechanics, and other personnel who support public transportation is becoming more serious.

In addition to maintaining the public transportation system that supports the daily lives of citizens, Kyoto City will also maintain and secure sustainable means of transportation in areas where it has become difficult to maintain the existing public transportation system, in accordance with local conditions and needs.

At the same time, we will promote the use of various mobility systems based on technological innovations such as AI and IoT, which will help solve the shortage of carriers and secure means of transportation.

[Measure 1] Maintain and secure public transportation by strengthening cooperation among transportation operators and government agencies

In order to connect and utilize public transportation in the future, we will maintain and secure it by further strengthening mutual cooperation among transportation operators and governments.

Main items to be promoted

- (i) Strengthen mutual cooperation among transportation operators and governments

In order to maintain and secure the public transportation network that supports a sustainable city, each of the entities supporting public transportation will not only fulfill their individual roles, but will also further strengthen mutual cooperation in various forms, such as among transportation operators, between transportation operators and the government, and between governments. In addition, beyond the framework of individual transportation providers, we will share issues and awareness and promote joint efforts toward the realization of a "Walking City Kyoto".
- (ii) Maintain and improve the level of public transportation service through route and timetable improvements, etc.

It is important to maintain and improve the level of public transportation services in order to encourage people to actively choose public transportation as a means of transportation and to prevent a decline in the number of public transportation users. With this in mind, we will promote initiatives such as examining railroad and bus routes and schedules that lead to improved comfort and convenience, and new fare services such as dynamic pricing.
- (iii) Promote initiatives to resolve the shortage of public transport operators

Multiple transportation operators, in cooperation with the government, will promote initiatives aimed at creating new players, such as communicating the attractiveness of engaging in public transportation services that support the lives of citizens.

We will also promote research on how to utilize new technologies that will help alleviate the shortage of public transportation personnel, such as reducing the burden on drivers by making use of automated driving technology.

Measure 2] Maintain and secure daily life transportation that meets regional characteristics and needs

In addition to maintaining and securing the existing public transportation system, we will also support "mutual aid" initiatives led by local groups, such as volunteer buses for local residents, in order to maintain and secure daily transportation that forms the basis of civic life, socioeconomic activities, and regional exchange, such as transportation to work, school, shopping, and hospital visits.

In addition, we will promote efforts to develop a regional public transportation plan, which will serve as a master plan for regional transportation, and to secure means of transportation that mobilize all regional transportation resources, such as welfare transportation.

Main items to be promoted

- 4) Support for efforts to secure transportation for daily life Support for community groups' initiatives to secure transportation for daily life

We support local residents' efforts to maintain and secure daily life transportation, social experiments for new routes and increased services, opinion adjustment for maintaining and securing existing public transportation, and introduction and operation of private paid passenger transportation and volunteer buses for local residents.

- (5) Promote efforts to secure means of transportation by mobilizing all local transportation resources

In order to ensure that transportation services in the region do not cease to exist, we will promote studies on how regional transportation should be provided, including various means such as demand transportation, joint operations, etc. Furthermore, we will establish a forum for full discussion and deliberation among local residents, transportation operators, the government, and related organizations. Furthermore, we will establish a forum where local residents, transportation operators, government, and related organizations can fully discuss and deliberate, and if it is difficult to maintain public transportation, we will mobilize all local transportation resources to secure means of transportation by organically combining various means of transportation, including school buses, welfare transportation, and others.

Measure 3] Utilization of various mobility systems to support the last one mile

If the various types of mobility currently under study are put to practical use in the near future, everyone, including the elderly who have given up their driver's licenses, will be able to actively go out and get around conveniently, which will promote regional exchange and contribute to a healthy and affluent life in the 100-year life age.

Promote the use of various mobility vehicles that support the so-called "last mile" between the nearest station or bus stop and the destination, such as home, and contribute to securing a means of transportation in the community.

- ⑥ Promote initiatives for the safe and secure use of diverse mobility that is accessible to all
We will promote efforts to utilize various types of mobility, such as electrically power assisted

Main items to be promoted

bicycles and new types of electric wheelchairs, according to local mobility needs and characteristics, including the creation of a system for safe use of such mobility.

«Policy 2» Improve the convenience and comfort of public transportation that leads to increased urban vitality and attractiveness



Public transportation is an important infrastructure that supports a sustainable city and creates its vitality and attractiveness. In order to promote the use of public transportation, we will further improve the environment for smooth, easy-to-understand, and more convenient travel, as well as the safety and security of public transportation.

In addition, we will promote efforts to create a smooth and comfortable travel environment by eliminating the confusion between daily traffic and sightseeing traffic, and by further promoting measures against congestion, while utilizing new technologies and mobility services.

Furthermore, in cooperation with transportation operators, we will promote efforts to reduce carbon dioxide emissions in the transportation sector to achieve net zero carbon dioxide emissions by 2050.

Measure 4] Further promotion of public transportation that leads to safe, secure, comfortable, and convenient travel.

To promote the use of public transportation, we will further improve the safety, comfort, and convenience of public transportation.

Main items to be promoted

(vii) Improvement of the bus driving environment that contributes to ensuring on-time performance and faster delivery

In order to create an environment where public transportation can run safely and smoothly, we will work to improve the bus driving environment, for example, by informing the public about the prohibition of buses from entering the bus lanes.

(viii) Establishment of safe, secure, comfortable, and convenient usage environment at stations, etc.

We will improve the environment for safe, secure, comfortable, and convenient use of public transportation by installing elevating platform fences and implementing safety and sanitation measures at stations and on trains, etc.

<Related items

(ii) Maintain and improve public transportation service levels through route and schedule improvements, etc. (p. 14)

⑭ Promotion of barrier-free access to passenger facilities such as stations and roads in an integrated manner (p. 19)



Figure 1. Example of fall prevention platform fence installation
(Umekoji Kyoto West Station)



Figure . Example of bus lane development
(Nishioji Shijo)

Measure 5] Strengthen transportation nodal functions to improve convenience and comfort

In order to improve the convenience of the entire transportation network, it is important to ensure smooth connections and transfers at stations and bus terminals, which are the nodes for various means of transportation such as railroads, buses, and cabs.

In particular, since Kyoto Station is served by a large number of public transportation systems and is congested with many people, the transportation nodal function will be strengthened to alleviate/eliminate the concentration of people at Kyoto Station for the smooth movement of both citizens and tourists.

Main items to be promoted

(ix) Improve transit and transfer functions at transportation nodes

Smooth connections and transfers at transportation nodes will be further promoted through all possible means, such as the enhancement of transfer information by the development of common information boards for all companies, adjustments to the pattern timetable, and the development and improvement of seamless transfer facilities.

(10) Promotion of efforts to improve the concentration of Kyoto enrichment

By utilizing adjacent stations, etc., as sub-gates to Kyoto enrichment, and encouraging visitors to use buses, cabs, etc., to reach their destinations from there, we will relieve congestion at Kyoto Station and promote smooth travel.



Figure . Kyoto Station Hachijo Exit Station Square

Measure 6] Strengthen transportation network functions to reduce and eliminate congestion

With the increase in the number of tourists, the city's routes and schedules have been enhanced. On the other hand, the rapid increase in the number of passengers and the carrying of large luggage have caused congestion at some sightseeing spots and during certain times of the day, which has compromised the comfort of travel.

In order to make travel within the city safer, more comfortable, and smoother, we will strengthen transportation network functions that contribute to congestion countermeasures and the decentralization of travel routes.

Main items to be promoted

- ④ Promotion of traffic congestion countermeasures that contribute to enrichment of citizen life and tourism
 In addition to promoting measures to decentralize the time, and location of sightseeing and measures to prevent tourist buses from staying on the roads, we will promote the decentralization of travel by providing travel information on railroads and buses, transfer information, and guidance.
- ⑫ Ensure a variety of mobility options that also improve urban vitality and resilience new
 We will promote efforts to ensure a variety of transportation methods with multiple means and b that are both comfortable and convenient, such as avoiding traffic congestion and traffic jams, and that lead to flexible recovery in the event of a disaster and afterwards.
- ⑬ Creation of an environment that allows people to move around empty-handed to facilitate mobility.
 In order to improve convenience and reduce congestion, we will work with the private sector to promote the use of hand luggage counters that deliver carry-on bags and other baggage, and coin lockers at railroad stations.

<Related items

- (10) Promotion of efforts to improve the concentration of Kyoto Station Enhancement (P.17)



Figure . Activities of the Kyoto City Bus Omotenashi Concierge

Measure 7] Promotion of barrier-free transportation in terms of both hardware and software

Kyoto City has been promoting integrated and continuous barrier-free access to passenger facilities such as stations and surrounding roads, based on local conditions and needs, so that all people, including the elderly and people with disabilities, can move around safely, securely, and smoothly.

From now on, we will further integrate hardware and software measures to realize a barrier-free transportation system that allows all people to move around safely and securely.

Main items to be promoted

- (14) Promotion of barrier-free access to passenger facilities such as stations and roads, etc. in an integrated manner
We will promote further access in cooperation with the national government and Kyoto Prefecture, so that stations and facilities around stations can be developed in an integrated and continuous manner, taking into account the needs for further facilitating mobility.
- (15) Promotion of "Barrier-Free in Mind" that contributes to smoother mobility
In order to realize a society in which all people can move around securely, and smoothly, we will promote "Barrier-Free Minds," in which people understand and help each other by proactively talking to and assisting those in need.



Figure . Barrier-Free Mind" Handbook



Figure 1. Example of Barrier-Free Access (Momoyama Station)

Measure 8] Further Improve Transportation Services through the Use of Data

Taking advantage of the "Society 5.0" trend and the DX (Digital Transformation) movement in Japan as a whole, we will promote data openness in the transportation field and improve the convenience of public transportation by utilizing data in cooperation with other fields, such as tourism.

In addition, in order to improve the convenience of citizens' daily lives, we will promote initiatives with a view to linking with scenes that support citizens' affluent lifestyles and activities, such as the use of facilities and community activities.

Main items to be promoted

- ⑯ Openness of transportation data and promotion of MaaS to further promote the use of public transportation new
 In addition to promoting the openness of data in the transportation field, we will promote efforts toward the realization of MaaS, in which multiple means of transportation other than private cars are provided to users as a service in an optimal package under public-private partnerships.
- ④ Promotion of transportation services, etc., utilizing new technologies (e.g., "Kyoto Card/Kyoto Point" measures) new
 With the first priority on improving convenience in the lives of citizens, we will promote measures to improve transportation services by utilizing various new technologies that are being researched in addition to the already widespread transportation IC cards and two-dimensional codes, with a view to linking them in various situations such as facility use, regional activities, and health promotion.

<Related items

- ⑳ Effective information dissemination using the Internet, apps, etc. Enhancement (P.32)

Measure 9] Promote the shift away from fossil fuels in public transportation toward net-zero carbon dioxide emissions by 2050.

In order to achieve net-zero carbon dioxide emissions by 2050, efforts in the transportation sector are important, and we will promote efforts to eliminate fossil fuels from public transportation such as buses and cabs.

- ⑱ Study on issues and measures for de-fossilization of public transportation such as buses and cabs. Study enrichment

Main items to be promoted

issues and measures for de-fossilization of public transportation such as buses and cabs using EV (Electric Vehicles) and FCV (Fuel Cell Vehicles), and study on the introduction of these vehicles.

<Related items

- ⑯ Openness of transportation data and promotion of MaaS to further promote the use of public transportation New (P.20)

«Policy 3» Enhancing the transportation network for the future



In order to realize a sustainable urban society based on the "Kyoto City Urban Planning Master Plan" and the "Kyoto City Sustainable City Development Plan", we will further improve the transportation network.

Measure 10] Strengthen the transportation network that organically and widely connects not only each area of the city but also neighboring cities.

To create a city where people of all ages, including the young and those raising children, can continue to live, we aim to build a sustainable city that supports the affluent lifestyles and activities of its citizens and creates new values, through the concentration of commercial and business functions and the enhancement of lifestyle centers in coordination with public transportation, while maintaining the city development concept of "conservation, regeneration and creation". We aim to build a sustainable city that creates new values by supporting the affluent lifestyles and activities of its citizens.

In order to contribute to such urban development, the transportation network functions will be strengthened by expanding the network within each area with diverse potential, as well as by studying the construction of a network connecting each area, and even a wide-area network connecting neighboring cities.

(19) Expansion of regional transportation that supports the development of a town where "work and residence coexist and are in

Main items to be promoted

close proximity.

In addition to the concentration and enhancement of urban functions centered on public transportation hubs such as railroad stations, in accordance with the regional characteristics of each area, including not only the central Tokyo area but also the southern part of the city, the ^{enrichment} ~~goal~~ of the city development strategy is to achieve a balance and accommodate diverse ways of working and living in the future. ~~In order to achieve this goal, it is necessary to study the construction of a wide-area network connecting each area, and even a wide-area network connecting neighboring cities.~~

⑳ A new wide-area network linking the city center to the city periphery and neighboring cities

(e.g., ring network, etc.) ^{new}

With the cooperation and support of Kyoto Prefecture and the national government, we will study a new wide-area network, such as a ring network, that will contribute to the creation of a creative area, including the city's periphery and neighboring cities.

211 Promote the smooth development of the Hokuriku Shinkansen Line, which links Kyoto with Hokuriku and the Tokyo metropolitan area and contributes to the balanced development of the nation's land

In addition to promoting the smooth development of the Hokuriku Shinkansen, which will lead to various benefits such as regional development, economic revitalization, and improved transportation convenience for the areas along the line, we will study the linkage with public transportation in the city in order to improve its attractiveness and vitality as a city.

<Related items

㉑ Road maintenance, including arterial roads, necessary to ensure safe, secure, and smooth traffic (p. 27)

Measure 11] Promotion of a new urban transportation system that meets diverse transportation needs

In order to enhance future public transportation, we will promote efforts for a new urban transportation system that is not limited to conventional public transportation systems such as railroads, buses, and cabs, while taking into account the characteristics of the area and its needs.

Main items to be promoted

- ④ Promoting urban transportation systems that utilize new mobility technologies such as automated driving technology, LRT, BRT, etc. Promotion of urban transportation systems utilizing new mobility technologies such as automated driving technology, LRT, and BRT

Based on the examples and trends of other cities and countries, we will promote the development of an urban transportation system suitable for Kyoto in the future, including the use of new mobility technologies such as automatic driving, which has shown remarkable progress in recent years, and LRT and BRT, which are expected to be environmentally friendly and improve the city's image.

Creating an attractive town where everyone "wants to go out" and where pedestrians are prioritized
Pillar 2

(Efforts in "community development")

<<Policy 4. Creation of urban spaces where people can enjoy the pleasure of walking
Measure 12] Creation of Safe, Secure and Attractive Walking Spaces
Measure 13] Creation of a lively space that is fun to walk around and "makes you want to go out"
<<Policy 5. Streamlining and optimizing automobile traffic to contribute to a pedestrian-first community
Measure 14] Development of measures to control the inflow of automobiles
Measure 15] Promote road maintenance that contributes to the improvement of urban vitality and resilience
Measure 16] Promotion of Smooth Logistics
<<Policy 6. Utilization of bicycles and other means of transportation in combination with public transportation and walking
Measure 17] Enhancement of Safe and Secure Bicycle Usage Environment
Measure 18] Promote the use of bicycles to improve quality of life
Measure 19] Use of New Personal Mobility



«Policy 4» Creation of urban spaces where people can enjoy the pleasure of walking



In order to create a pedestrian-oriented city where everyone "wants to go out", it is essential to create urban spaces where people can enjoy the pleasure of walking from a wide range of perspectives, including stopping occasionally to look at the scenery or to sit down to rest. In addition to safe and secure pedestrian spaces, we will promote the creation of lively spaces that are easy to navigate and enjoyable to walk through.

Measure 12] Creation of Safe, Secure and Attractive Walking Spaces

To create urban spaces where people can enjoy walking, we will promote the use of roads according to the division of functions, such as safe and smooth handling of traffic, and enhance safe, secure, and attractive walking spaces.

In addition, we will promote the creation of a comfortable travel environment by separating pedestrians and luggage.

Main items to be promoted

- ㉓ Creation of attractive walking spaces where everyone can move around safely and securely

We will promote initiatives from both soft and hard aspects to create an attractive walking space where people can move around safely and securely, such as cobblestone-style pavement in harmony with the surrounding landscape, the elimination of power poles, reconfiguration of road space in line with the promotion of universal design, and educational activities against illegally parked cars.
- ㉔ Redistribution of road space to promote diverse mobility

A wide variety of mobility systems, such as green slow mobility and personal mobility for short distance travel, are expected to be put to practical use as a means of transportation for daily life and sightseeing.

In order to smoothly improve the environment for safe and convenient use of various mobility devices, we will pay attention to trends in the development of the national legal system, etc., and promote discussions among related parties and efforts to redistribute road space.

<Related items

- ㉓ Creation of an environment that allows people to move around without hands to facilitate mobility (p. 18)



(Pontochiro)

Measure 13] Creation of a lively space that is fun to walk around and "makes you want to go out

In many cities around the world, efforts are underway to transform city centers from car-centered to people-centered spaces where people can gather, relax, and engage in a variety of activities. These efforts are expected not only to create rich people-centered living spaces, but also to improve the quality of tourism, promote health, and invigorate interaction among people.

Aiming to create a bustling space where people can enjoy walking, we will promote initiatives that meet the characteristics of each area, including the town center.

Main items to be promoted

- ㊦ Creation of spaces that are easy to walk through and create a lively atmosphere in the city through a wide range of methods, such as transit malls

We will study methods from a wide range of perspectives regarding the utilization of road space that contributes to transit malls and regional revitalization. In order to use roads efficiently, we will promote the development of bustling spaces that contribute to the liveliness of the town and pedestrian circulation, while facilitating road traffic and improving pedestrian convenience, for example by limiting the days of the week and times of day.



Figure 1. Example of spatial development to create a bustling town (Shijo Dori)

《Policy 5》 Efficiency and optimization of automobile traffic that contributes to the creation of a pedestrian-first community.



Rather than simply curbing automobile traffic, the city will seek to improve the efficiency and appropriateness of automobile traffic through the utilization of parking lots, including park-and-ride systems, the development of a safe and secure road network that improves urban vitality based on the division of road functions, and the promotion of smooth logistics that support the lives of citizens and economic activities.

Measure 14] Development of measures to control the inflow of automobiles

We will promote measures that meet regional characteristics so that measures to control the inflow of automobiles, such as park-and-ride and parking measures, will have a greater effect.

Main items to be promoted

②⑥ Further promotion of park-and-ride

Park-and-ride systems not only reduce the influx of cars, but also contribute to the reduction of carbon dioxide emissions.

In order to encourage more people to use the park-and-ride lots, we will not only increase the number of parking spaces, but also improve their quality and promote their use, including their location and conditions of use, in cooperation with neighboring municipalities and private businesses.



②⑦ Promote parking policies that are in harmony with surrounding land uses

While parking lots play an important role in preventing on-street parking, they also have the potential to attract cars to the vicinity. Therefore, it is important to strike a balance and encourage their effective use based on necessary parking demand and other factors, as well as their appropriate placement in the future.

In order to create an "enjoyable city to walk" that prioritizes people and public transportation, Kyoto City will promote a parking policy appropriate for Kyoto, giving full consideration to land use and parking demand in the surrounding areas.

②⑧ Promotion of measures to further reduce the influx of automobiles into the city center

In order to reduce the number of cars flowing into the city center, we will study a wide range of methods, including road pricing, while taking into account trends in other cities and the national government.

Measure 15] Promote road maintenance that contributes to the improvement of urban vitality and resilience

Roads, one of the most important urban infrastructures, are indispensable for improving the vitality of a city. Therefore, we promote the maintenance of roads as they support the affluent life of citizens and social economic activities by ensuring safe, secure, disaster-resistant, and smooth movement and transportation.

Main items to be promoted

- ⑳ Promotion of road maintenance, including arterial roads, necessary to ensure safe, secure and smooth traffic
- In addition to promoting road maintenance, including arterial roads, the city will take disaster prevention and disaster mitigation measures on emergency transportation roads, etc., to ensure smooth movement and transportation, not only within the city but also over a wide area, so that even in the event of a disaster, citizens' lives and social economic activities will not be severely disrupted.

Measure 16] Promotion of Smooth Logistics

Since logistics vehicles are a major component of the road space, we will promote smooth logistics to contribute to the facilitation of road traffic and the creation of safe and secure walking spaces, especially in the city center.

Main items to be promoted

- ㉑ Strengthening Cooperation with Shippers and the Logistics Industry

Coordination among related parties is sought in order to prevent the confusion between logistics vehicles and pedestrians in the city center, etc., to ensure smooth cargo handling, safe and secure road use, and safe walking space.

In addition, we will strengthen cooperation with shippers and the logistics industry in order to appropriately respond to changes in the environment surrounding the logistics industry, as the trend toward smaller lots and more frequent deliveries due to the recent expansion of the e-commerce market and the shortage of drivers.

<Related items

- ⑬ Creation of an environment that allows people to move around without hands to facilitate mobility (p. 18)
- ⑳ Road maintenance, including arterial roads, necessary to ensure safe, secure, and smooth traffic (p. 27)



Figure . Examples of Mobility Management on Logistics (Logistics MMM)

«Policy 6» Utilization of bicycles and other means of transportation
in combination with public transportation and walking



Bicycles are convenient, maneuverable, healthy, and environmentally friendly, and we will promote further utilization of bicycles as an important means of transportation that complements walking and public transportation.

In addition, we will promote initiatives for the safe and secure use of new personal mobility devices such as new electric wheelchairs and electric kickboards in the future.

Measure 17] Enhancement of Safe and Secure Bicycle Usage Environment

We promote the creation of an environment where everyone can use bicycles safely and securely by learning and observing bicycle rules and manners, and by using the roads properly.

Main items to be promoted

- ③ Enhancement of the environment for bicycle use from both software and hardware perspectives Improve safety education and learning for safe and secure bicycle riding, and promote the development of a safe and comfortable bicycle riding environment and an appropriate bicycle parking environment that meets bicycle parking needs.



Figure 1. Examples of Bicycle Usage Environment
(Marutamachi Dori)

Measure 18] Promoting the Use of Bicycles to Improve Quality of Life

Environmental impact reduction, health promotion, tourism promotion, with Corona and post-Corona
We will improve the quality of life by developing measures to utilize bicycles in a variety of situations, including the practice of "new lifestyles."

Main items to be promoted

- ③ Further utilization of bicycle characteristics
Taking advantage of the characteristics of bicycles, which complement walking and public transportation, and are healthy and environmentally friendly, the city will develop measures such as the promotion of shared bicycles, health promotion initiatives using bicycles, and safe and secure bicycle tourism.

Measure 19] Use of New Personal Mobility

In addition to new electric wheelchairs, electric kickboards, and other small electric mobility devices, a wide variety of personal mobility devices are expected to travel on the road in the future.

In addition to examining the possibility of using personal mobility as a means of transportation and reallocating road space according to regional characteristics and needs, we will promote initiatives for safe and secure use, such as thorough dissemination and education of rules and manners when using personal mobility vehicles.

<Related items

- (6) Promote initiatives for the safe and secure use of diverse mobility that is accessible to all
- ②⁴ Redistribution of road space to promote diverse mobility (p. 24)

New (P.15)



Figure . Example of new personal mobility (new electric wheelchair)

Pillar 3 歩いて楽しい暮らしを大切にするスマートなライフスタイルの更なる促進

("Lifestyle" initiatives)

« Policy 7. Promoting transportation behavior to practice a walkable and enjoyable lifestyle

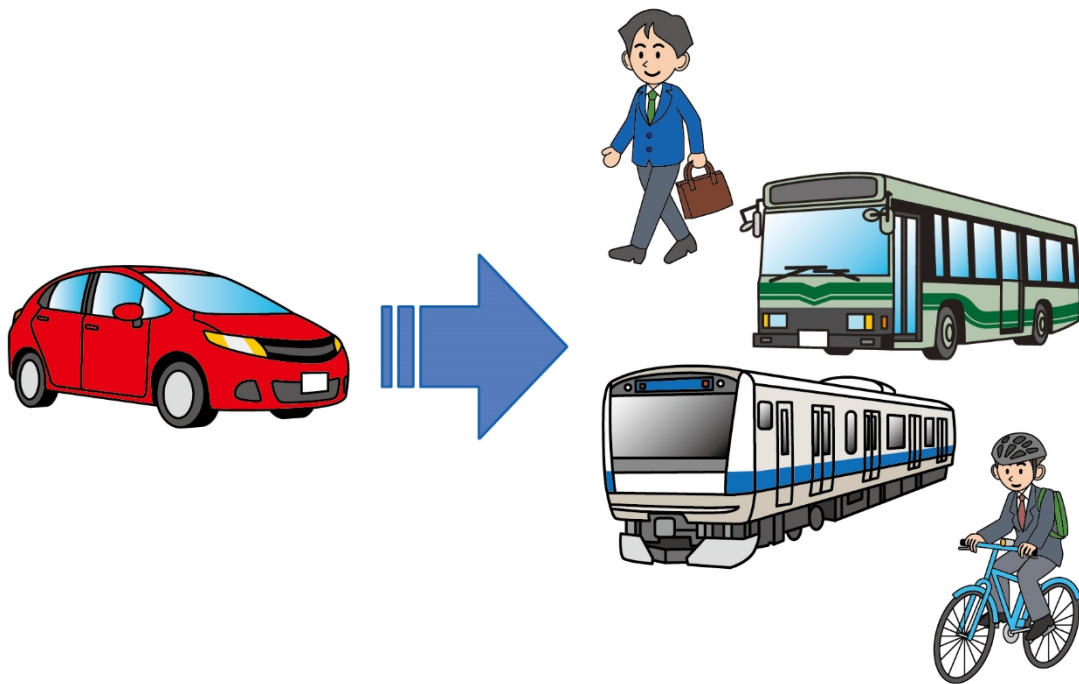
Measure 20] Further penetration of the "Walking City Kyoto" philosophy

Measure 21] Promote the use of public transportation through a smart combination of walking, bicycling, etc.

Measure 22] Promote smart public transportation using new technologies and services

« Policy 8 ». Disseminate new values and enjoyment of transportation based on changes in behavioral patterns and ideas about transportation.

Measure 23] Communicate the value and enjoyment of "walking" and "mobility" from a wide range of perspectives.



《Policy 7》 Promoting transportation behavior to practice a walkable and enjoyable lifestyle



In order to realize "Walking City Kyoto," it is essential that citizens, business operators, administrators, and visitors have a firm understanding of the basic philosophy of "city planning that prioritizes people and public transportation," and take positive action from their respective standpoints.

To this end, we will promote the establishment of smart and eco-friendly lifestyles by making more people aware of the "Walking City Kyoto" Charter and encouraging them to practice it, and to make their own choices in public transportation so that they can enjoy a healthy, people- and environment-friendly lifestyle on foot.

Measure 20] Further penetration of the "Walking City Kyoto" philosophy

We will work to make the concept of "Kyoto as a Walking City" a lifestyle by putting it into practice in the form of actual transportation activities.

In addition, in order to decarbonize the transportation sector, we will not only increase the convenience of public transportation and promote its use, but also promote the use of next-generation vehicles and take other measures to reduce the environmental burden.

- ③③ Strengthen dissemination and awareness of the "Walking City Kyoto" Charter

Main items to be promoted

We will further promote the "Walking City Kyoto" Charter, which clearly outlines the code of conduct for realizing a "Walking City Kyoto" that prioritizes people and public transportation, and promote awareness in all aspects of the city.

- ③④ Focused dissemination and awareness-raising for children, youth, and others who will lead the next generation
We will implement measures to consider "community development that prioritizes people and public transportation" at elementary schools, junior high schools, and other places of learning in the city. We will provide information to encourage the use of public transportation, and promote measures in cooperation with educational institutions to further enhance environmental education.
- ③⑤ Practice and promotion of smart and environmentally friendly car use
With the vision of a lifestyle with net-zero carbon dioxide emissions by 2050 in mind, we will continue to practice eco-driving, EVs (electric vehicles) and FCVs (fuel cell vehicles) even when we need to use a car.
(The use of next-generation vehicles, such as fuel cell vehicles and car sharing, will be promoted to establish car sharing as a new lifestyle and business style.

Measure 21] Promote the use of public transportation through a smart combination of walking and bicycling.

Mobility management is indispensable to realize a "city development that prioritizes people and public transportation" by encouraging people to voluntarily change their transportation behavior so that they will refrain from excessive use of cars and give priority to walking and public transportation. We will work to further promote the use of public transportation, including mobility management, in full coordination with various fields such as the environment and health.

Main items to be promoted

In order to support public transportation, which is the main means of transportation in the daily lives of citizens, citizens, business operators, administrators, and visitors should work together to promote voluntary changes in transportation behavior by rethinking how they use their cars, including the judicious use of public transportation in combination with walking, bicycling, etc. Citizens, business operators, local governments, and visitors will work together to implement mobility management for various situations such as local communities, homes, schools, workplaces, and tourism.

Measure 22] Promote smart public transportation using new technologies and services

In addition to the dissemination of information through various media such as the Internet and apps, we will work to promote smart public transportation by promoting MaaS and transportation-related services that utilize new technologies.

㊸ Effective information dissemination using the Internet, apps, etc.

enrichment

Main items to be promoted

In addition to bus schedules and other route information, we will further disseminate information on public transportation using the Internet, apps, etc., including information on excursions and special deals along bus routes.

<Related items

- ⑯ Openness of transportation data and promotion of MaaS to further promote the use of public transportation
- ④ Promotion of transportation services, etc., utilizing new technologies (e.g., "Kyoto Card/Kyoto Point" measures)

New (P.20)
New (P.20)

«Policy 8» Disseminate new values and enjoyment of transportation in light of changes in transportation-related behavior and thinking.



The expansion of Internet services, such as telework and online classes and transactions, will make our lives even more convenient and reduce the amount of time we are obligated to spend traveling to our destinations.

As the spread of new socioeconomic activities and the promotion of work-life balance are changing the way we behave, we need to rethink the way we move around and discover new values from all perspectives, including the environment, health, and the creation of a lively town, to create opportunities and motivation to actually go out and enjoy ourselves. We will promote initiatives that will trigger and motivate people to actually go out and enjoy themselves.

Measure 23] Communicate the value and enjoyment of "walking" and "mobility" from a wide range of perspectives.

In order to create opportunities to go out and move around on foot and by public transportation, we will reaffirm the value of walking and promote the dissemination of information and the creation of mechanisms to make it more enjoyable to go out on foot.

- ③⑧ Promoting walking, which produces a wide range of benefits, such as improving health and protecting the environment

Main items to be promoted

Walking" has a wide range of benefits, such as improving mental and physical health, including measures against frailty and mental health promotion, as well as protecting the environment and creating a lively and vibrant town. We will promote the reaffirmation of the value of "walking" and "mobility" and communicate the added value of "walking" and "mobility" in cooperation with various policy areas such as local health promotion and environmental preservation efforts.

- ③⑨ Creating a fun mechanism for walking that leads to the creation of opportunities to go out using public transportation

In order to create opportunities to go out that will bring liveliness to the town, we will promote the creation of mechanisms that make walking enjoyable, such as providing further incentives to use public transportation in cooperation with commercial facilities.



Figure . People using public transportation and strolling in the city

Key Initiatives in Recovery from Corona

Public transportation has played a role as an indispensable social infrastructure for local lifestyles and economic activities. However, with the spread of the new coronavirus since 2020, the situation surrounding people's mobility and transportation has changed drastically, and new lifestyles (telework, online classes, transactions, etc.) have become widespread. Public transportation is facing a major crisis.

In order to support public transportation and overcome this critical situation, as well as to develop future transportation services, it is important to further promote the use of public transportation while responding to changes in people's behavior patterns and awareness, improving the attractiveness and vitality of the city, and combining walking and bicycling in a smart way. The city is also committed to promoting public transportation services.

In light of this, the following is a list of particularly urgent issues to be addressed intensively in the short term during the recovery period from the coronas.

- Disseminate information on the safety, security, convenience, and comfort of public transportation

We will thoroughly implement measures to prevent the spread of infectious diseases, dispel vague fears about public transportation, and promote the dissemination of information on the safety, security, convenience, and comfort of public transportation at various opportunities.
- Further support for maintaining public transportation service levels

The national, prefectural, and municipal governments will strengthen mutual cooperation between transportation operators and the government, and promote measures to maintain the level of public transportation services, such as providing coordinated support to transportation operators' efforts to restore the use of public transportation services.
- Promote initiatives in the transportation and tourism sectors that lead to reduced congestion and avoidance of "density"

In order to avoid congestion and "density" and to make the use of public transportation more comfortable, efforts will be made to diversify travel routes and usage times. In addition, we will promote the dissemination of information that contributes to the alleviation of congestion through the Internet and other means.
- Utilization of various means of transportation in line with changing patterns of behavior

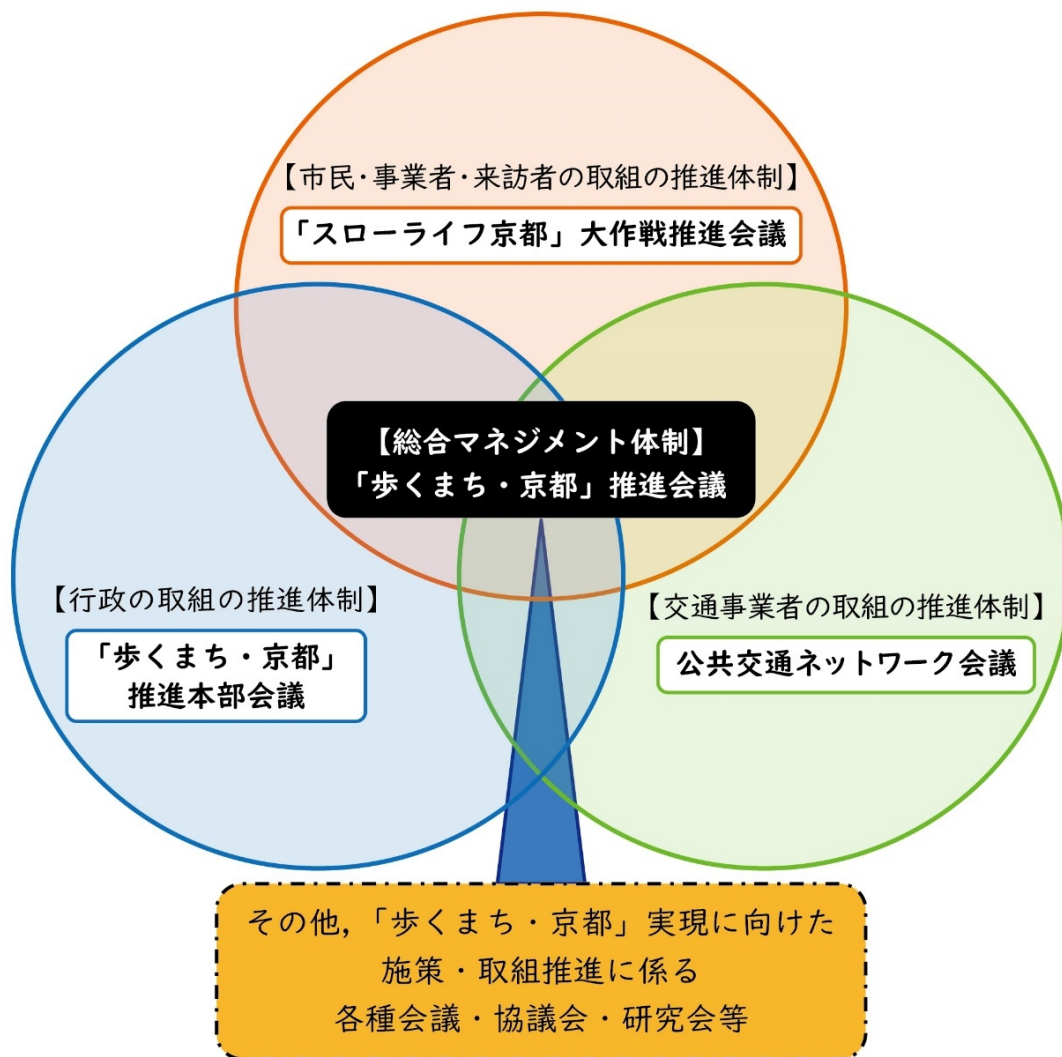
The recent development of reforms in work styles, the spread of telework, online classes and transactions, and the spread of new coronavirus infections are changing the way people behave, but the experience of actually going out is valuable in ways that cannot be obtained by watching and listening online.

We will promote the use of various means of transportation to encourage people to go out, which leads to the liveliness and vitality of the city, and to encourage people to use public transportation wisely, not shifting to the use of cars, but walking and bicycling as well.

Structure

1 Management Structure and Progress Control

The management system, including the "Walking Town Kyoto Promotion Council consisting of academic experts, related organizations, transportation operators, and experts, will manage progress based on the PDCA cycle of Plan, Do, Check, and Act (improvement), while also making extensive use of quantitative data related to transportation. The progress management is based on the PDCA (Plan-Do-Check-Act) cycle.



(1) Comprehensive management system ("Walking Town Kyoto" Promotion Council)

In order to steadily promote the strategy, we will follow up on the strategy by regularly and comprehensively inspecting the progress of the implementation projects set forth in the strategy, utilizing a framework such as the "Walking Town Kyoto" Promotion Council, which consists mainly of academics and experts.

In the event of major changes in socioeconomic conditions, etc., we will review and revise the policy in light of these changes.

(2) Promotion system for initiatives by citizens, businesses, and visitors

Operation "Slow Life Kyoto" Promotion Council)

Utilizing the framework of the "Slow Life Kyoto" Operation Promotion Conference, etc., we will study measures and promote initiatives to further spread and raise awareness of "Walking City Kyoto" and to promote its penetration into the lives of citizens and socioeconomic activities.

(3) (3) (2) Promotion system of transportation operators' efforts (Public Transportation Network Conference)

We will improve the convenience of railroads and buses from the user's perspective so that everyone can use them conveniently and comfortably, utilizing frameworks such as the Public Transportation Network Conference, which is a platform for cooperation among rail and bus operators operating in the city.

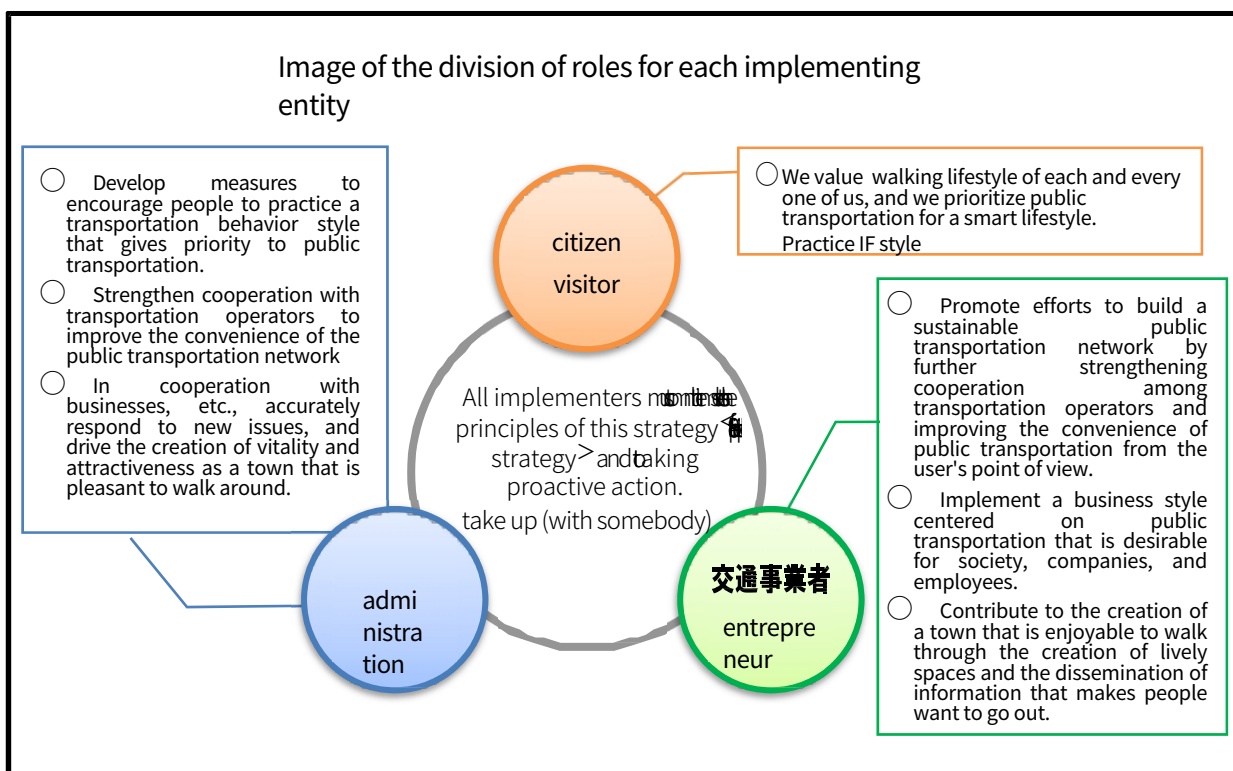
(4) Promotion system for administrative initiatives ("Walking Town Kyoto" Promotion Headquarters Meeting)

Promote intra-agency collaboration, coordination, and inspection of cross-field measures within the framework of the agency-wide "Walking City Kyoto" Promotion Headquarters Meeting, which is composed of senior officials from all bureaus and wards.

(5) Promotion system for individual issues

In order to realize "Walking City Kyoto," a conference body will be established to address individual issues as needed, and to coordinate opinions and cooperation among citizens, businesses, transportation operators, academic experts, and related organizations.

2 Implementing body of the "Walking City Kyoto" Comprehensive Transportation Strategy



policy	measur e	concrete measures	party carrying out (e.g. a policy)				
			citizen	visitor	entrepren eur	transportation business operator	administr ation
«Policy 1» Maintain and secure means of transportation that support the daily lives of citizens							
[Measure 1] Maintain and secure public transportation by strengthening cooperation among transportation operators and government agencies							
		(1) Strengthen mutual cooperation among transportation operators and governments				<input type="radio"/>	<input type="radio"/>
		(2) Maintain and improve the level of public transportation service by improving routes and schedules, etc. improvement				<input type="radio"/>	<input type="radio"/>
	New	Promote efforts to solve the shortage of public transportation operators.				<input type="radio"/>	<input type="radio"/>
Measure 2] Maintain and secure daily life transportation that meets regional characteristics and needs							
	Enhancemen t	(4) Efforts to secure livelihood transportation led by local groups, etc. Support for	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	New	(5) Efforts to secure means of transportation by mobilizing all transportation resources in the region Promotion of	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Measure 3] Utilization of various mobility systems to support the last one mile							
	New	6) Safe and secure use of diverse mobility that is accessible to all Promotion of efforts toward				<input type="radio"/>	<input type="radio"/>
«Policy 2» Improve convenience and comfort of public transportation leading to increased vitality and attractiveness of the city							
Measure 4] Further promotion of public transportation that leads to safe, secure, comfortable, and convenient travel.							
		(7) Bus driving environment that contributes to ensuring on-time delivery and improving express delivery improvement				<input type="radio"/>	<input type="radio"/>
		(viii) Establish a safe, secure, comfortable, and convenient usage environment at stations, etc.				<input type="radio"/>	<input type="radio"/>
Measure 5] Strengthen transportation nodal functions to improve convenience and comfort							
		(ix) Improve transit and transfer functions at transportation nodes				<input type="radio"/>	<input type="radio"/>
		Promote efforts to improve the concentration of Kyoto Station.				<input type="radio"/>	<input type="radio"/>
Measure 6] Strengthen transportation network functions to reduce and eliminate congestion							
		Promotion of traffic congestion countermeasures that contribute to harmonization of life and tourism				<input type="radio"/>	<input type="radio"/>
	New	②Diverse mobility that also improves urban vitality and resilience Securing Methods				<input type="radio"/>	<input type="radio"/>
		③Making the environment conducive to smooth transportation by hand				<input type="radio"/>	<input type="radio"/>

policy	measure	concrete measures	party carrying out (e.g. a policy)				
			citizen	visitor	entrepreneur	transportation business operator	administration
Measure 7] Promotion of barrier-free transportation in terms of both hardware and software							
		(3) Barrier-free accessibility of passenger facilities such as stations and roads in an integrated manner. implementation				<input type="radio"/>	<input type="radio"/>
		Promotion of "Barrier-Free Mind" that contributes to smoother mobility	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Measure 8] Further Improve Transportation Services through the Use of Data							
	New	⑩ Transportation data that contributes to further promotion of public transportation Openness and MaaS Promotion				<input type="radio"/>	<input type="radio"/>
	New	④ Promotion of transportation and other services utilizing new technologies (Kyoto Card/Kyoto Point measures, etc.)				<input type="radio"/>	<input type="radio"/>
Measure 9] Promote the shift away from fossil fuels in public transportation toward net-zero carbon dioxide emissions by 2050.							
	Full] .	⑩ Issues related to de-fueling public transportation such as buses and cabs Consideration of measures and policies, etc.				<input type="radio"/>	<input type="radio"/>
«Policy 3» Enhancement of future-oriented transportation network							
Measure 10] Organic and wide-area connections between areas within the city, as well as between neighboring cities							
Reinforcement of transportation network functions							
	Full] .	⑨ Regional transportation that supports the development of a "work-residence coexistence and proximity to work-residence" community Expansion of				<input type="radio"/>	<input type="radio"/>
	[(New)]	⑩ connect the city center to the city periphery and the neighboring cities. Consideration of new wide-area networks (e.g., ring networks)				<input type="radio"/>	<input type="radio"/>
		✚ Connecting Kyoto with Hokuriku and the Tokyo metropolitan area, contributing to the balanced development of the country Promote smooth development of the Hokuriku Shinkansen				<input type="radio"/>	<input type="radio"/>
Measure 11] Promotion of a new urban transportation system that meets diverse transportation needs							
	New	④ New mobility technologies such as automated driving technology Promote urban transportation systems, LRT, and BRT.				<input type="radio"/>	<input type="radio"/>

policy	measures	concrete measures	party carrying out (e.g. a policy)				
			citizen	visitor	entrepreneur	transportation business operator	administration
<p>«Policy 4» Creating urban spaces where people can enjoy the pleasure of walking</p>							
<p>Measure 12] Creation of Safe, Secure and Attractive Walking Spaces</p>							
		<p>㉓ Create attractive walking spaces where everyone can move safely and securely</p>					<input type="radio"/>
		<p>㉔ Redistribution of road space to promote diverse mobility</p>					<input type="radio"/>
<p>Measure 13] Creation of a lively space that is fun to walk around and "makes you want to go out"</p>							
		<p>Enhancement The wide range of methods, such as ㉕ Transit malls, make it easy to walk around and Creation of spaces that create a lively atmosphere in the town</p>			<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>«Policy 5» Improvement of efficiency and optimization of automobile traffic that contributes to the creation of a pedestrian-first community.</p>							
<p>Measure 14] Development of measures to control the inflow of automobiles</p>							
		<p>㉖ Further promotion of park-and-ride</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
		<p>Promote parking policies that are in harmony with land use in the ㉗ neighborhood.</p>			<input type="radio"/>		<input type="radio"/>
		<p>㉘ Promoting measures to further reduce the influx of automobiles into the city center</p>					<input type="radio"/>
<p>Measure 15] Promote road maintenance that contributes to the improvement of urban vitality and resilience</p>							
		<p>㉙ Those trunk roads and other roads necessary to ensure safe, secure, and smooth traffic. Promotion of road maintenance</p>					<input type="radio"/>
<p>Measure 16] Promotion of Smooth Logistics</p>							
		<p>㉚ Strengthen cooperation with shippers and logistics industry</p>			<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>«Policy 6» Utilization of bicycles and other means of transportation in combination with public transportation and walking in a smart way</p>							
<p>Measure 17] Enhancement of Safe and Secure Bicycle Usage Environment</p>							
		<p>㉛ Enhancement of the bicycle use environment in terms of both software and hardware</p>			<input type="radio"/>		<input type="radio"/>
<p>Measure 18] Promoting the Use of Bicycles to Improve Quality of Life</p>							
		<p>㉜ Further utilization of bicycle characteristics</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		<input type="radio"/>
<p>Measure 19] Use of New Personal Mobility</p>							

Further promotion of smart lifestyles that value a walkable and enjoyable lifestyle
("Lifestyle" initiatives)

Policy	Measures	Specific Initiatives	(Implementer)(Body)				
			Citizens	Visitors	Businesses	transportation companies	Government
«Policy 7» Promoting transportation behavior to practice a pleasant lifestyle on foot							
	Measure 20] Further penetration of the "Walking City Kyoto" philosophy						
		㊸ Strengthen dissemination and awareness of the "Walking City Kyoto" Charter		○	○	○	○
		㊸ Promote and educate children and youth who will lead the next generation		○			○
		㊸ Practice and promote smart and environmentally friendly car use		○	○	○	○
	Measure 21] Promote the use of public transportation through a smart combination of walking, bicycling, etc.						
		㊸ Further promotion of mobility management through collaboration among citizens, businesses, government, and visitors		○	○	○	○
	Measure 22] Promote smart public transportation using new technologies and services						
		㊸ Effective information dissemination using apps, etc.				○	○
«Policy 8» Disseminating new values and enjoyment of transportation in light of changes in behavior patterns and thinking about transportation							
	Measure 23] Communicate the value and enjoyment of "walking" and "mobility" from a wide range of perspectives.						
		㊸ Produce a wide range of benefits, including improved health and environmental protection			○	○	○
		New Promotion of "Walking"					
	Full] [Fulfillment]	㊸ Walking that leads to the creation of opportunities to go out using public transportation				○	○
		Creating a fun mechanism to create opportunities to go out using public transportation					

< Reference materials



1 About the "Walking City Kyoto" Comprehensive Transportation Strategy Council

(1) Council Members

(◎: Chairman, ○: Vice Chairman) Honorifics omitted, in alphabetical order)

- Aoki Mami Aoki Professor Emerita, Doshisha University
- Amano Mieko Amano Manager, Business Section, Kyoto Branch, JTB Corporation (to March 31, 2021)
- Iida Shuaki Iida Director, Transportation Policy Department, Kinki District Transport Bureau, Ministry of Land, Infrastructure, Transport and Tourism
- Ishimaru Hiroshi Ishimaru Director, Traffic Department, Kyoto Prefectural Police Headquarters (to March 22, 2021)
- Iwai Yoshio Iwai Director, Daigo Community Bus Citizens' Association (~December 14, 2020) IWASAKI
- Airi Publicly solicited committee member
- Iwami Taku Professor Utsu, Health Management Division/Health Science Center, Kyoto University
- Katsumi Utsu Chairman, Kyoto Merchants Association
- one's elders or superiors Miyuki Professor, Faculty of Sociology, Ryukoku University
- Kato Ai Executive Director, Kyoto City
- Regional Women's Federation Kawasaki Masashi
- Professor, Graduate School of Engineering, Kyoto University
- Kitamura Yukiko Kitamura Director, Kyoto Association
- for the Visually Impaired Akiko Kobayashi Publicly solicited
- committee members
- Takahashi Sasaki Takahashi JTB Kyoto Branch (since April 1, 2021)
- ◎ Tsukaguchi Hiroshi Tsukaguchi Professor Emeritus, Ritsumeikan University
- Toyama Hidenori Toyama Director General, Construction and Transportation Department, Kyoto Prefectural Government (to July 3, 2021)
- Nakajo Satoru Chujo Visiting Researcher, Center for Spatial Information Science, The University of Tokyo, Deputy Director, SIP Automated Driving Service Implementation Working Group, Cabinet Office, Government of Japan
- Hamada Tadashi Hamada Director General, Construction and Transportation Department, Kyoto Prefectural Government (July 4, 2021-)
- Hime-no Atsuhide HIMENO Director, Traffic Department, Kyoto Prefectural Police Headquarters (since March 23, 2021) FUJII Kenshi Fujii Member, Urban Development Committee, Kyoto Chamber of Commerce and Industry
- Fujii Satoshi Professor, Graduate School of Engineering, Kyoto University
- Masato Mizuno Executive Director, Daigo Community Bus Citizens' Association (December 15, 2020~) Tadashi
- Yamada Professor, Graduate School of Business Administration, Kyoto University
- Professor, Graduate School of Engineering, Kyoto University Kazumi Hasuhana President, Tezukayama University; Professor, Faculty of Psychology

(2) Progress of deliberations

	Friday, October 23, 2020	First "Walking City Kyoto" Comprehensive Transportation Strategy Council	
		How the Council Proceeds	
		Summary of the 10-year Comprehensive Transportation Strategy and the Purpose of Revisions, etc.	
		Draft Item-by-item Direction for Revision of the Comprehensive Transportation Strategy, etc.	
	Tuesday, December 22, 2020	The 2nd "Walking City Kyoto" Comprehensive Transportation Strategy Council	
		Draft of the overall structure of the "Walking City Kyoto" Comprehensive Transportation Strategy (revised version)	
		Target figures of the "Walking City Kyoto" Comprehensive Transportation Strategy (revised version)	
		Draft Policy for the "Walking City Kyoto" Comprehensive Transportation Strategy (Revised Version)	
2021	Tuesday, March 30	3rd "Walking City Kyoto" Comprehensive Transportation Strategy Council	
		The overall structure of the "Walking City Kyoto" Comprehensive Transportation Strategy 2021 (tentative name)	
		Draft indicators and numerical targets for the "Walking City Kyoto" Comprehensive Transportation Strategy 2021 (tentative name)	
		Proposed direction of measures in the "Walking City Kyoto" Comprehensive Transportation Strategy 2021 (tentative name)	
2021	Friday, June 11	4th "Walking City Kyoto" Comprehensive Transportation Strategy Council	
		Draft of the "Walking City Kyoto" Comprehensive Transportation Strategy 2021 (tentative name)	
October 2021	Tuesday, October 5, 2021	5th "Walking City Kyoto" Comprehensive Transportation Strategy Council	
		Result of the public opinion survey	
		Draft of the Report	

reference
data

History of Council
Meetings

2 Glossary

word phrase	meaning meaning
alphanumeric character	
BRT (Bus Rapid Transit)	Introduction of vehicles with high transport capacity, such as articulated buses, combined with bus lanes and a public vehicle priority system, etc. Environmentally friendly and highly functional bath system
DX (Digital Transformation)	To achieve future growth and strengthen competitiveness, we will utilize new digital technologies to create new added value and transform our products, services, and business models to help people's lives. Concepts that change life in all aspects for the better.
EC (Electronic Commerce)	Buying and selling goods and services on the Internet.
LRT (Light Rail Transit)	Also known as next-generation streetcars, these trams have improved the vehicle and running environment, with less vibration than conventional streetcars, low floors for easy boarding and alighting, and other features that make them more friendly to people and the environment, and more economical. Public transportation system with excellent economy
MaaS (Mobility as a Service)	Seamless provision of the most appropriate means of transportation to meet the travel needs from the point of departure to the destination, etc., so that travel is not just a means to an end, but an integrated service for users. Concepts that are taken as
Society5.0 (Society 5.0)	Following the hunting society (society 1.0), agricultural society (society 2.0), industrial society (society 3.0), and information society (society 4.0), we will incorporate advanced technology into all industries and social life to achieve both economic development and solutions to social issues. A new society that will stand on its own feet

SDGs (Sustainable Development Goals)	The SDGs are international goals (17 goals and 169 targets). In 2021, Kyoto City was selected as an "SDGs Future City" by the Cabinet Office as a municipality that has proposed excellent measures to achieve the SDGs.
word phrase	meaning meaning
classification for Japanese verb with the dictionary form ending in "ku"	
Kyoto Card/Kyoto Point" policy	The use of digital technology, such as IC cards, will not only improve convenience of transportation, but also promote activities and consumption in the city by giving points. Efforts to improve the quality of life
Green Slow Mobility	Electric and capable of running on public roads at speeds of less than 20 km/h Environmentally friendly vehicles with seating for two or more people
mental barrier free	Communication among all people with various physical and mental characteristics and ways of thinking to deepen mutual understanding, such as actively talking to and assisting those in need. Taking and supporting each other
"sa" column or row of the kana syllabary	
private transport	When it is necessary to secure means of transportation in a region, municipalities, NPOs, etc., after taking necessary safety measures Transportation services provided for a fee by a private vehicle by a
seamless	It means "seamless" in the sense that the entire journey from the point of origin to the point of destination is made circular by eliminating "seams" in both hardware and software, such as when transferring between transportation modes, walking in the terminal, getting on and off, and so on. To be smooth and convenient.
coexistence of work and residence	The townscape is lined with houses with stores and industrial houses, where industry and daily life are connected and where work and residence coexist. is a life where work and residence are integrated.
classification for Japanese verb with the dictionary form ending in "tsu"	

dynamic pricing	A method of adjusting demand by fluctuating prices according to supply and demand conditions. Season and time when demand is concentrated, prices are set at a premium to suppress demand, and during the season when demand is decreasing, prices are set at a premium to suppress demand. Seasonal and time periods will be discounted to stimulate demand.
decarbonized society	The use of fossil fuels as a source of greenhouse gas emissions, which is a countermeasure to global warming, should be eliminated, so that sustainable development can be achieved. society in which individuals have become competent
demand-oriented transportation	The route, time, departure and arrival points are not predetermined, but only when a reservation is made. A means of transportation that is positioned between a local bus and a cab.
transit mall	Pedestrian priority space where automobile traffic is restricted on main streets, etc., and space is created for pedestrians and public transportation (buses, cabs, etc.) to improve pedestrian safety and the attractiveness of the town.
word	phrase
meaning meaning	
"ha" column or row of the kana syllabary	
park-and-ride	Park your car at a parking lot near a station or bus stop, and transfer to public transportation such as trains and buses to reach your destination. A method of travel that leads to a reduction in the influx of cars.
personal mobility	Open for the purpose of supplementing pedestrians and existing vehicles (bicycles, motorized bicycles, motorcycles, passenger cars, etc.) Vehicles with a capacity of 1 to 2 passengers
pattern diamond	By making the operation pattern of public transportation (timetable, type, destination, overtaking relationship, etc.) more cyclical, it is possible to provide users with a more convenient and convenient way to get around. The diamonds have advantages such as being easy to take and remember.
Non-automotive share	The number of major migrations relative to the total number of migrations occurring in an area. Percentage of travel by means other than automobile
Big Data	Data that is huge in volume and complex in structure, but has the potential to create new value by analyzing the relationships among the data. For example, text data and images in social media, cell phone etc. There is location information transmitted by stories, smartphones, etc.
flail	A state of physical and mental deterioration due to aging. However, early measures

	could be restored to its original healthy state if the
"ma" column or row of the kana syllabary	
Mobility Management	We are encouraging a voluntary shift in behavior from excessive reliance on cars to walking and public transportation by encouraging individual residents and workplaces to change their behavior. series of initiatives
"ra" column or row of the kana syllabary	
last one mile	A short distance between the nearest station or bus stop and home or destination, or within a relatively small area, such as within a specific site or area. Also called last mile or first mile. It is considered to be
resilience	Resilience, resilience, and toughness" from various crises (Yaka-kaikara strength)".
road pricing	Charge fees from vehicles entering or passing through certain areas in order to control automobile traffic in and around areas of heavy road congestion and to improve traffic congestion and air quality. system

Comprehensive Transportation Strategy for "Walking City Kyoto2021"

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