

Yokohama City Regional Public Transport Plan

Draft

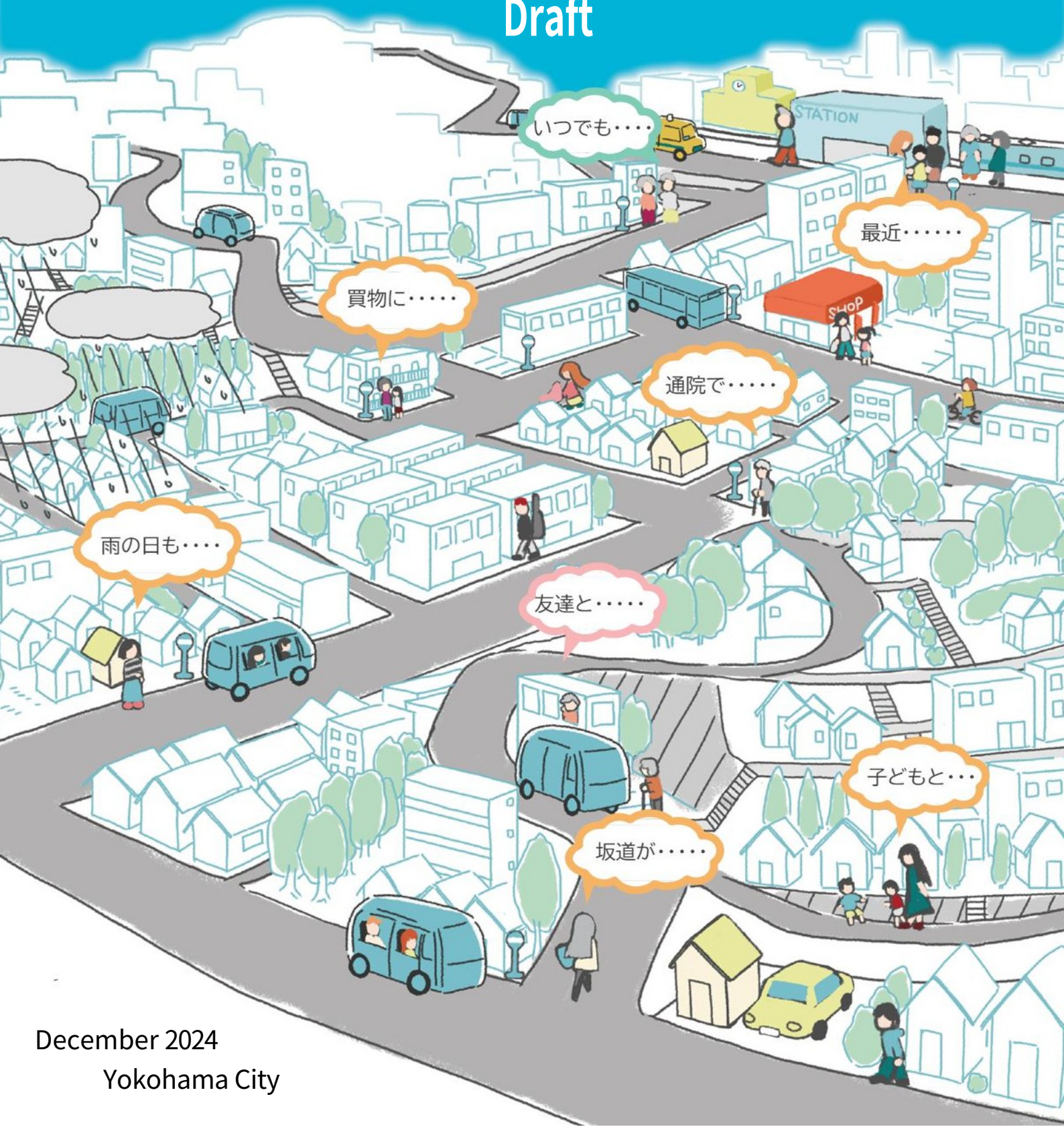


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第1章 Basic Matters Concerning the Plan

(1) 背景・趣旨

In November 2020, the "Act for Partial Revision of the Act on Revitalization and Revitalization of Regional Public Transport" (hereinafter referred to as the "Regional Transport Act") came into effect (Figure 1-1). The Act requires local governments to prepare "regional public transport plans" in cooperation with transport operators, etc., to ensure the provision of sustainable transport services by meticulously meeting mobility needs by utilizing various transport resources. The plan indicates that local governments should prepare "regional public transportation plans" in cooperation with transportation operators, etc., and ensure the provision of sustainable transportation services by responding to travel needs in detail through the use of diverse transportation resources and improving public transportation services.

In recent years, public services such as buses and cabs have become increasingly difficult to secure due to a decline in the number of public transportation users and a shortage of drivers. According to the results of the Tokyo Metropolitan Area Person Trip Survey, the total number of trips has turned downward in 2018 for the first time since the survey began in 1968, and urban transportation policy has reached a turning point. In addition, we are entering a difficult phase in which it is difficult to ensure the provision of transportation services while responding to changes in the environment, such as changes in the lifestyles and work styles of a wide range of generations, an increase in the voluntary return of driver's licenses, and a growing shortage of drivers due to the so-called 2024 problem associated with the capping of working hours for drivers.

In April 2024, the revised Law for the Elimination of Discrimination against Persons with Disabilities will come into effect, requiring the provision of reasonable accommodation for persons with disabilities.

Public transportation is essential for everyone's daily life and has multifaceted effects such as encouraging people to get out and about, improving health, and enhancing the value of the city. The "Yokohama City Regional Public Transportation Plan" (hereinafter referred to as the "Plan") will be formulated based on the Regional Transportation Law.

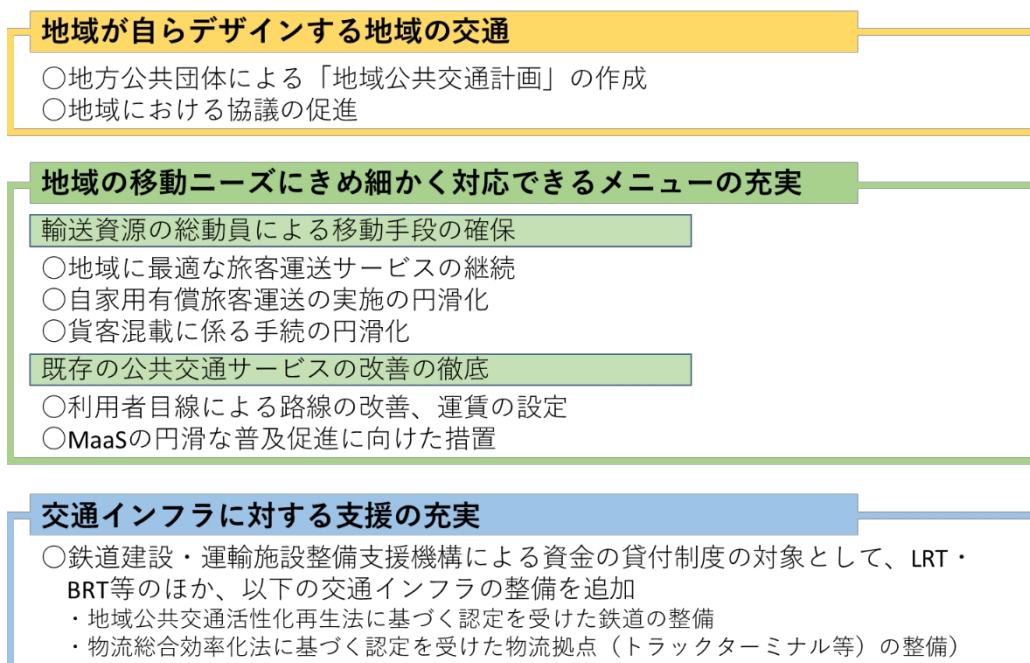


Figure 1-1. Overview of Regional Transportation Laws

Source: Ministry of Land, Infrastructure, Transport and Tourism

(2) 計画の区域

The entire Yokohama City area.

(3) 計画の期間

令和7（2025）年度から令和11（2029）年度までの5年間とします。

(4) 計画の位置付け

本市の交通政策全般にわたる計画としては、「横浜都市交通計画」（平成20（2008）年3月策定、平成30（2018）年10月改定）があり、目標年次を令和12（2030）年頃とし、政策目標や施策の方向性などを提示したマスタープランとして運用しています。

今回新たに策定する計画は、そのうち地域公共交通の取組を推進するためのアクションプランとして運用します（図1-2）。

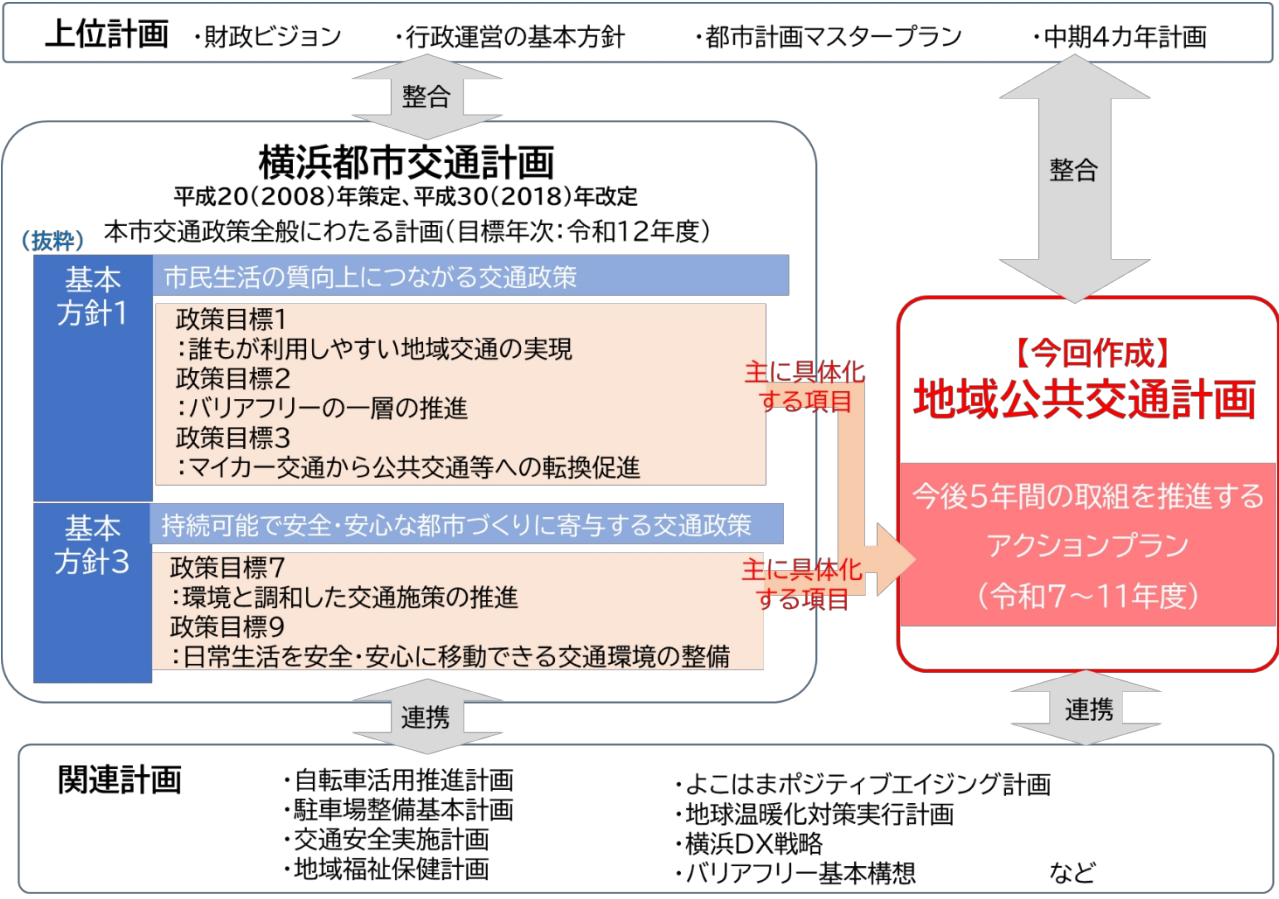


Figure 1-2 Plan Positioning

Source: Prepared by City of Yokohama

第 2 章 Situation and Issues Surrounding Regional Transportation in Yokohama

(1) 状況と課題

ア 人口減少と高齢化

In January 2022, the city's population decreased for the first time since the end of World War II compared to the same month of the previous year. It is predicted that the city will experience a full-fledged population decline in the future. The population of the juvenile population (aged 0-14) and the working-age population (aged 15-64), which supports productive activities, will continue to decline, while the elderly population (aged 65 and over) will continue to increase until around 2045 (Figure 2).

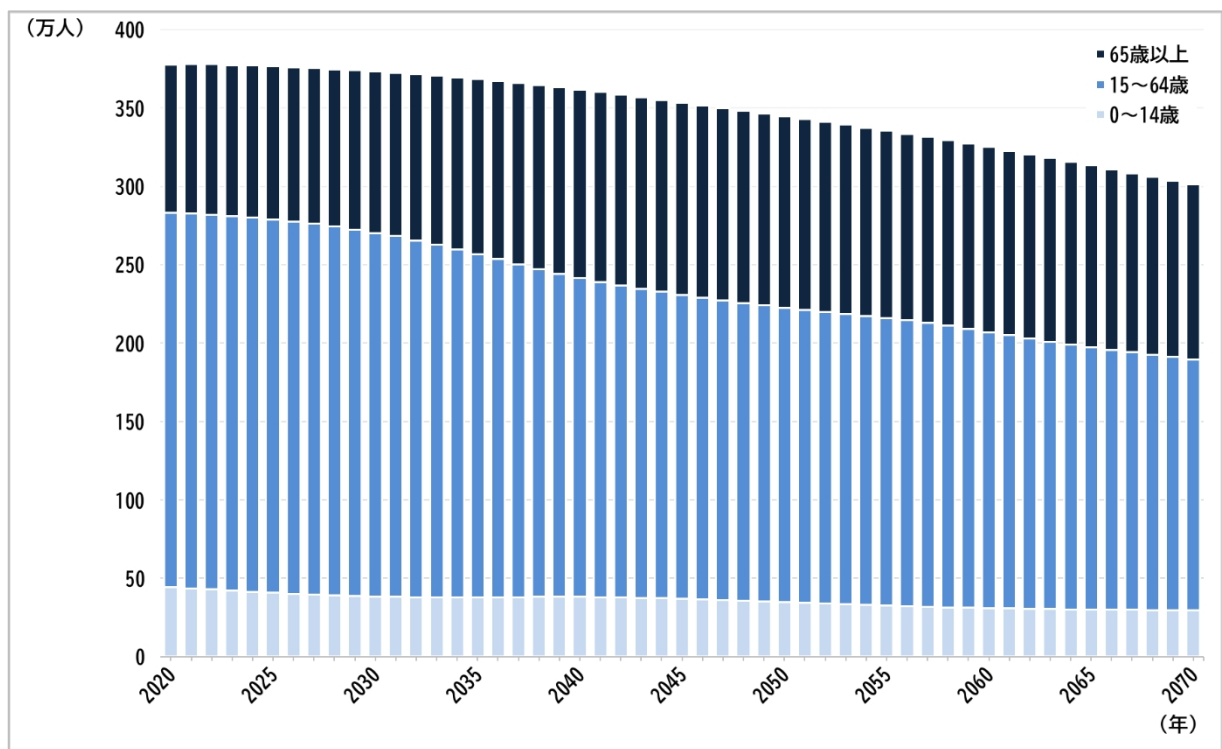
②-1).

With the increasing risk of social isolation due to the increase in the number of single elderly households (Figure 2-2) and the lack of leaders of community activities in neighborhood associations, local communities are becoming increasingly diluted, and there is a decrease in opportunities for interaction such as outing support and events through mutual assistance in the community.

In addition, an increasing number of elderly people are suffering from frailty, a state in which their physical and mental functions (physical strength, energy, cognitive function, etc.) have deteriorated and they are at high risk of needing long-term care in the future (see figure).

②-3).

In addition, with the aging of the population, the ratio of people with disabilities to the population is also on the rise.



Population aged 0-14	Year 2020	440,000	→	2070: 300,000 (-140,000)
Population aged 15-64	2020	2.39 million	→	2070: 1.6 million (-0.79 million)
Population over 65 years old	Year 2020	950,000	→	2070: 1.12 million (+0.17 million)

Figure 2-1 Future Population Projections

Source: "Yokohama City Future Population Projections (Mid-level Projections) (March 2024)"

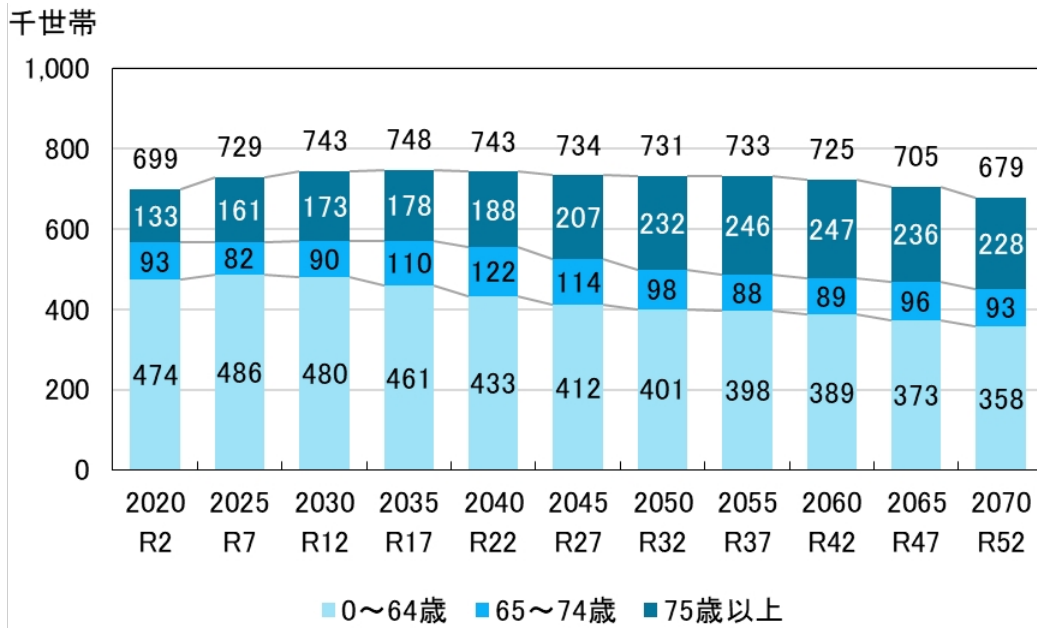
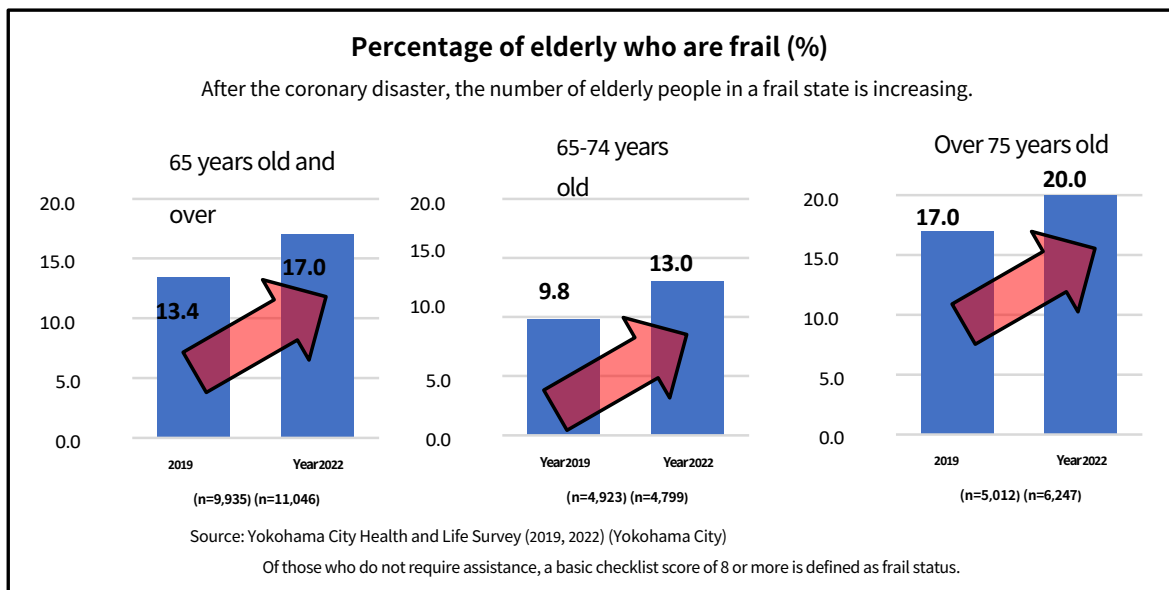


Figure 2-2. Estimated future single-person households by age group

Source: Compiled from Yokohama City Future Population Projections (mid-level projection) (March 2024)



Frail: A state in which physical and mental functions (such as physical strength, energy, and cognitive function) decline during old age, increasing the risk of needing long-term care in the future.

Figure 2-3. Percentage of Elderly Citizens in Yokohama with Frail Conditions

Source: "Yokohama City Health and Life Survey (2019 and 2022)

イ 地理的な特性

The city has a railroad network covering the entire city area, and the bus network is extensively developed around the railroad stations.

Because residential areas are spread over the entire city area, including hilly areas, there is a large difference in elevation between railroad stations and bus stops and residential areas (Figure 2-4), and many areas have steep slopes and stairs as access roads.

The public transportation zone was calculated within 800m from a railroad station and 300m from a bus stop, taking into account the gradient from the railroad station and bus stop, and the road distance. Figure 2-5). In addition, as the population ages, the area within which they can travel on foot tends to become smaller, and it is thought that an increasing number of citizens are experiencing greater burden and restrictions on their ability to walk to and from places within the city.

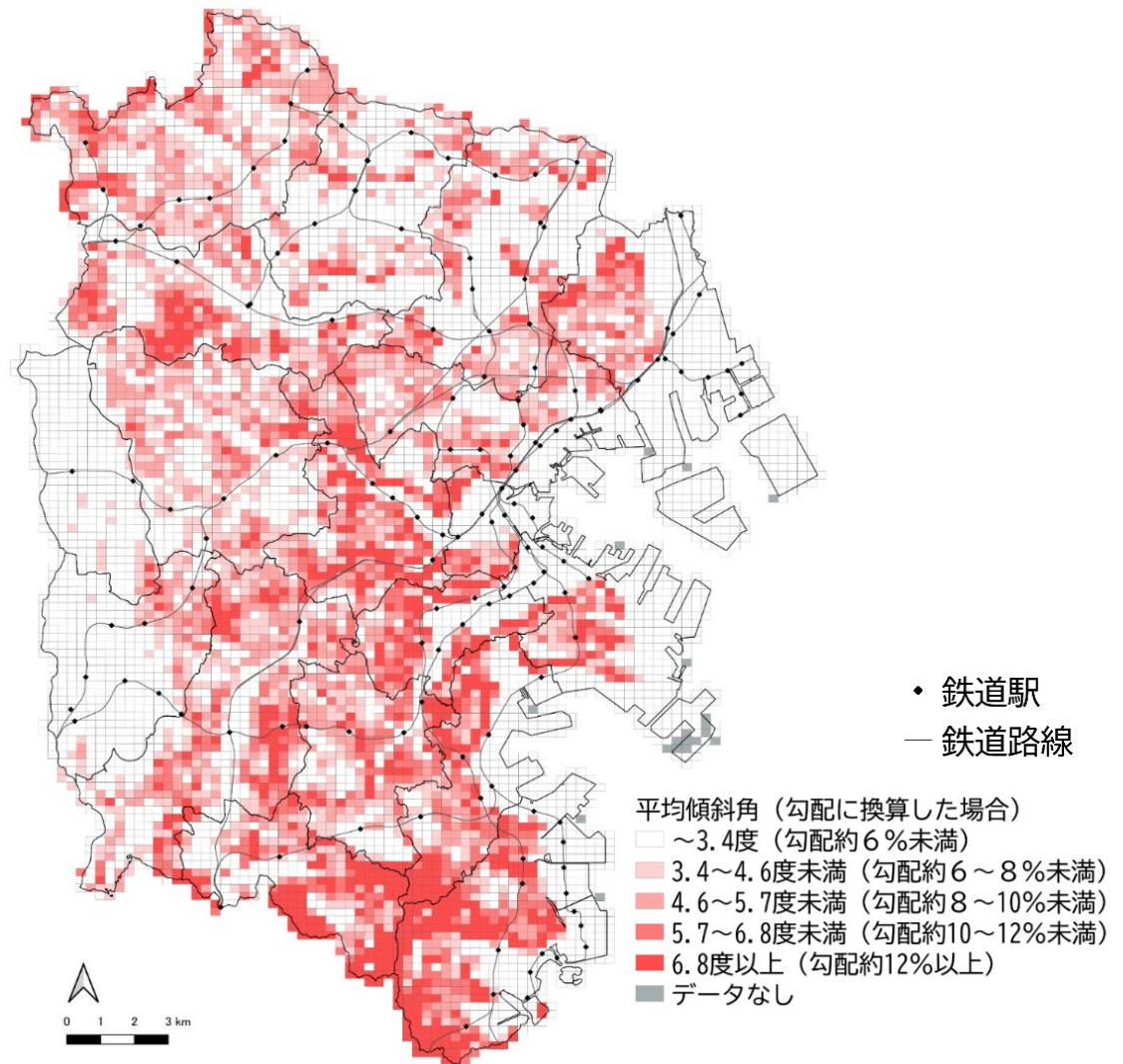


Figure 2-4 Average tilt angle

Source Compiled from "National Land Information (Elevation and Slope 5th order mesh data)" (Ministry of Land, Infrastructure, Transport and Tourism)

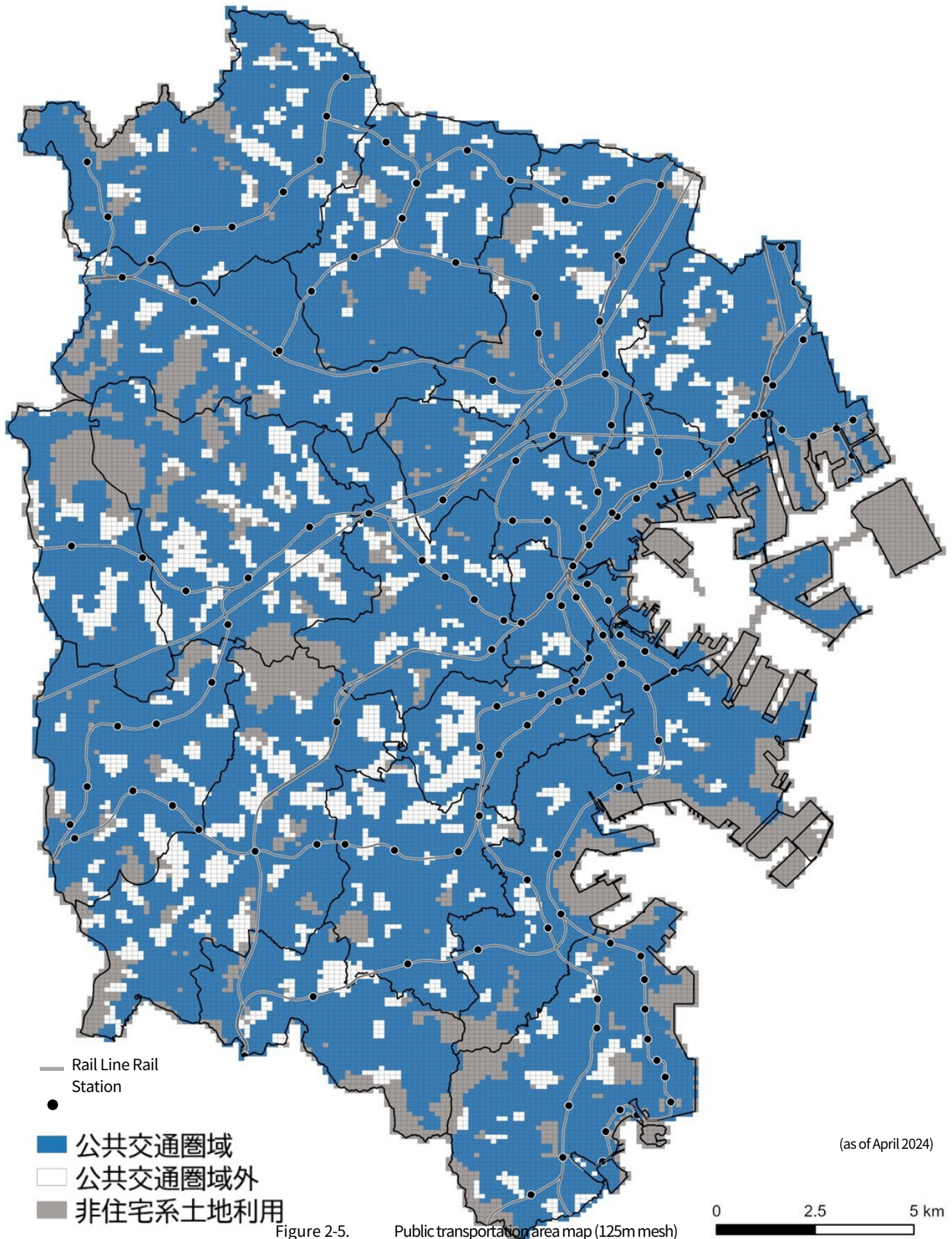


Figure 2-5. Public transportation area map (125m mesh)

Source: Prepared by City of Yokohama

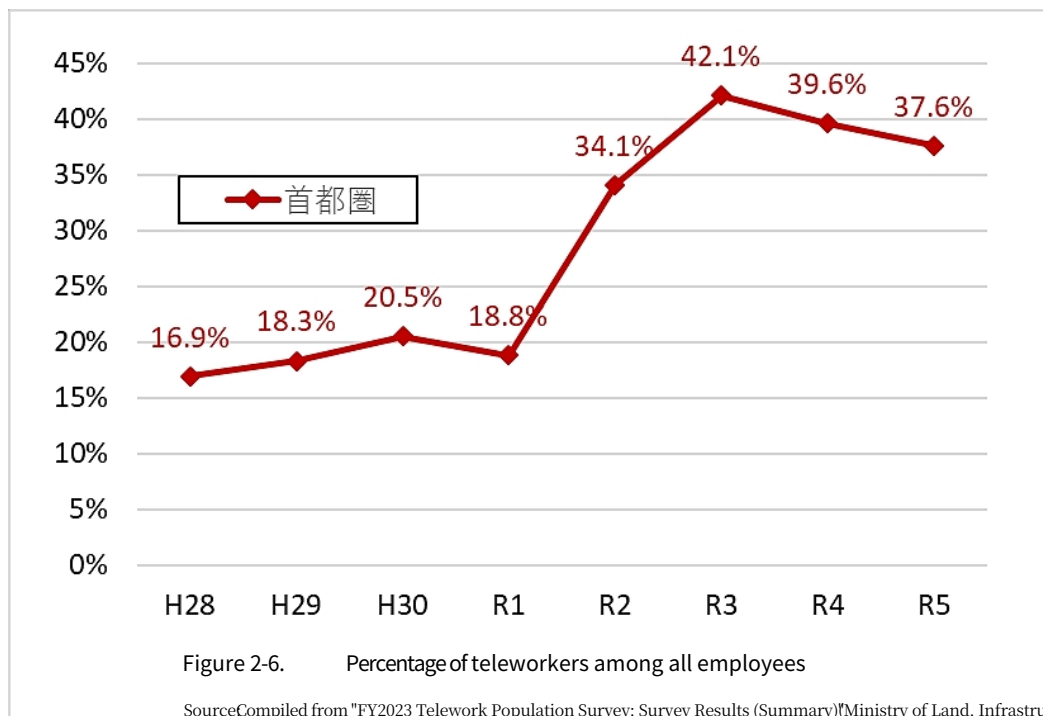
ウ 生活様式の変化

Mobility needs are also changing and diversifying due to changes in lifestyles and working styles. In addition, the spread of telework (Figure 2-6) and increased use of mail-order sales have changed the functions demanded of the living environment not only around train stations but also around one's home.

Furthermore, there is a growing need for an environment where people can choose the means of transportation according to the time of day, distance, and frequency of travel, such as daytime outings for the elderly and transportation to and from children's lessons (see figure).

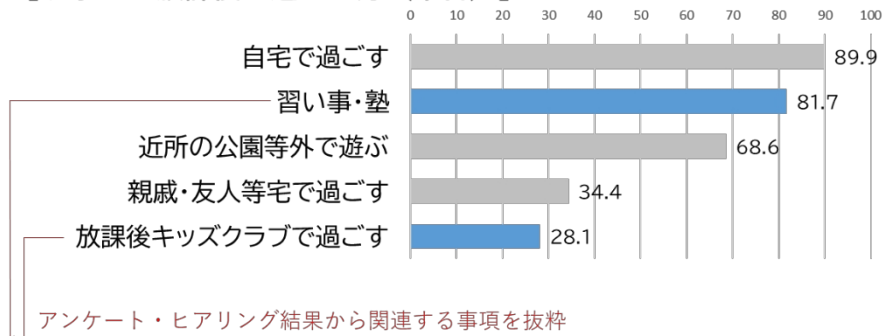
(2-7). daily life, each household has various travel situations, such as commuting to work or school, shopping, going to the hospital, picking up and dropping off children, and caring for parents.

Although the number of automobiles owned per household is lower in this city than in other cities, the ownership status varies by ward (Figure 2-8).



Source Compiled from "FY2023 Telework Population Survey: Survey Results (Summary)" (Ministry of Land, Infrastructure, Transport and Tourism)

【小学生の放課後の過ごし方（平日）】



【保護者アンケート調査結果】

子どもがクラブに「もっと行きたい」と思えるように充実するとよいもの
→非日常的な体験・活動（校外学習等） **68.7%**

【保護者ヒアリング結果】

<放課後キッズクラブの状況>

～長期休業期間中の昼食提供、習い事への送迎、夏休み中の開所時間を早めることへの希望が聞かれた。

【クラブヒアリング結果】

<放課後児童クラブの状況>

～やや交通の便が悪い立地のクラブでは、保護者から送迎の負担に関する声が多くあがっていたことから、ポイントまで職員が送迎するという対応を行ったものの、保護者の迎えがなく辞めてしまったという意見が聞かれた。また、遠方の子どもがタクシーで帰宅する際の支援をできるとよいという声も聞かれた。

Figure 2-7. How Elementary School Students Spend Their Time After School

Source: Needs Survey for the Development of the Yokohama City Child and Child Rearing Support Project Plan Fiscal Year 2018), "Commissioned Survey for the Improvement of After-School Kids Clubs and After-School Children's Clubs in Yokohama City".

Prepared from Report Summary (FY2023)

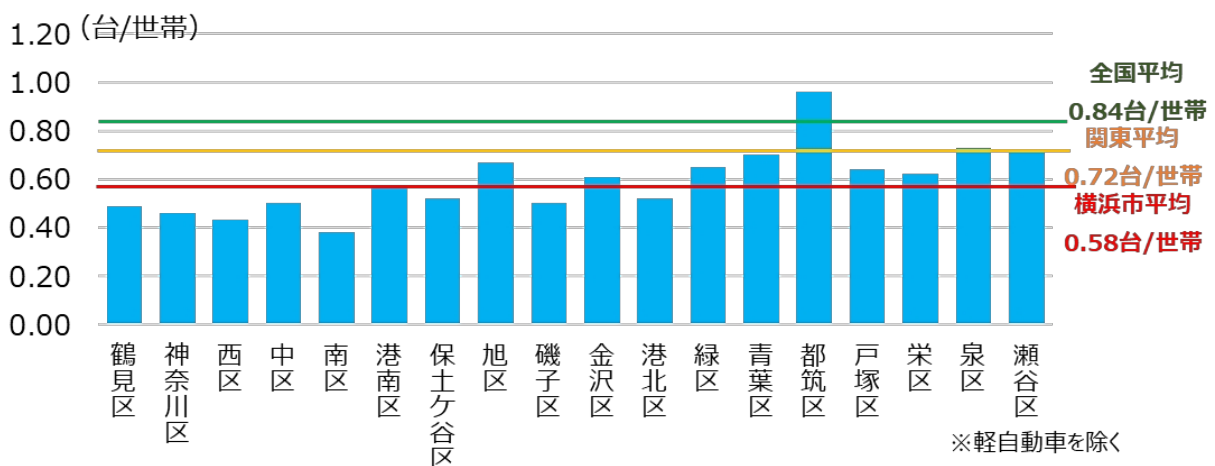


Figure 2-8. Number of automobiles owned per household by Yokohama residents

Source: Population and number of households: 2020 census,

Number of vehicles owned: Compiled by Kanto District Transport Bureau (as of March 31, 2024; total for registered vehicles)

エ 路線バス

The city's bus routes are operated by a total of 10 municipal and private operators. The business environment is becoming increasingly difficult due to the changing times, such as a decrease in the number of users caused by a declining and aging population, a shortage of drivers, and the aging of drivers.

While many bus routes in Yokohama City are longer than 5 km, more than 80% of users ride buses less than 4 km (Figure 2-9). In addition, many routes are unprofitable (Figure 2-10, Yokohama City Transportation Bureau example) and the service is not necessarily efficient. Furthermore, the number of passengers per day has declined significantly due to the impact of the spread of the new coronavirus infection, and has not returned to previous levels even after the outbreak has been contained. In addition, the shortage of drivers has become even more pronounced due to the so-called "2024 problem" (Figure 2-11) and the city has been forced to reduce the number of buses and move up the last buses.

In terms of usage, the number of bus users among the working-age population (15-64 years old) is decreasing during all time slots, including the morning and evening peak hours, while the number of users among the elderly population (65 years old and older) is increasing during daytime hours. While maintaining routes as a means of transportation for commuting to work and school in the morning and evening, it is necessary to maintain routes during daytime hours as a means of transportation for daily life.

Furthermore, efforts are required to further improve user convenience by introducing various payment methods, such as two-dimensional barcodes and credit card payment, and providing proximity information on websites.

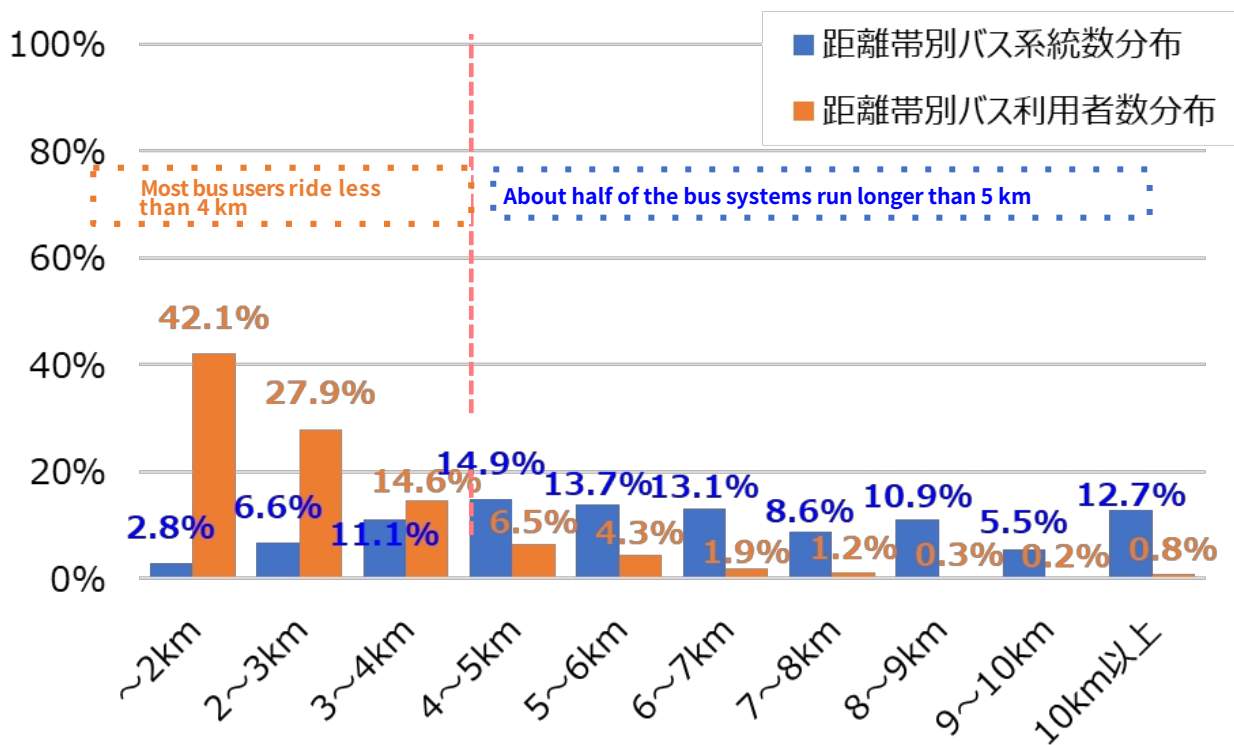


Figure 2-9. Comparison of bus route system extension and average bus ride distance in the city

Source: Compiled from the 6th Tokyo Metropolitan Area Person Trip Survey (2018) bus system data (as of April 2024).

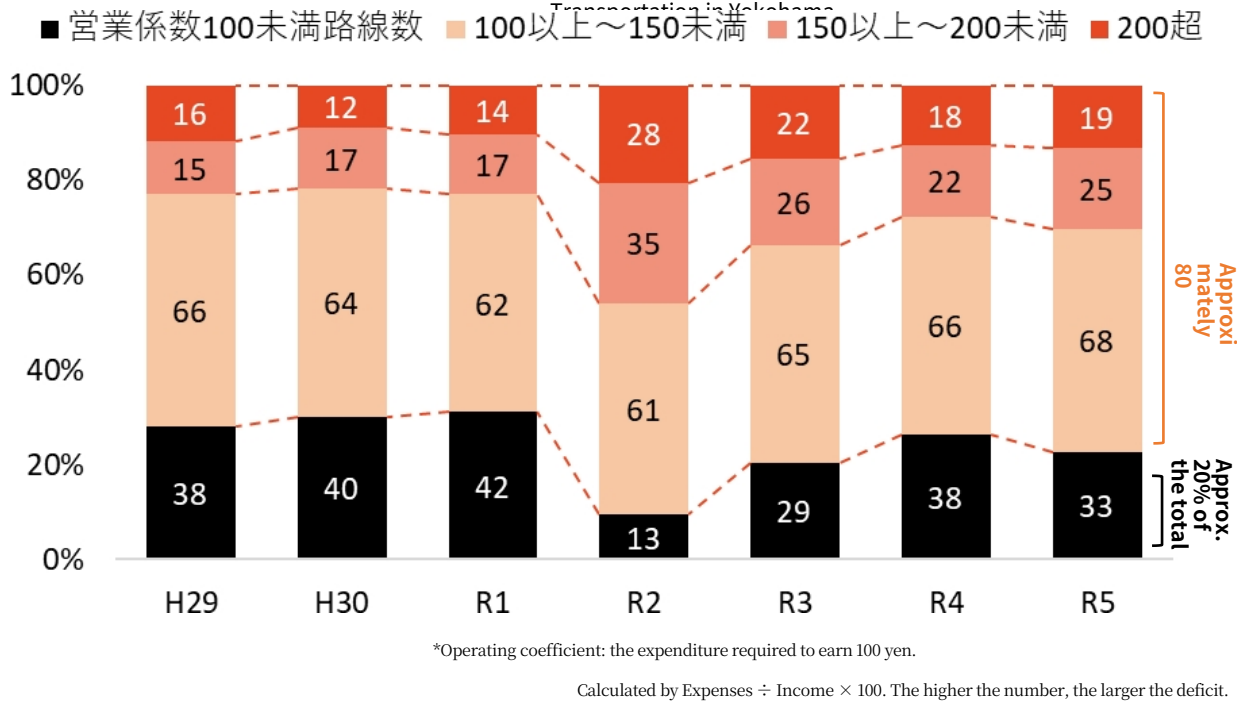


Figure 2-10. Number of general passenger bus routes by operating coefficient (Yokohama City Transportation Bureau)

Source: Prepared from "Income and Expenses by Bus Route" (Yokohama City Transportation Bureau)

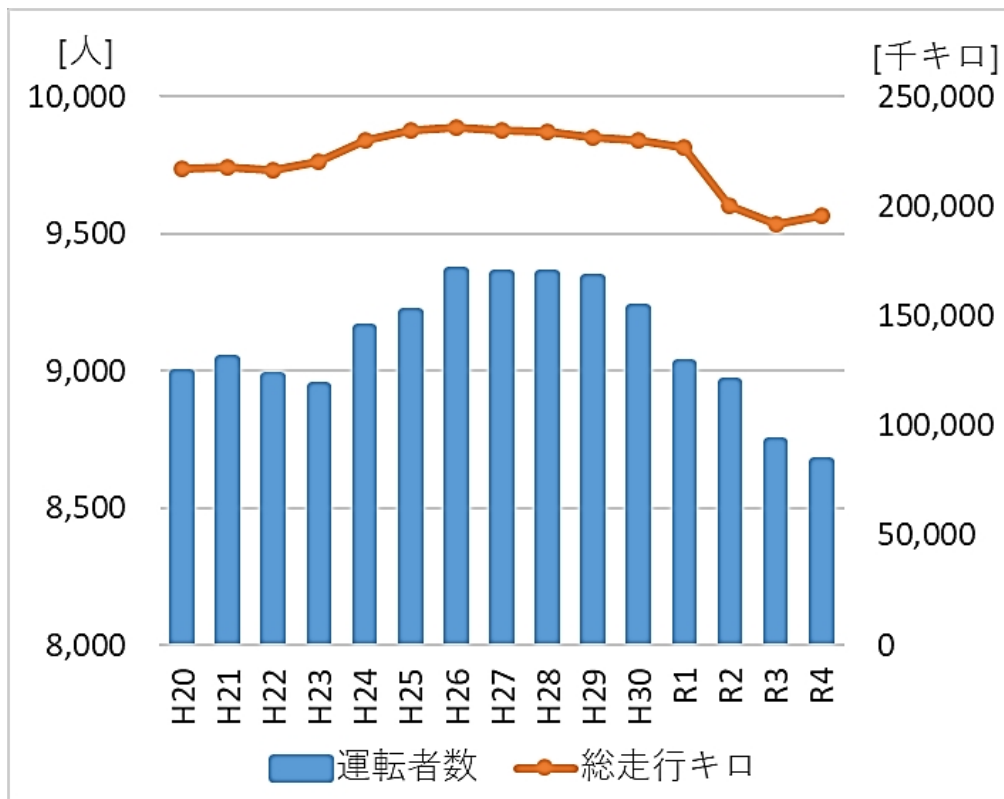


Figure 2-11. Number of transit bus drivers and total kilometers driven in the prefecture

Source: Prepared by Kanagawa Bus Association

オ タクシー

The number of reported corporate and individual cab vehicles in the city is approximately 5,600. Cabs, like buses, face a severe business environment due to a shortage of drivers (Figure 2-12). The number of passengers per day has decreased significantly due to the spread of the new type of coronavirus infection, with a 40% decrease in 2020 (Figure 2-13) from the previous year.

Subsequently, since there were areas and time slots that could not accommodate the increased demand after the outbreak of the infectious disease subsided, efforts have been made to hire drivers and introduce the Japanese version of ride-sharing (private car utilization business), which was established in March 2024 (Figure 2-14). Flexible responses to temporary and localized demand will continue to be required.

Efforts are also underway in the cab industry to further improve user convenience, including the introduction of various payment methods and the widespread use of taxi dispatch applications.

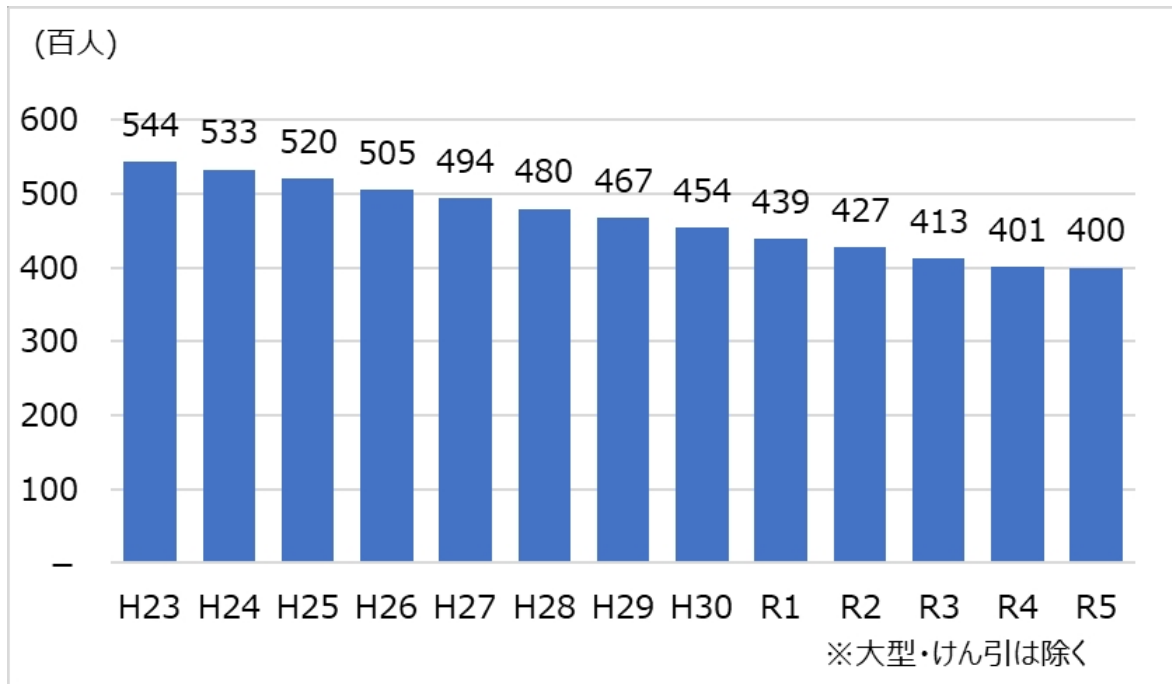


Figure 2-12. Number of license holders (e.g., cabs) with a second-class driver's license in the city

Source: Compiled from Yokohama City Statistical Portal Site

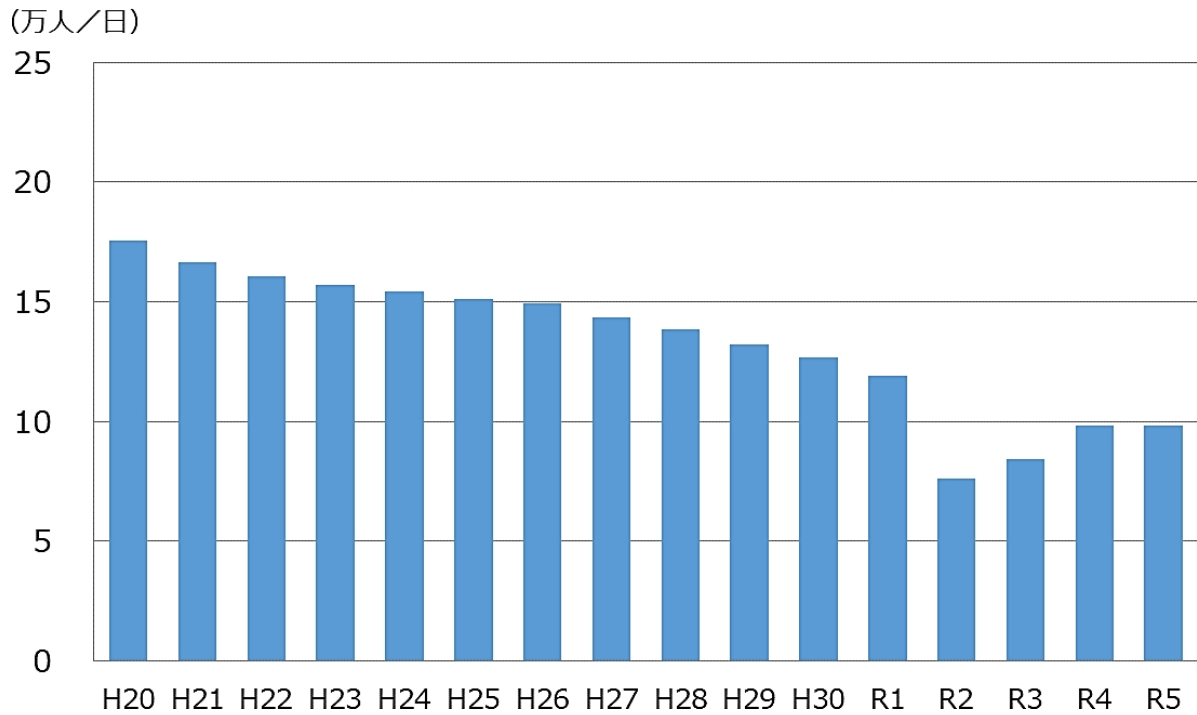


Figure 2-13. Number of Taxi Riders per Day in Yokohama City

Source: Compiled from Yokohama City Statistical Portal Site

Business Area Name, Cities Covered (Number of vehicles registered)	Days of the week when the number of vehicles is insufficient and time of day	Number of vehicles missing*
京浜 横浜市、川崎市、横須賀市ほか (6,734台)	金土日 : 0時台～5時台 (68%)	940台
	金土日 : 16時台～19時台 (82%)	480台

*Number of vehicles required to ensure 90% matching rate

Figure 2-14. Shortage of Taxis for Japanese Ridesharing (Keihin Transportation Area)

Source: "Number of Taxis in Short Supply in Each Business District for Private Vehicle Utilization Business" (as of March 2024) (Ministry of Land, Infrastructure, Transport and Tourism)

(2) これまでの取組の振り返り

The City has been working to maintain bus routes necessary for daily life and to support the introduction of regional transportation based on local needs.

Among these, in the "Community Transportation Support Project" (Figure 2-15), while the need for transportation services that provide a means of getting from one's home to familiar destinations such as the nearest bus stop or convenient facilities, or that can be selected according to various scenes such as time of day, distance, and frequency, has been increasing in recent years. On the other hand, there are more and more cases where it is difficult to introduce or continue regional transportation services due to the aging of the population and the increasing number of districts where it is difficult to secure profitability.

In addition, the city has introduced the Respect-for-Senior-Citizens Special Pass (Keiro Pass) and the Welfare Special Pass (Fukushi Pass) as a system that contributes to assisting the elderly and disabled in getting out and about (Table 2-1). Some of the regional transportation systems that have been introduced so far do not allow the use of the Keiro Pass, etc., depending on the transportation operator, resulting in regional differences.

For those who need assistance with transportation, there are other support services such as welfare cab tickets and transportation services such as welfare transportation for a fee.

「地域交通サポート事業」の概要

- ▶ 生活に密着した地域交通の導入に向けて、地域の主体的な取組によって移動手段の確保や持続可能な運行がスムーズに進むように、地域に対して様々な支援を行う事業です。
- ▶ 駅から離れた住宅地や、駅徒歩圏でも山坂の多い地区等において、通院、買い物など様々な目的での移動や高齢化による移動手段の確保を目的としています。

地域交通サポート事業 ～実現のための基本的な考え方～

- 1 安全・安心な運行: 国から乗合・乗用業務の許可を得た緑ナンバーを有する車両
- 2 地域の盛り上がり: 多くの方が継続的に利用することで、安定した経営を行う
- 3 行政からの財政支援に頼らない自立した運行

既存バス停から、自宅まで遠い等普段の生活の移動にお困りの方はいらっしゃいますか？
なぜ、バスがないの？
お出かけが大変





地域交通サポート事業による交通問題解決
ご近所との交流が増えた
お買い物便利になった






横浜市地域交通サポート事業は、生活に密着した地域交通の導入に向け地域主体的な取組がスムーズに進むよう、活動に対して様々な支援をしています。

Figure 2-15. Overview of Regional Transportation Support Programs

Source: Prepared by City of Yokohama

Chapter 2. Situation and Issues Surrounding Regional Transportation in Yokohama

Table 2-1. Previous mobility support (assistance) initiatives for public transportation use

Source: Prepared by City of Yokohama

name	Life Transportation Bus route maintenance system	Regional Transportation Support Business	special train pass for senior citizens (Respect for the aged pass)	Special welfare ticket (Welfare pass)	assistive cab use coupon
summary	Maintain bus routes necessary for daily transportation in the city	Support for local transportation initiatives through proactive local efforts	Support for outings and social participation of the elderly	Support for outings and social participation of persons with disabilities	Support for outings and social participation of persons with disabilities
Support	Partial subsidy to operators for operating expenses	Support for accompanying regional transportation initiatives, and support for expenses related to their introduction	Issuance of boarding pass	Issuance of boarding pass	Issuance of use tickets
establishment	Fiscal Year 2007	Fiscal Year 2007	Fiscal year 1974	Fiscal year 1963	Fiscal year 1983
jurisdiction section (in an organization)	Urban Development Bureau, Urban Transportation Division	Urban Development Bureau, Urban Transportation Division	Health and Welfare Bureau, Elderly Health and Welfare Division	Disability Independence Support Division, Health and Welfare Bureau	Disability Independence Support Division, Health and Welfare Bureau
Supported by	anyone	anyone	living within the city Over 70 years old	Residents of the city with physical, intellectual or mental disabilities who meet certain conditions	Residents of the city with physical, intellectual or mental disabilities under certain conditions (severe disability) is met. way of cutting
Vehicle s, etc.	scheduled bus	Route bus Wagon type vehicle	Local buses, city subway, seaside line	Local buses, city subway, seaside line	Cabs, welfare vehicles, etc.
Current Status etc.	13 routes covered 13 routes project cost (FY2023) 231,402 thousand yen	Full-scale operation 17 District project cost (FY2023) 110,658 thousand yen	Number of grantees: approx. 400,000 Project cost (FY2023) 12,588,275 thousand yen	Number of grantees: approx. 60,000 Project cost (FY2023) 1,703,391 thousand yen	Number of grantees: approx. 25,000 Project cost (FY2023) 741,877 thousand yen

«What is "paid transportation for social welfare?"

(This is an assisted transportation service provided by a non-profit corporation. Before using this service, you need to register with the organization that provides it. The implementing organization must also apply for registration with the "Yokohama City Welfare Paid Transport Service Management Council" in advance.

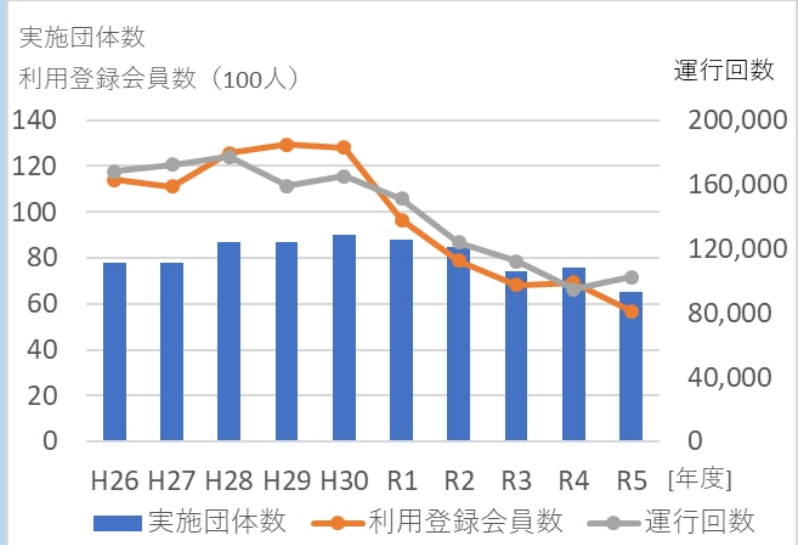


Figure 2-16. Number of welfare transportation organizations, members, and number of runs

Source: Prepared by City of Yokohama

(3) Expected impact in the future

In the midst of severe social changes, it is assumed that it will become increasingly difficult to maintain the level of public transportation service in some areas and to meet the diversifying mobility needs of citizens in the future.

As the level of public transportation services declines, there is concern that local residents will become more reluctant to go out and that opportunities to go out will decrease. This may lead to deterioration of physical and mental health (increased risk of frailty) and weakening of community interaction. In addition, the decrease in transportation options may lead to increased dependence on personal cars, resulting in road congestion, traffic accidents, increased carbon dioxide emissions, and other negative effects in a variety of areas (Figure 2).

(2-17, Table 2-2).



Figure 2-17. Image of areas related to regional transportation

(Source) Cross-Sector Effects, "Regional Public Transport: Does Deficit = Abolition?" (Ministry of Land, Infrastructure, Transport and Tourism)

Table 2-2. Potential Negative Impacts of Reduced Levels of Public Transit Service

change	Potential Negative Impacts (image)	
Decrease in opportunities and motivation to go out Increased dependence on personal cars and fewer people returning their driver's licenses	Medical care and welfare	Deterioration in health status (increased risk of frailty)
	trade	Sluggish consumption, decline in liveliness of the town
	traffic safety	Increase in traffic accidents
	education	Decrease in learning and hands-on opportunities and academic performance
	settlement promotion	Decline in life satisfaction, outflow of population
	environment	increase in carbon dioxide emissions
	area Community	Decreased interaction with friends and community, Community dilution
	financial affairs	Deterioration in the financial situation of health care, long-term care, etc.

Source: Prepared by City of Yokohama

《Column》 About Frail Risk

Physical activity is necessary to prevent frailty, but it is not the only way to prevent frailty.

The prevention of frailty can be achieved through multiple activities, such as community activities and community activities.

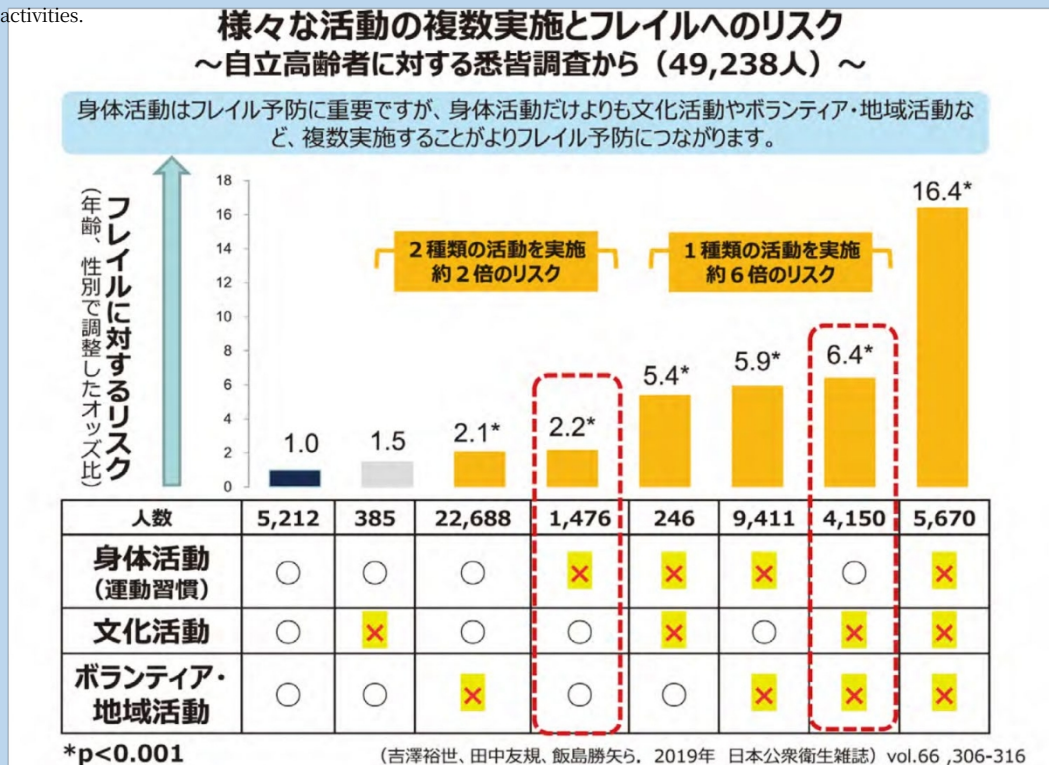


Figure 2-18. Relationship between implementation of various activities and risk of frailty

(Ref.) Yoshizawa, H., Iijima, K. et al. Japanese Journal of Public Health. 2019; 66(6): 306-316 From.

第3章 Future Vision of Regional Public Transportation

(1) What is regional public transportation?

The City defines "regional transportation" as all transportation for local residents to move around their daily lives, such as shopping, commuting to work and school, and going to the hospital.

Among regional transportation services, while existing public transportation buses and cabs play a central role, transportation services that are always provided in the region and can be used safely and securely by an unspecified number of people are positioned as "regional public transportation" (Figure 3-1).

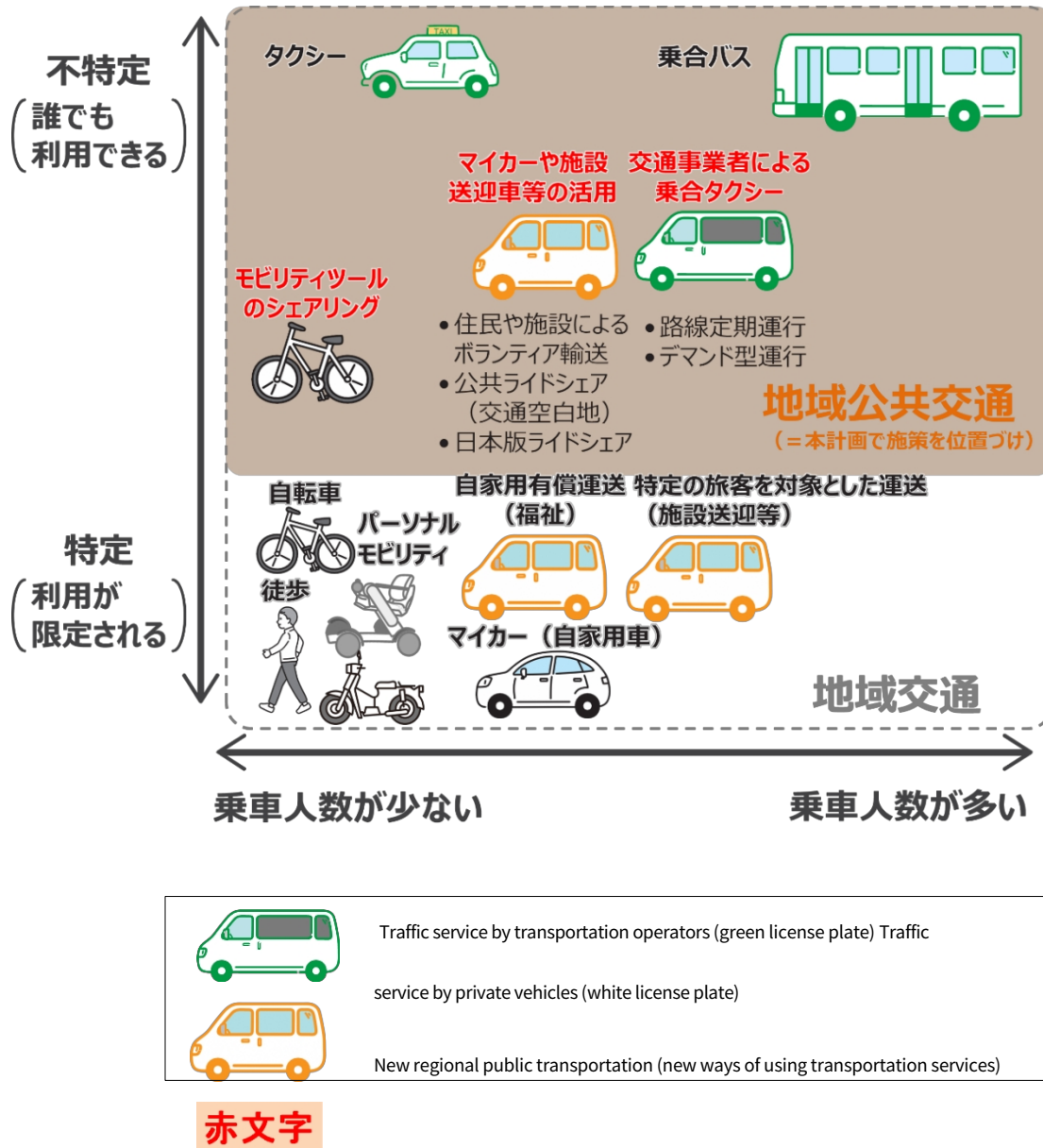


Figure 3-1. Concept of Regional and Local Public Transport

Source: Prepared by City of Yokohama

(2) Aim

Aimed regional public transportation

Enhance regional public transportation throughout the city through collaboration among local residents, transportation operators, businesses and organizations, and the government,

Realize a town where everyone can live actively and safely

Regional public transportation is not only essential for daily life, but also an important social infrastructure that has multifaceted effects such as people to get out and about, improving health, and enhancing the value of the community. For this reason, we will work with local residents, transportation operators, businesses, and organizations to improve regional public transportation and solve various local issues to realize a town where everyone can live lively and at ease.

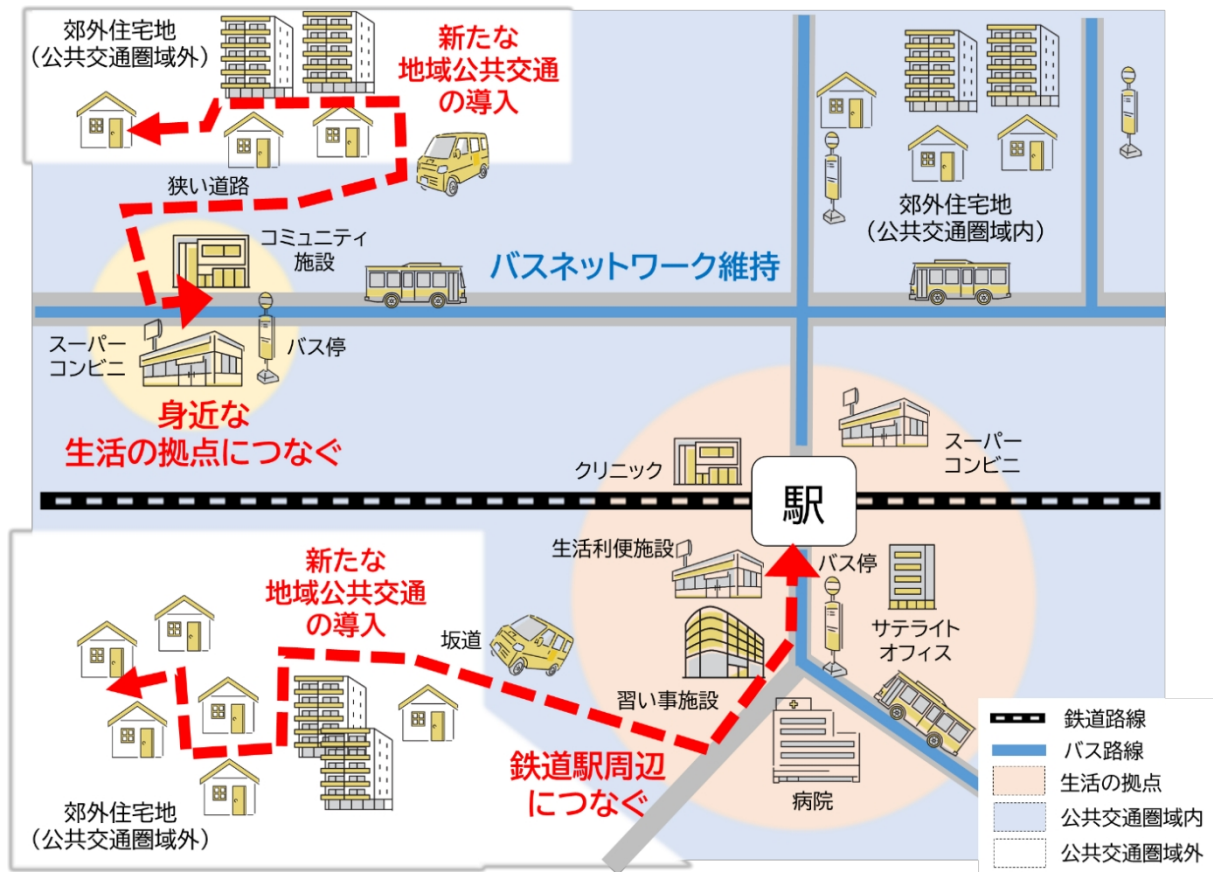


Figure 3-2. Image of Regional Public Transportation

Source: Prepared by City of Yokohama

(3) Basic Policy

In order to realize the desired vision, three basic policies (Explanation 3-1) are established: "protect", "increase", and "actively use" regional public transportation.

Based on this basic policy, four measures have been established to promote initiatives: "maintenance of bus network," "introduction of regional public transportation," "promotion of use and outings," and "promotion of transportation DX, GX, and co-creation.

The concept and direction of each measure are organized in the next chapter.

Explanation 3-1

About the Three Basic Policies

Basic Policy I Protect" local public transportation

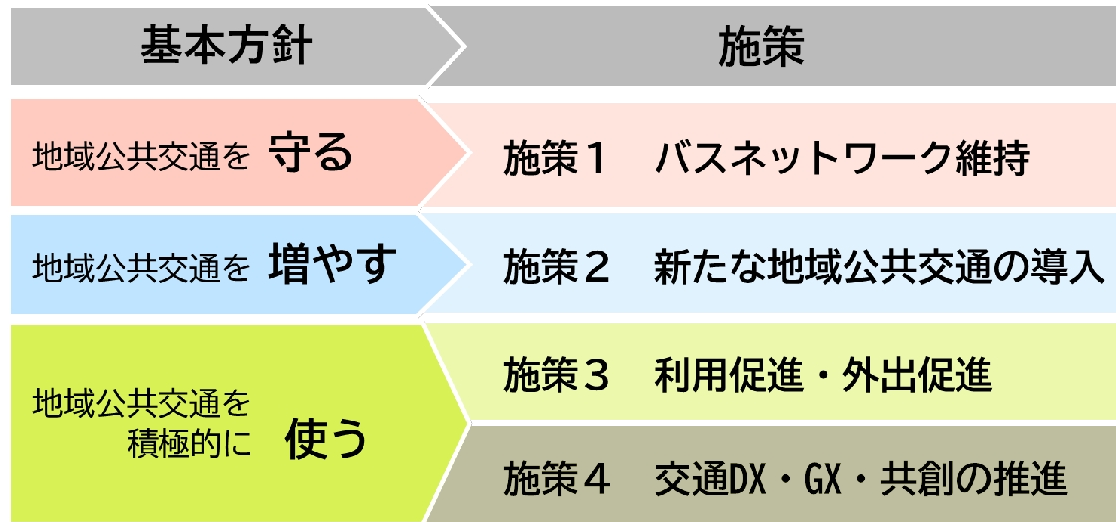
For the existing bus network, we will improve the efficiency of operations and add necessary bus routes. Maintain.

Basic Policy II Increase" local public transportation

Focusing on areas outside the public transportation zone (so-called "traffic blank areas") that are far from train stations and bus stops, traffic is
Introduce new regional public transportation in inconvenient areas.

Basic Policy III Actively "use" local public transportation

In addition, in order to make regional public transportation sustainable, we will also promote the use of regional public transportation and encourage companies to
We will promote the use of know-how and technology.



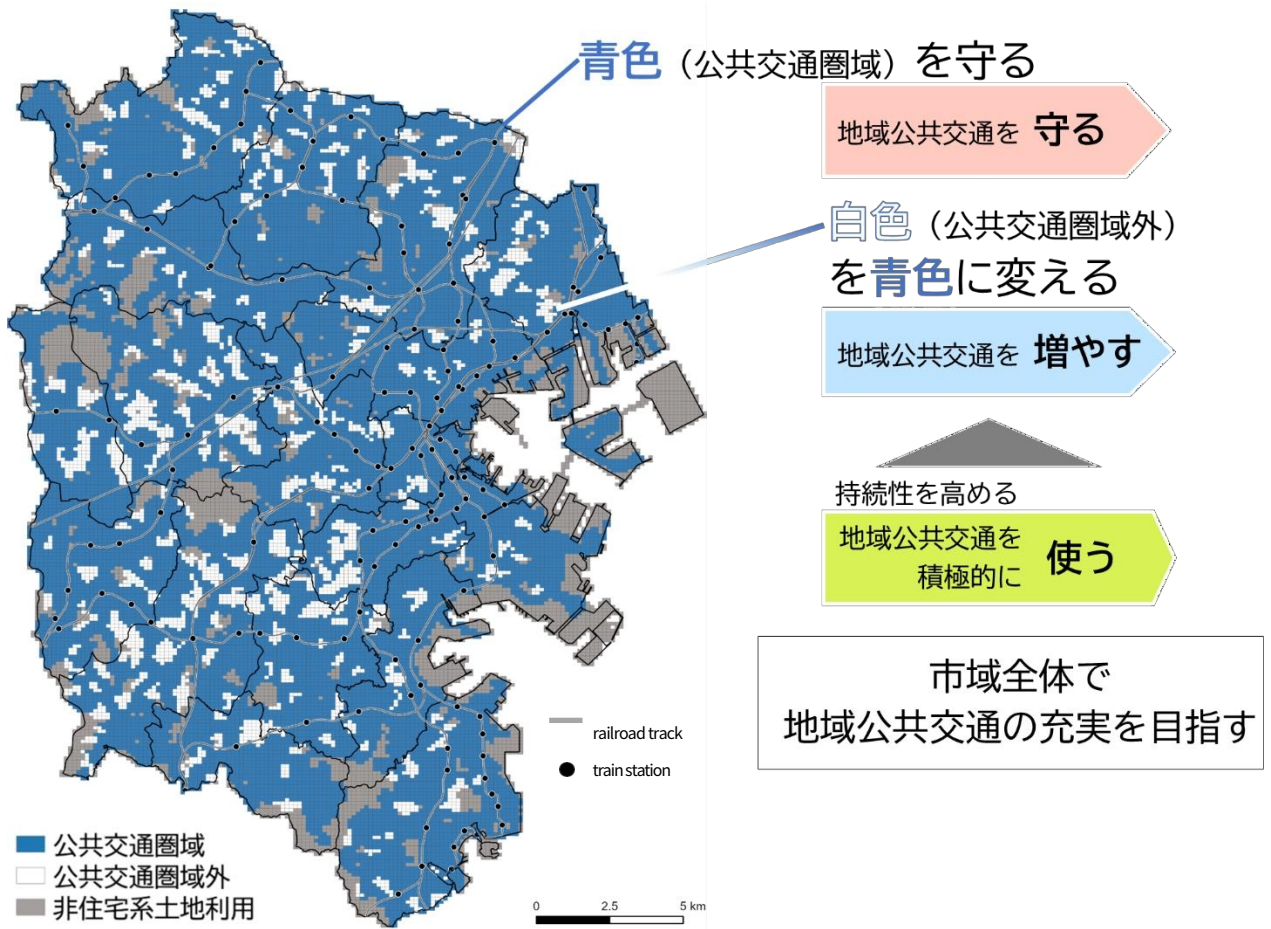


Figure 3-3. Relationship between Basic Policy and Public Transportation Areas

Source: Prepared by City of Yokohama

第 4 章 Concept and direction of measures to enhance regional public transportation

(1) Bus network maintenance

ア 考え方

It is important to maintain a transportation network centered on railroad stations to support the daily lives of many citizens, including morning and evening commuting to work and school, and daytime shopping and hospital visits.

In the future, it is important to promote functional sharing and cooperation between railroads and bus routes, as well as to further strengthen cooperation between the government and bus operators to promote effective and efficient bus network restructuring (Figure 4-1).

In addition, as bus operators face worsening business conditions and the challenges of driver shortages, administrative support is also needed to maintain bus routes that are necessary for the daily lives of citizens.

For users, it may be necessary to change the way they use bus routes, such as using a combination of buses and railroads, or buses and buses, to reach their destinations, based on the concept of "taking the bus to the nearest station" or "taking a bus on some routes".

transportation
 Protect local public transportation
 Measure 1 Maintain bus network

Before reorganization

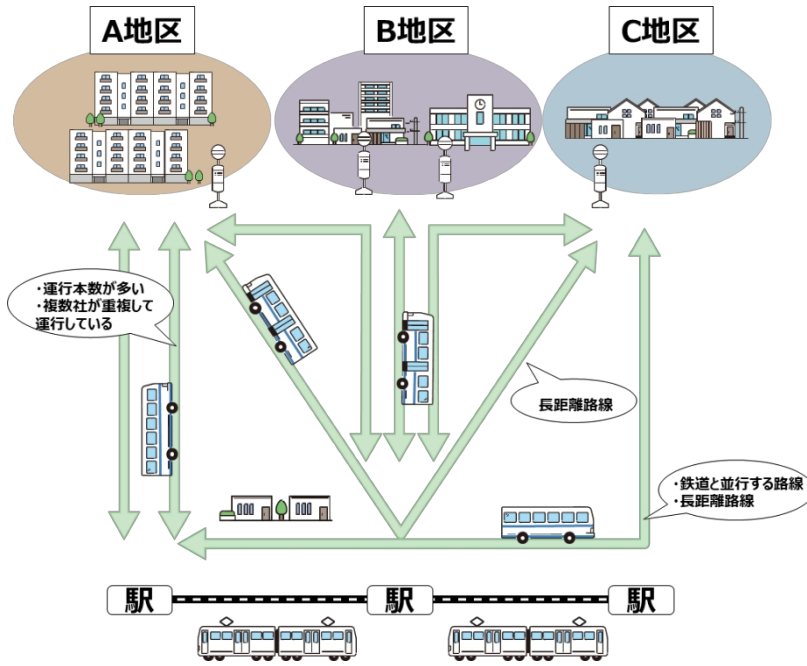


Image of bus route reorganization

[Example after reorganization]

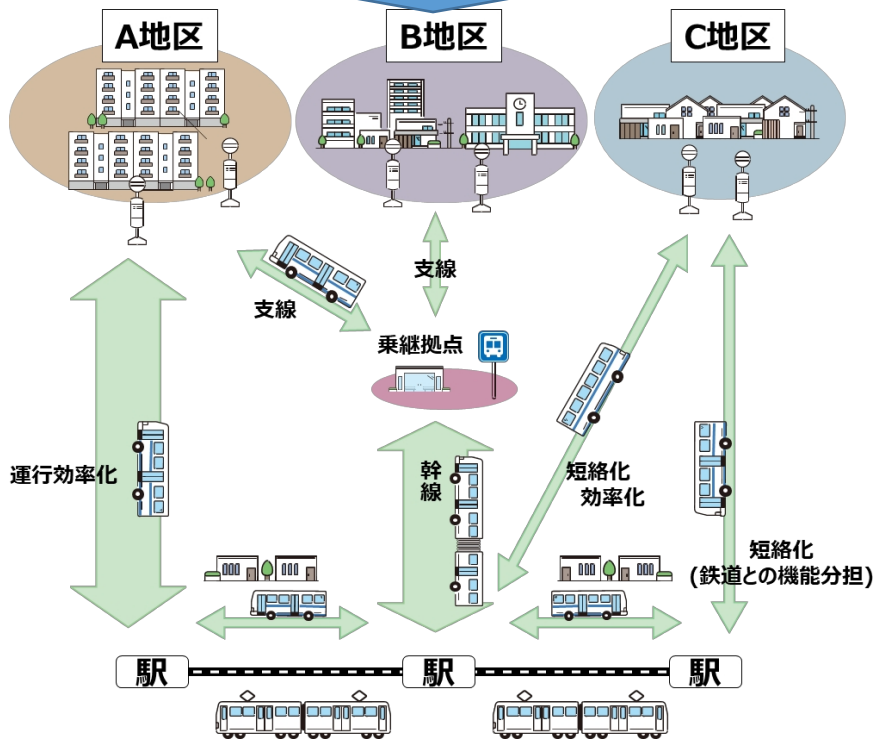


Figure 4-1. Image of bus route reorganization

Source: Prepared by City of

Yokohama

*The diagram is for conceptual purposes only and does not represent the policy system of the City of Yokohama.

イ 施策の方向

The company is also working to improve operational efficiency by introducing articulated buses on routes with a large number of buses, thereby securing transportation capacity on routes and reallocating management resources, such as drivers, to other routes (Figure 4-1).

(2) Promote

The committee will consider support for securing and improving transfer hubs and turnaround facilities, etc., which are necessary for reorganizing routes and shortening long-distance routes. In addition, to reduce the burden on transit users and improve convenience, the committee will consider securing functions of waiting spaces, including the use of existing stock, provision of transit information, and transit discount systems, among others. In addition, new routes will be introduced in consideration of new urban development trends, such as large-scale land use conversion.

To address the shortage of operators, we will create a support system to create a comfortable working environment and secure human resources, and promote public relations activities such as recruitment events.

In the event that a route has to be discontinued while implementing the above measures, and if the discontinuation of the route would significantly reduce the convenience of daily life, such as by creating a new area outside the public transportation zone, a subsidy will be provided to maintain the route as a daily-life transportation bus route.

In order to increase the effectiveness of measures, it is also important to conduct data-based analysis and evaluation to determine whether the content of services is appropriate for local characteristics, whether the content of services meets the needs of users, and whether there is any waste in the cost of implementing services, etc. Therefore, we will work with bus operators to promote these efforts.

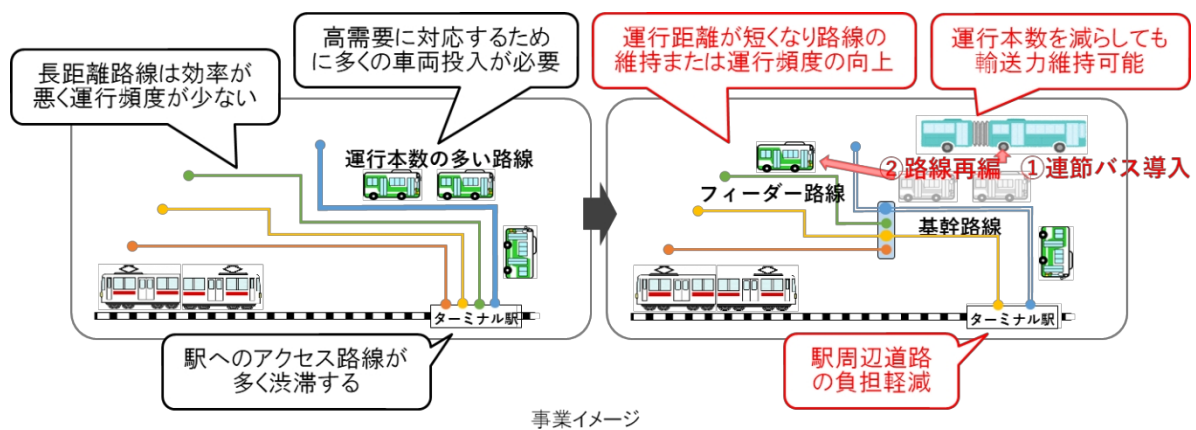


Figure 4-2. Image of efforts to maintain and enhance bus routes

Source: Prepared by City of Yokohama



(2) 新たなIntroduction of regional public transportation

ア 考え方

(i) Enhancement of regional public transportation suited to the region

In addition to existing public transportation such as buses and cabs, we will introduce local public transportation (Figure 4-3, Explanation 4-1) that is familiar to the community, mainly outside the public transportation zone that is a certain distance away from railroad stations and bus stops, and that connects homes to the nearest station, bus stops, and convenient facilities for daily life throughout the city area. We believe it is important to enhance this system throughout the city. It is also important to encourage all generations to get out and about by enhancing regional public transportation to support the mobility of a variety of users, including commuters, those raising children, the growing number of elderly people, and people with disabilities.

Therefore, it is necessary to expand transportation service options to enable the introduction of regional public transportation suited to the region, such as shared cabs by transportation operators, the use of private cars and facility shuttle buses, and shared bicycles that can meet detailed transportation needs that cannot be covered by existing public transportation systems.



交通事業者による交通サービス (緑ナンバー)



自家用自動車による交通サービス (白ナンバー)

赤文字

新たな地域公共交通 (交通サービスの新たな使い方)

(2) Ensure safe and secure regional public transportation

It is very important that local public transportation is safe and secure, not only for its users, but also for its impact on pedestrians and vehicles within the community. Therefore, it is important to introduce regional public transportation with the cooperation of transportation operators with 'professional' drivers behind the wheel.

In addition, volunteer transportation by local residents and transportation by local companies and organizations close to the community, such as commercial and welfare facilities, are also considered important options to meet demand that cannot be met by transit operators.

In order for various types of regional public transportation to coexist safely and securely in the road space, it is becoming even more important to inform the public of traffic rules and other traffic space maintenance.

Explanation 4-1

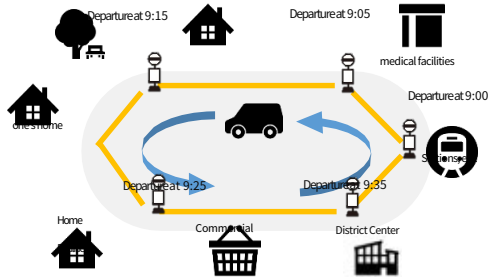
transportation

transportation

Examples of new regional public transportation systems

(1) Shared-ride cabs (scheduled route operation)

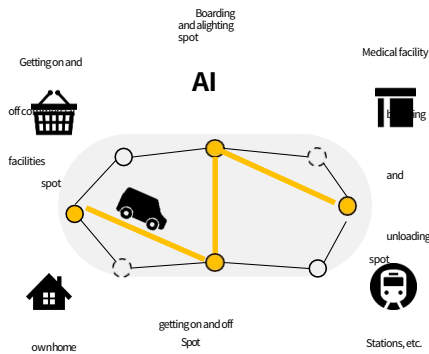
Operator: Transportation companies (buses, cabs) Mode of operation: Operates on a predetermined route and timetable Other: Reservations are not required.



Shiki-Meguri-go (Shikimadate area, Asahi-ku)

(2) Shared-ride cabs (demand-driven operation)

Operator: Transportation companies (buses, cabs) Mode of operation: No set route or timetable, operates between boarding and alighting points according to reservations Other: Reservation and dispatch system required.



Conducted demonstration experiment in FY2022-2023



Aoba GO (Eastern District of Aoba Ward)

(iii) Use of personal cars, facility shuttle cars, etc. (volunteer transportation)

Operators: Local volunteers, corporations, businesses, etc. (No license or registration required under the Road Transport Law) Mode of operation: To be determined by discussion with the operating entity and the community Other: Fares are not collected from users.

(Actual expenses such as fuel can be collected)

FY2024

Demonstration experiment conducted



Higamata-go (Higashimatano District, Totsuka Ward)

Increase local public transportation

Measure 2: Introduction of new regional public transportation

(a) Direction of measures

The introduction of new regional public transportation will be promoted through the "New Regional Transportation Support Project (tentative name)," which is an expansion of the support provided by the Regional Transportation Support Project.

For areas including those outside the public transportation zone, the government will take the lead in identifying potential mobility needs and supporting the introduction of local public transportation that meets those needs, in cooperation with local care plazas, social welfare corporations, and other parties close to the community in each ward (Figure 4-4)

The service will be operated for a certain period of time through conventional "scheduled route operation," "demand-driven operation" to meet widely dispersed demand, and "utilization of local transportation resources" based on mutual support from the local community, in order to verify and improve the service content and promote its establishment as a service suitable for the local community. In the process, we will provide support such as acquisition and utilization of usage performance data and provision of necessary subsidies (Explanation).

4-2).

In the shared cycle system, we will work with operators to further improve the convenience of transportation throughout the city by expanding the number of cycle ports and offering mutual rides between different operators. In addition, the city will promote a safe environment for bicycle use by raising awareness of traffic rules and improving bicycle traffic space.

In addition, as a new transportation service option, we will consider the use of public ride-sharing systems (paid transportation in vacant areas), etc., in cases where it is difficult for transportation operators to provide such services.

In addition, in utilizing private vehicles, we will promote support for securing drivers (improvement of driving skills, establishment of rules regarding the scope of responsibility and safety, etc.) and encourage efforts by various entities, such as neighborhood associations, local businesses and organizations (commercial facilities, social welfare corporations, etc.). In addition to meticulously enhancing regional public transportation, such as by responding to small demand, the project will lead to the realization of various initiatives to support mobility, including welfare mobility services.

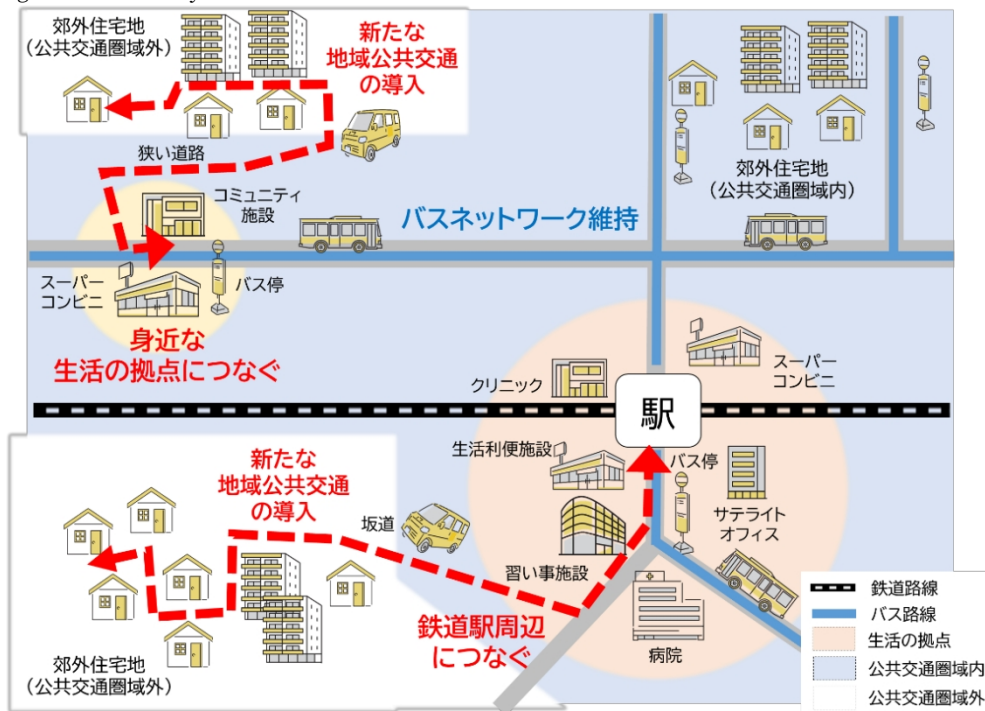


Figure 4-4. Image of new regional public transportation system (re-capitulation)

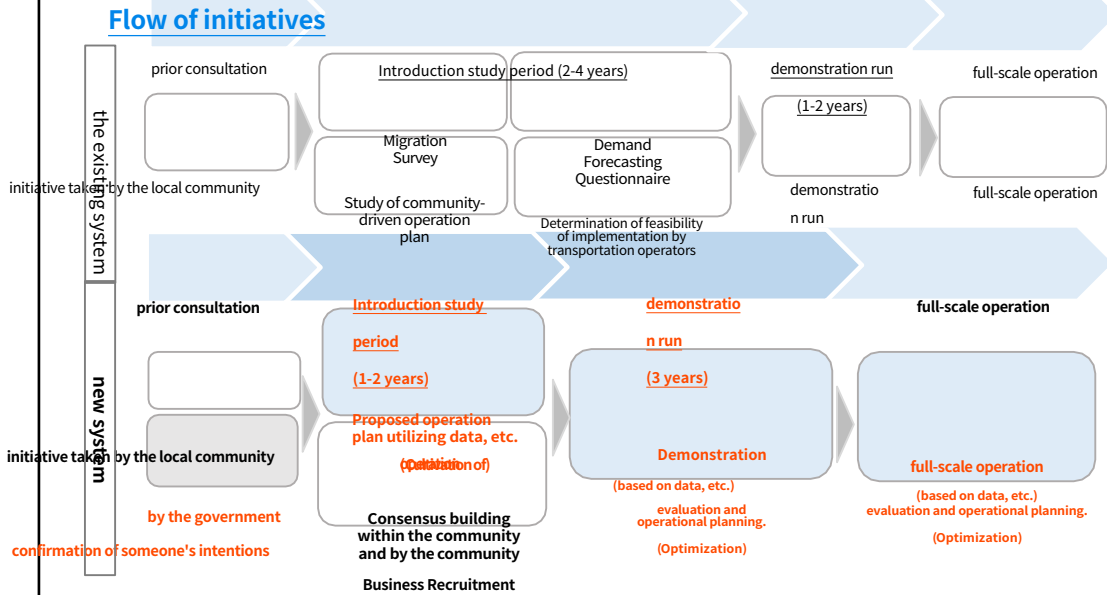
Explanation 4-2

transportation

transportation

Outline of New Regional Transportation Support Project (tentative name)

(Introduction of new regional public transportation)



Main support

(i) Scheduled route operation, (ii) Demand-type

status of operations	Support to date (only (1))	New support details (1), (2)
demonstration run	Environmental improvement expenses and installation of bus stops	Environmental improvement expenses such as installation of bus stops
Full-scale operation	Operating expenses such as vehicle fees	Operating expenses etc. Initial expenses such as vehicle fees

Operating expenses
 Less than 50% of expenses and up to 6 million yen/year
 System cost (demand-driven operation)
 Upper limit 5.2 million yen/year

(1) Demonstration period is the current period.
 Extended from 2 to 3 years
 (2) Adjustments to enable continuous demonstration operations throughout the year.
 (iii) Set a target income/expense ratio, and if it is not achieved for two consecutive years, the demonstration operation will be terminated and reconsideration will be conducted.

Target Percentage of Income/Expenditure:
 (1st year) 25%
 (2nd year) 35%
 (3rd year) 50%.

Support for operating expenses is provided by subtracting revenues (fares, sponsorships, etc.) from operating expenses.

Demand-type service is limited to cases where the service is more efficient than scheduled route service (assuming corporate ownership).

In the case of introducing a route that is completed within a public transportation area, support for operating expenses and system costs for full-scale operation is not provided.

(As before)

(iii) Use of personal cars, facility shuttle cars, etc.

operation situation	Support to date	New Support
demonstration-run full-scale operation	Initial expenses such as vehicle fees (Volunteer bus), Vehicle inspection fee, automobile tax, etc.	Initial expenses such as vehicle fees, Vehicle inspection fee and automobile tax, Vehicle repair expenses, Up to 150,000 yen/year, Volunteer Gratuities, 1,000 yen/flight, etc.

The entire city is covered, regardless of whether it is inside or outside of the public transportation zone.

Set a minimum number of services (20 round trips/month or more)

(3) Promotion of use and outings

ア 考え方

In order to realize sustainable regional public transportation, it is essential that many people use the system, and it is important to create awareness of active use of the system through mobility management (Explanation 4-3).

As a starting point, it is necessary to "know" the status of regional public transportation in your area (operation details, frequency, actual income and expenditure, number of users, etc.) and the benefits of using it. It is then important for them to actually "ride" the system and become aware of the importance of supporting local public transportation.

In addition, if the users can "enjoy" the transportation itself, such as by increasing opportunities to go out and stimulating communication among users, it will further increase their motivation to go out.

The promotion of the use of local public transportation will not only maintain transportation services, but will also help to maintain the health of local residents, revitalize the town, and have a multifaceted effect, such as decarbonization, and lead to the realization of a prosperous town (Fig. 4). It will also lead to the realization of a prosperous city (Figure 4).

(5).

Commentary 4-3

What is Mobility Management?

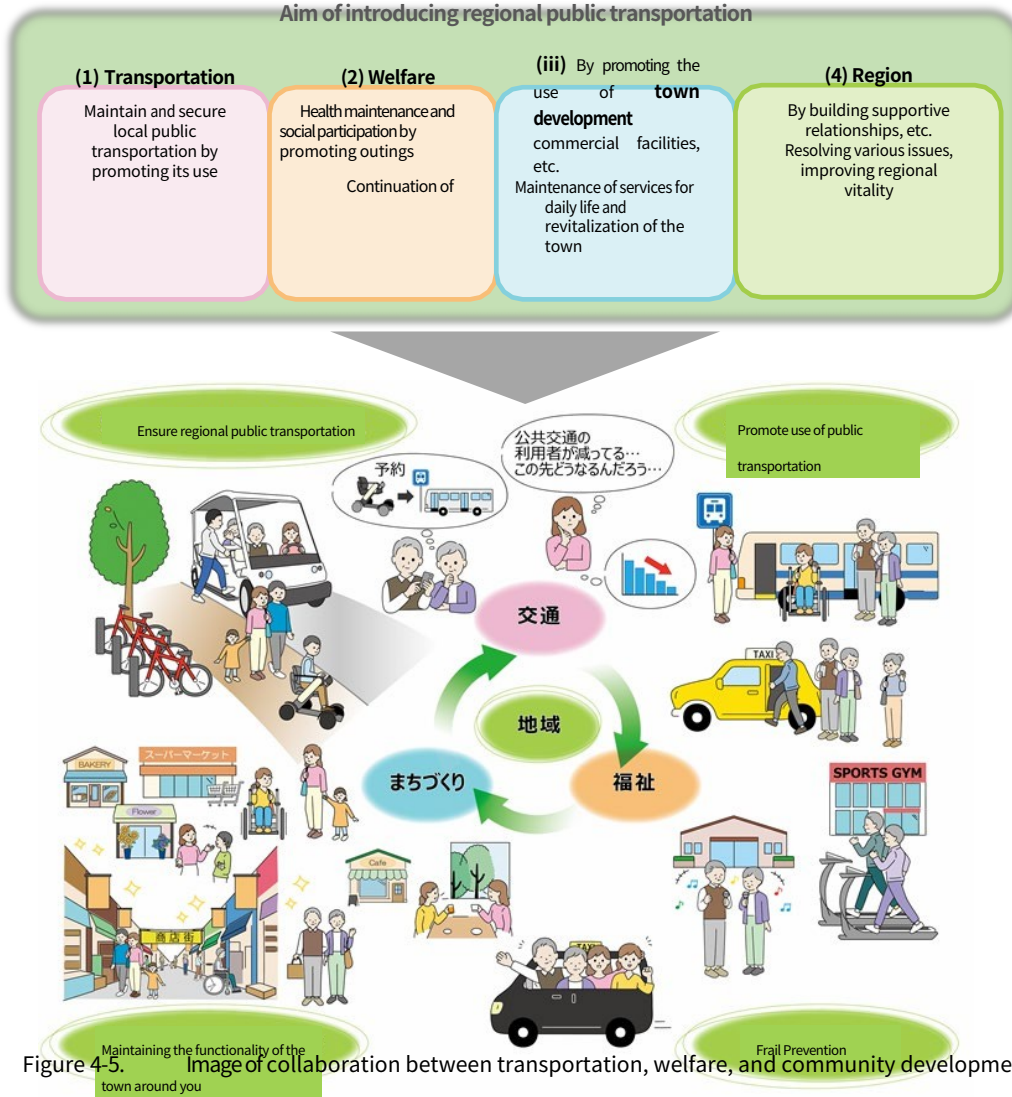
Communication-centered transportation policies targeting the general public and various organizations and regions that target individual mobility and encourage voluntary changes* in socially and individually desirable directions.

In the future, we will continue to develop and expand our public transportation system.

from excessive reliance on personal car use to "smart" use of public transportation services, taking into consideration issues such as traffic congestion, the environment, and personal health. Voluntary shift
doing something in a different way

The Mobility Management Fairy
mannequin





Source: Prepared by City of Yokohama

«Column» Transportation Policy and SDG Philosophy

The Sustainable Development Goals (SDGs) are a set of global goals that aim to achieve a sustainable and better society where "no one is left behind." Goal 11: "Create cities where people can continue to live - inclusive, safe, resilient and sustainable cities and human settlements"

Target "11.2" of "By 2030, provide all people with access to safe, affordable, easily accessible, and sustainable transport systems by improving transport safety, including through the expansion of public transport, with particular attention to the needs of vulnerable groups, women, children, persons with disabilities, and older persons. The "Access to a Safe, Affordable, Easily Accessible, and Sustainable Transport System" is stipulated as "providing access to a safe, affordable, easily accessible, and sustainable transport system for all people by improving transport safety through expansion of public transport and other means."

Source: United Nations Information Center

(a) Direction of measures

We will actively encourage citizens to "know," "ride," and "enjoy" transportation services, promote mobility management, and realize a regional transportation system that is supported by local residents, transportation operators, businesses and organizations, and the government as a whole.

In order to "get the word out," diverse entities will cooperate and collaborate to create videos and PR papers, and promote the use of various media such as websites, digital signage, and SNS, while taking into account the demands and behavioral characteristics of all generations. In addition, we will actively disseminate information at various opportunities such as community activity gatherings and events.

In order to encourage people to "ride" local public transportation, we will take measures to promote the use of local public transportation that meet the needs of all generations, including the elderly and those raising children. In addition, we will improve the convenience of local public transportation by introducing vehicles that are easy to use for everyone, including the elderly, pregnant women, wheelchair users, and people with disabilities, and by expanding and upgrading services. We will also actively raise awareness of the importance of public transportation, and work to realize an "inclusive town where everyone can live freely and with peace of mind."

In order to "enjoy" the trip, we will work with local communities, businesses, organizations, and transportation companies to promote outings, including tie-ups with local events to create a purpose that makes people want to go out and improve the attractiveness of services through cooperation with local facilities that are convenient for daily life.

Explanation 4-4

What is an inclusive town where people can live safely and freely?

Yokohama City aims to be a city where everyone can live, work, visit, etc., and participate in various activities of their own volition, without any restrictions. Cabs, one of the existing public transportation systems, offer a variety of services to support the mobility of the elderly, those raising children, and those who need assistance in getting around.

Universal Design Taxis (UD Taxis) are wheelchair-accessible vehicles operated by drivers who have completed training, and can be used at ordinary cab fares.

There are also services such as "labor pains cabs" to support pregnant women and "childcare support cabs" to support transportation of children alone.

(4) Promote DX, GX, and co-creation initiatives

ア 考え方

In order to enhance regional public transportation, it is necessary to proactively incorporate the perspective of digital transformation (DX), such as efficient response to mobility demand based on technological innovations such as AI, IoT, and automated driving, improvement of user convenience, and service improvement through accumulation of transportation data.

It is also important to promote Green Transformation (GX) initiatives to realize a decarbonized society.

In addition to this, in order to enhance the driving force for solving local transportation issues and revitalizing towns, it is important to take the perspective of "co-creation" to further increase the effectiveness of maintaining and enhancing public transportation services by encouraging the participation of diverse entities that support the community, including private companies (Figure 4-6)

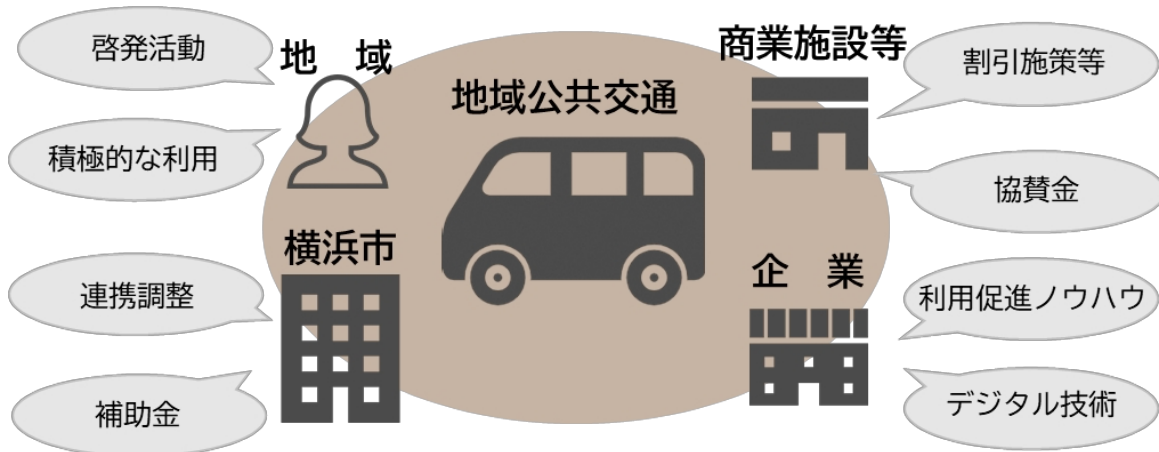


Figure 4-6. The Image of Co-Creation

Source: Prepared by City of Yokohama

イ 施策の方向

(1) DX

Various mobility tools such as personal mobility and green slow mobility have emerged as a result of advances in technology, and we will examine their safety and feasibility as new regional public transportation options.

The program supports companies' efforts to introduce automated driving technology from a long-term perspective, including coordination with the necessary related organizations and understanding of local residents.

The project will actively utilize various digital technologies to obtain data on regional transportation usage (boarding and alighting locations, destination facilities, frequency of use, etc.), which will be shared and utilized by all parties concerned, in order to increase the interest of local residents and other stakeholders, and to improve the sustainability of regional public transportation services by utilizing the data for service improvement.

In order to make local public transportation easy to use for everyone, including visitors to the city, we will promote the introduction of various payment methods such as 2D barcodes and touch payment using credit cards, as well as the use of cashless payment methods.

- We will also consider MaaS as an effective means of solving regional issues, such as creating an environment that allows seamless connections between various transportation services and linking commercial and service functions such as destination railroad stations and convenient living facilities (Explanation 4-5) It is possible to evaluate, analyze, and manage data on various usage histories, such as movement, purchases, and searches, and (Figure 4-7) and since it is expected to be used as a communication tool to visualize local issues and the value of mobility, we will study its feasibility in cooperation with private operators.

Commentary 4-5

About MaaS

It is essential to view MaaS as a tool to encourage collaboration among stakeholders to solve regional issues centered on transportation and mobility.

(From the Ministry of Land, Infrastructure, Transport and Tourism's "Guidance for Preparation and Operation of Regional Public Transport Plans, etc.")

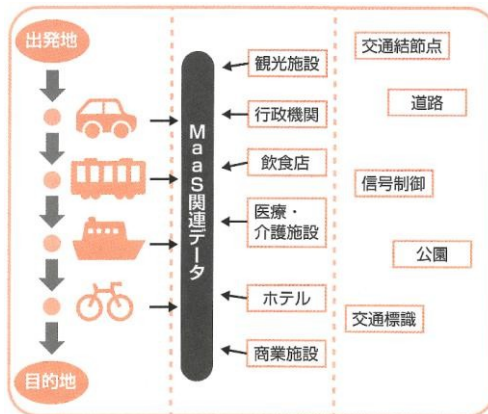


Figure 4-7. Image of MaaS and data utilization

Reference) Illustrated Pocket: A Book to Understand MaaS" (in Japanese)

(Written by Fumihiko Nakamura, Yurie Toyama, Kazuhiko Makimura, Shuwa System)

②GX

Regional public transportation systems that carry a certain number of passengers are generally eco-friendly vehicles that produce less carbon dioxide emissions per passenger than private cars. Shared bicycles also have a similarly low carbon footprint. We will work to promote the use of these modes of regional public transportation, as shifting to their use will lead to the realization of a decarbonized society.

In general, vehicles such as EVs (electric vehicles) and FCVs (fuel cell vehicles) can reduce fuel costs compared to gasoline-powered vehicles and are effective from the viewpoint of management efficiency.



FCV Bus



EV Taxi

3) Co-creation

In order to further promote initiatives based on co-creation, we will proactively communicate the city's regional transportation issues and solicit proposals from private companies that are willing to solve these issues.

The private sector is expected to take the initiative in resolving inconvenient transportation issues, and to enhance the flexibility and diversity in the implementation of measures, including the elimination of inconvenient transportation areas through the proactive efforts of private companies, and the realization of new transportation services through the know-how and technological innovation of private companies.

In particular, "demand-oriented transportation," which uses AI to calculate appropriate routes according to reservation status and realize optimal vehicle dispatch, will be established as a support menu under the new Regional Transportation Support Project (tentative name), and companies that proactively introduce this service will be supported.

In the vicinity of railroad stations and bus stops, which are familiar centers of daily life, we will work with the private sector to promote cooperation between transportation and urban development by utilizing land and buildings owned by private companies to secure functions that contribute to regional public transportation boarding, waiting, and stopping, etc.

transportation
Actively use local public transportation

Measure 4 Promoting Transportation DX,
GX, and Co-Creation

第5章 Initiatives to be implemented during the plan period

The plan outlines the initiatives to be implemented during the five-year period from 2025 to 2029 for four measures: "maintenance of the bus network," "introduction of new regional public transportation," "promotion of use and outings," and "promotion of transportation DX, GX, and co-creation" (Table 5-1). (Table 5-1).

We will maintain and ensure sustainable regional public transportation by steadily promoting initiatives, while evaluating and analyzing overall initiatives, and revising and improving plans and measures as necessary.

Table 5-1 List of Initiatives

基本方針	施策	取組
地域公共交通を 守る	施策1 バス ネットワーク 維持	ア バス路線の再編・効率化
		イ 生活交通バス路線の維持
		ウ バス運転士の確保策の推進
		エ 市西部地域における交通ネットワークの構築
地域公共交通を 増やす	施策2 新たな 地域公共交通 の導入	オ 新たな地域交通サポート事業（仮称）による導入支援
		カ マイカーや施設送迎車等を活用した交通サービスの担い手支援
		キ 公共ライドシェア（交通空白地）、日本版ライドシェア等の活用
		ク シェアサイクル事業の推進
地域公共交通を 積極的に 使う	施策3 利用促進・ 外出促進	ケ 地域の方々を対象としたモビリティマネジメントの実施
		コ あらゆる世代の外出促進（高齢者、子育て世代等）
		サ バリアフリー対応車両の導入及び周知啓発
	施策4 交通DX・GX・ 共創の推進	シ 新たな交通サービスの創出
		ス 移動実態データ等を活用した移動需要の把握と共有
		セ 公共交通のEV化・FCV化、インフラ整備の推進
		ソ 共創の取組の推進（社会的課題の解決に向けた企業提案募集）

Source: Prepared by City of Yokohama

A Restructuring and streamlining of bus routes

party carrying out (e.g. a policy)	Transportation operators, City of Yokohama (Urban Development Bureau)
Contents	In addition to improving operational efficiency by shortening bus routes and introducing articulated buses in response to usage conditions, we will improve the driving environment necessary for bus operations by widening bus stops and improving transit hubs and turnaround facilities. The management resources, such as drivers and vehicles, generated by the improved operating efficiency will be reallocated to other routes to maintain the bus network in the entire area. We will also work with bus operators on other changes in bus operation patterns. We will be teaming up.
subject (of taxation, etc.)	All areas of the city
Policy Pillars	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; background-color: #f8d7da;">bus network Restorationholding</div> <div style="border: 1px solid black; padding: 5px; background-color: #d4edda;">Promote use and outings</div> <div style="border: 1px solid black; padding: 5px; background-color: #fff3cd;">DX/GX/Co-creation</div> </div>
Schedule	Study and introduction of route reorganization and intermodal buses in new areas (FY2025-FY2029)

◀Column▶ Case Studies on the Introduction of Interconnecting Buses

Compared to a regular large bus, an articulated bus is approximately 1.8 times longer and has approximately 1.5 times the capacity, thus increasing the transportation capacity of the bus.

0 Introduction results

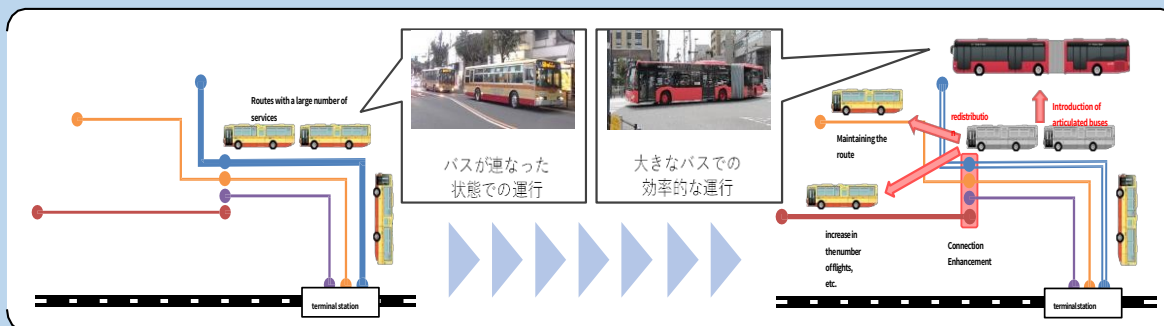
Northwestern part of Aoba Ward (Operated by Tokyu Bus; service started in April 2024)

Southwestern Totsuka Ward (Operated by Kanagawa Chuo Kotsu; service started in July 2024)

Effects of introducing 0

Improved operational efficiency by securing transportation capacity

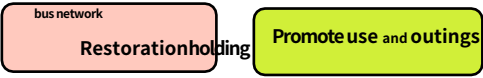
Maintain peripheral routes and offer transit discounts by reallocating management resources




Protect local public

the plan period
Measure 1 Maintain bus network

(a) Maintain bus routes for daily transportation

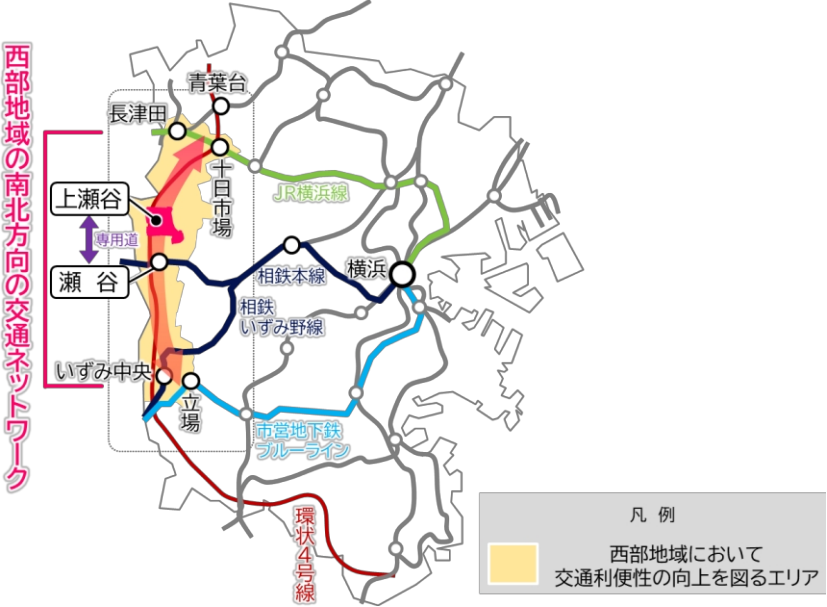
Implementing Entity.	Transportation operators, City of Yokohama (Urban Development Bureau)
Contents	In order to maintain "bus routes for daily life," bus routes that are necessary for citizens' daily transportation, such as routes that are difficult to access to public transportation due to the discontinuation of bus routes, subsidies will be provided to bus operators operating those routes. In addition, we will continue to conduct usage surveys of the aforementioned routes and consider ways to improve their operating modes, such as operational efficiency. We will actively promote the use of the system through PR Yokohama and other media.
subject (of taxation, etc.)	All areas of the city
Policy Pillars	
Schedule	Maintain bus routes through subsidies (continued) Survey on utilization of subsidized routes (FY2023 - 2025) ▶ <u>Targets</u> Complete 7 routes by the end of FY2024, and implement 5 routes in FY2025. Improvement of operational efficiency (from FY2025)

c. Promotion of measures to secure bus drivers

party carrying out (e.g. a policy)	Transportation operators, City of Yokohama (Urban Development Bureau)
Contents	Partial subsidies for driver housing costs to support bus operators in securing sustainable bus drivers in order to ensure the convenience of public transportation for all citizens The Company will implement initiatives such as publicizing and raising awareness of the recruitment process and recruitment opportunities.
subject (of taxation, etc.)	Bus operators responsible for operating bus routes in the city
Policy Pillars	
Schedule	Conduct joint company information sessions (held annually from FY2025) Partial subsidies for housing expenses for drivers (for up to 5 years from FY2025) ▶ <u>Targets</u> 100% of drivers are fully trained.

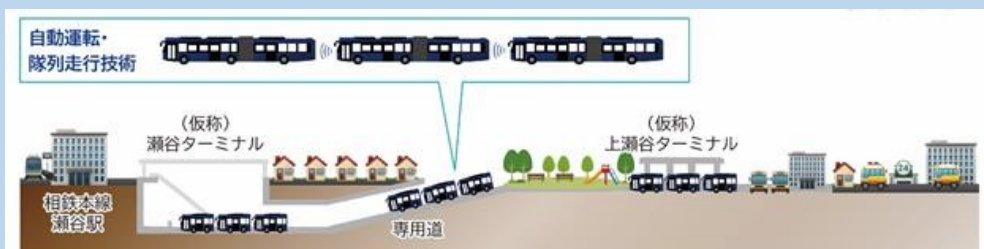
Protect local public the plan period
Measure 1 Maintain bus network

D. Construction of a transportation network in the western part of the city

<p>party carrying out (e.g. a policy)</p>	<p>City of Yokohama (Decarbonization and GREEN×EXPO Promotion Bureau, Urban Development Bureau)</p>
<p>Contents</p>	<p>The western area of the city is served by rail lines in an east-west direction, but there are few north-south transportation options between stations. Therefore, we will build a new bus transportation network that connects to multiple rail lines utilizing Loop Route 4, etc., and introduce a new transportation system between Seya and Kamiseya to reduce road congestion and meet the demands of many visitors, etc., in order to realize a town that is easy for everyone, including people in the western area, to get around. We aim to realize a town that is easy to move around for everyone, including people in the western part of the city.</p> <p style="text-align: center;">公共交通ネットワークのイメージ</p>  <p style="text-align: center;">凡例 西部地域において 交通利便性の向上を図るエリア</p>
<p>subject (of taxation, etc.)</p>	<p>Western part of the city</p>
<p>Policy Pillars</p>	<p> Bus Network (Restoration)(holding) (Leading) (Leading) Regional Public Transportation (Leading) (Leading) Promote use and outings (Leading) (Leading) (Leading) (Leading) (Leading) (Leading) (Leading) (Leading) (Leading) (Leading) DX/GX/Co-creation </p>
<p>Schedule</p>	<p>Design and urban planning procedures for the construction of a dedicated road between Seya and Kamiseya (to FY2026) Construction of a dedicated road between Seya and Kamiseya (from FY2028)</p>

《Column》 Introduction of a new transportation system between Seya and Kamiseya

Between Seya and Kamiseya, a road will be built exclusively for buses, and up to three articulated buses will run in formation to create a system that allows more people to travel smoothly with fewer people.



Increase local public transportation the plan period
 Measure 2: Introduction of new regional public transportation



e. Support for introduction through a new regional transportation support project (tentative name)

<p>party carrying out (e.g. a policy)</p>	<p>Local residents, companies and organizations, transportation operators, City of Yokohama (Urban Development Bureau, ward offices) (Location)</p>
<p>Contents</p>	<p>In order to introduce a new regional public transportation system in areas where transportation is inconvenient, mainly outside of the public transportation zone, the local community and businesses will take the initiative to introduce a new regional public transportation system, The project will then proceed with a study and improvement of the service content suited to the region, while confirming specific demand, leading to full-scale operation. In addition, the city will support the efforts of local communities and private companies by bearing a certain amount of the necessary expenses for these activities.</p> <div style="border: 1px solid gray; padding: 10px; margin: 10px 0;"> <p>The diagram illustrates various transportation modes and their operational models. At the top, it shows 'タクシー' (Taxi) and '乗合バス' (Joint Bus). Below them, a dashed box highlights 'マイカーや施設送迎車等の活用' (Use of private cars and facility shuttle vehicles) and '交通事業者による乗合タクシー' (Joint taxis operated by transportation companies). To the left, 'モビリティツールのシェアリング' (Sharing of mobility tools) is shown with a bicycle icon. To the right, '本取組で対象となる交通サービス' (Transportation services targeted by this initiative) is written. At the bottom right of the diagram, '地域公共交通' (Regional Public Transportation) is labeled. Below the diagram, three categories are listed: '交通事業者による交通サービス (緑ナンバー)' (Transportation services by transportation companies (green numbers)), '自家用自動車による交通サービス (白ナンバー)' (Transportation services by private cars (white numbers)), and '赤文字 新たな地域公共交通 (交通サービスの新たな使い方)' (Red text: New regional public transportation (new uses of transportation services)).</p> </div>
<p>subject (of taxation, etc.)</p>	<p>Areas of the city where transportation is inconvenient *In cases including areas outside the public transportation zone, subsidies are provided for demonstration and full-scale operations.</p>
<p>Policy Pillars</p>	<p>Regional Public Transportation leadin Promote use and outings DX/GX/Co-creation</p>
<p>Schedule</p>	<p>Confirmation of regional intention and demand outside the public transportation area, and expansion of support for introduction of regional public transportation suited to the region (from FY2025) ▶ Target Support for initiatives in about 50 areas</p>

Increase local public transportation

Measure 2: Introduction of new regional public transportation

(f) Support for transportation service providers using personal cars and facility shuttle buses, etc.

Implementing Entity	City of Yokohama (Urban Development Bureau, Health and Welfare Bureau), local residents
Contents	<p>Conduct a training course to support drivers who support the community for the purpose of discovering car drivers for transportation services using private vehicles (volunteer transportation by communities and facilities, etc.), ensuring safe operation, and raising public awareness of the service.</p> <div style="display: flex; justify-content: space-around;">   </div> <p style="text-align: center;">Scene of the course (held in Kohoku-ku, November 2023)</p>
subject (of taxation, etc.)	Areas of the city where transportation is inconvenient
Policy Pillars	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; background-color: #e0f0ff; padding: 5px; border-radius: 10px;"> Regional Public Transportation leadin </div> <div style="border: 1px solid black; background-color: #ffffe0; padding: 5px; border-radius: 10px;"> DX/GX/Co-Creation </div> </div>
Schedule	<p>Implemented training for supporting drivers who support each other in the community (since FY2023)</p> <p>(Planned to be implemented in 1-2 districts/year, based on the willingness of the regions to take action, etc.)</p>

«Column» Introduction of Volunteer Transportation Initiatives by Local Communities

Kikuna Odekake Bus

Operated by: Comibus Citizens' Association

Vehicle: Wagon type (capacity of 8 people) *Loaned by a volunteer

Route: Kikuna Station West Exit - OK Store - Kikuna Ekimae Park

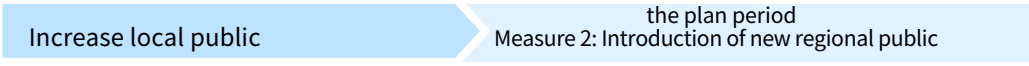
● Eligible persons: Members of Comibus Citizens' Association



Background of Introduction

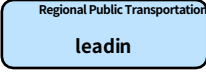
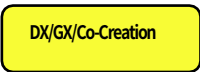
Since the beginning of 2000, there has been a strong demand for a tool that can be easily used for local transportation in the Kikuna area of Kohoku-ku, where there are many hills. The area near Kikuna Station is convenient for commuting to work and school, but even in areas close to the station, the slopes are steep, making it difficult for the elderly, infants, and children with disabilities to get out and about.

After trial and error (trial operation by renting private cars and buses), we started a weekly Kikuna O The outing bus has been started.



the plan period
Measure 2: Introduction of new regional public transportation

Ki. Utilization of public ridesharing (in transportation blank areas) Japanese version of ridesharing, etc.

party carrying out (e.g. a policy)	Companies, organizations, etc., City of Yokohama (Urban Development Bureau), transportation operators
Contents	<p>If there are areas where local public transportation cannot be adequately secured due to the response of transportation operators, we will work toward sustainable operation by utilizing systems such as public ridesharing (paid transportation in transportation blank areas), Japanese version of ridesharing (private car utilization business), and transportation that does not require permission or registration under the Road Transportation Law.</p> <p>Yes.</p>
subject (of taxation, etc.)	Areas of the city where transportation is inconvenient
Policy Pillars	 
Schedule	<p>Public ridesharing outside the public transportation zone (paid transportation in transportation blank areas), etc.</p> <p>Study, coordination, and implementation of the "M&As" (from FY2025).</p>

Increase local public transportation

Measure 2: Introduction of new regional public transportation

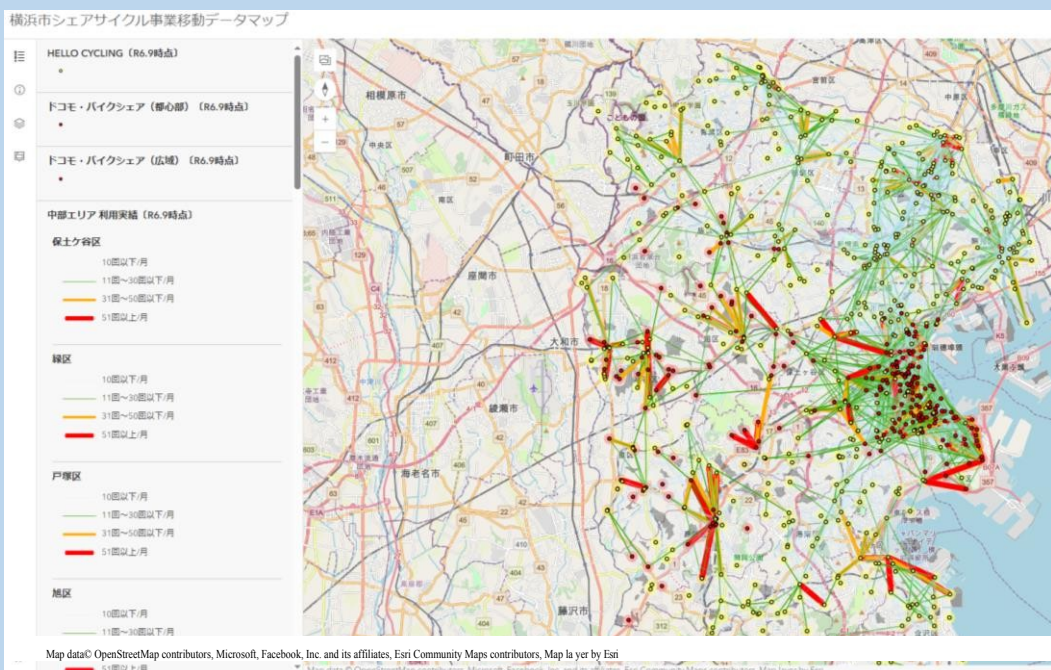
Promotion of Share Cycle Business Promotion of Share Cycle Business

party carrying out (e.g. a policy)	City of Yokohama (Road Department), shared cycle operators
Contents	<p>The goal of the project is to "improve mobility," "revitalize cities," and "create a decarbonized society."</p> <p>The citywide shared cycle business will be promoted from FY2025 with the four objectives of "promotion of traffic safety."</p> <p>In conjunction with the development of ports in central Yokohama and around stations with high usage needs, public</p> <p>We will promote the development of cycle ports outside of the co-transit zone.</p>
subject (of taxation, etc.)	All areas of the city
Policy Pillars	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; background-color: #ADD8E6; padding: 5px; border-radius: 10px;">Regional Public Transportation leadin</div> <div style="border: 1px solid black; background-color: #90EE90; padding: 5px; border-radius: 10px;">Promotion of use and outing</div> <div style="border: 1px solid black; background-color: #FFFF00; padding: 5px; border-radius: 10px;">DX/GX/Co-creation</div> </div>
Schedule	<p>Implemented a shared cycle business throughout the city (FY2025-FY2029*).</p> <p>*Project can be extended up to FY2034.</p>

《Column》 Analysis and Publication of Movement Data in the Shared Cycle Business

The results of the analysis of shared cycle travel data showed that in addition to trips around the city center and railroad stations, there was also use in areas some distance away from stations and bus stops, travel between routes on the public transportation network, and travel after public transportation hours have ended, confirming that shared bicycles are a means of transportation that plays a complementary role to the functions of public transportation. The results showed that shared bicycles are a means of transportation that complements the functions of public transportation. In addition, the movement data provided by share cycle operators was visualized and made publicly available on a web map for the first time in Japan.

The project was implemented.



Shared Cycle Business Mobility Data Map

Que. Mobility management for local residents

<p>Implementing Entity.</p>	<p>Local residents, transportation operators, City of Yokohama (Urban Development Bureau), companies and organizations, etc.</p>
<p>Contents</p>	<p>The program will provide on-site classes on mobility management for elementary school students, who are the future leaders of the region, to think about social issues (environment, welfare, etc.) from the perspective of familiar transportation and mobility, such as the use of public transportation. In addition, the children will be made aware of transportation issues in their own community and encouraged to disseminate information widely to their families and local residents through their ability to communicate.</p> <p>In addition, we will actively disseminate information on regional issues and the status of regional transportation operations to various regional stakeholders, such as neighborhood associations, neighborhood councils, and businesses, to encourage behavioral change. At the same time, in order to encourage information to be conveyed through human connections and spread through empathy, we will strengthen cooperation with local stakeholders, such as social welfare corporations that routinely provide support from the perspective of local residents.</p> <div data-bbox="427 819 1393 1335" data-label="Image"> </div> <p style="text-align: center;">Mobility Management Delivery Class</p>
<p>subject (of taxation, etc.)</p>	<p>Elementary schools, communities, etc. throughout the city</p>
<p>Policy Pillars</p>	<p> Bus Network (Restoration)(Holding) (Leading)(Leading) Regional Public Transportation (Leading) (Leading) Promote use and outings (Leading) (Leading) (Leading) (Leading) (Leading) (Leading) (Leading) DX/GX/Co-creation </p>
<p>Schedule</p>	<p>Expansion of mobility management initiatives such as delivery of classes (from FY2025) Publication of the number of participants in the delivery class (since FY2025)</p>

Co. Promote outings for all generations (elderly, childcare, etc.)

party carrying out (e.g. a policy)	Transportation operators, City of Yokohama (Health and Welfare Bureau, Children and Youth Bureau, Urban Development Bureau), Companies, organizations, etc.
Contents	The Respect for the Elderly Pass, Welfare Pass, and Special Pass will also be applied to regional public transportation in order to promote outings for the elderly, disabled, and others. The company will also provide support for improving the convenience of transportation services, such as identifying issues related to the transportation of multiple generations, including those raising children, and strengthening the linkage between destination facilities and transportation services. We will consider support measures.
subject (of taxation, etc.)	All areas of the city
Policy Pillars	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 2px; text-align: center;"> <small>Bus Network</small> (Restoration)(Holding) <small>(Leading) (Leading)</small> </div> <div style="border: 1px solid black; padding: 2px; text-align: center;"> <small>Regional Public Transportation</small> (Leading) (Leading) <small>Promotion of use and outings</small> </div> <div style="border: 1px solid black; padding: 2px; text-align: center;"> <small>DX/GX/Co-creation</small> (Leading) (Leading) </div> </div>
Schedule	Application of the Respect-for-the-Aged Pass, Welfare Pass, and special tickets to regional transportation (from October 2025), and verification of their effectiveness after application (FY2025-2011). The convenience of transportation services that are easy for everyone to use in conjunction with daily life services. Improvement (since 2025)

Sa Introduction of barrier-free vehicles and public awareness

Implementing Entity	Transportation operators, City of Yokohama (Health and Welfare Bureau, Urban Development Bureau)
Contents	<p>In addition to wheelchair-accessible vehicles, we will promote the introduction of barrier-free vehicles such as nonstep buses and universal design cabs that are accessible to everyone, including the elderly, pregnant women, wheelchair users, and people with disabilities, in order to create a society where everyone can go out without anxiety.</p> <p>We will promote awareness and education, such as through hands-on taxi rides, so that people with disabilities can use cabs with peace of mind, such as riding in a universal design cab in their own wheelchair, or using a cab without an escort.</p> <div data-bbox="608 640 1214 920" data-label="Image"> </div> <p style="text-align: center;">Universal Design Taxi</p>
subject (of taxation, etc.)	All areas of the city
Policy Pillars	<div style="display: flex; justify-content: space-around; align-items: center;"> <div data-bbox="405 1301 612 1373" style="border: 1px solid black; background-color: #ADD8E6; padding: 5px; text-align: center;"> <small>Regional Public Transportation</small> leadin </div> <div data-bbox="644 1301 874 1373" style="border: 1px solid black; background-color: #90EE90; padding: 5px; text-align: center;"> Promotion of use and outings </div> </div>
Schedule	<p>Introduction of nonstep buses (continued)</p> <p>▶ <u>Target</u> 80% or more (in FY2025) in the city (Project to improve bus routes with consideration for the elderly, disabled, etc.)</p> <p>Introduce universal design cabs (continued)</p> <p>▶ <u>Target.</u> 25% of all vehicles operating in the city (Project to promote the introduction of welfare vehicles for cab operators (UD Taxi))</p> <p>Hold a universal design cab ride experience (continued).</p> <p><u>Targets</u> Twice/year (from FY2025)</p>

si Creation of new transportation services

Measure 4 Promoting Transportation DX, GX,

and Co-Creation

party carrying out (e.g. a policy)	Companies, organizations, etc., transportation operators, City of Yokohama (Economic Affairs Bureau, Urban Development Bureau, Road Bureau)
Contents	We will support and study the feasibility of demonstration experiments in conjunction with urban development, such as the use of new mobility tools, such as low-speed personal mobility and green slow mobility with walking assistance, to improve circulation in the community and revitalize the bustle of the area. Improve convenience of public transportation, such as buses and cabs, and alleviate driver shortages, etc. We will support demonstration experiments using automated driving technology for the
subject (of taxation, etc.)	All areas of the city
Policy Pillars	
Schedule	The company will also conduct a feasibility study of new mobility tools and automated driving technologies. Discussion (2025~)

(2) The use of data on the actual movement of people, etc. Grasping and sharing of travel demand using actual travel data, etc.


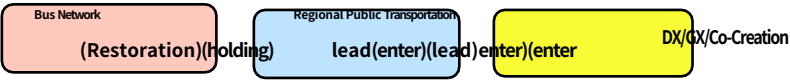
party carrying out (e.g. a policy)	Transportation operators, companies, organizations, etc., City of Yokohama (Urban Development Bureau), local residents
Contents	In the operation of buses and new regional public transportation systems, build an environment that enables the acquisition of actual usage data in cooperation with private operators, and share this data among the parties involved in the transportation system. This will lead to improvement of services and promotion of use.
subject (of taxation, etc.)	All areas of the city
Policy Pillars	
Schedule	Publication of utilization results in service areas (continued) Data sharing and utilization with transportation operators (continued) The company will also use the know-how of the private sector to collect new data on actual conditions of mobility and daily life. Obtained and shared (since 2025)

Actively use local public transportation

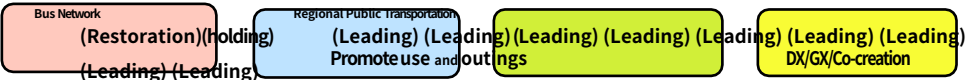
planning period

C Conversion of public transportation to EVs and FCVs, and promotion of infrastructure development

Measure 4 Promoting Transportation DX, GX, and Co-Creation

party carrying out (e.g. a policy)	Transportation operators, companies, organizations, etc., City of Yokohama (Decarbonization and GREEN x EXPO Promotion Bureau)
Contents	<p>In the case of business vehicles (buses, cabs, etc.), which generally have higher operation rates than private cars, we will promote the installation of environmentally friendly vehicles (EVs and FCVs), EV charging stations, and hydrogen stations, utilizing the regional public transportation specific projects (road transportation upgrading projects, etc.).</p> 
subject (of taxation, etc.)	All areas of the city
Policy Pillars	
Schedule	<p>Installation of EV quick chargers (continued from FY2024)</p> <p>➤Target Establish 400 units in the city by 2030</p>

So. Promotion of co-creation initiatives (call for corporate proposals to solve social issues)

Implementing Entity.	Companies, organizations, transportation companies, City of Yokohama (Urban Development Bureau, Policy Management Bureau, Economy) (Bureau)
Contents	<p>To further promote the solution of social issues through collaboration and co-creation with the private sector, such as promotion of use in cooperation with local communities and facilities, improvement of attractiveness, and further improvement of convenience through technological development, we will invite corporate proposals and actively engage in regional transportation initiatives.</p> <p>Incorporate.</p>
subject (of taxation, etc.)	All areas of the city
Policy Pillars	
Schedule	Proposals are solicited and implemented through the establishment of a corporate partnership window (from FY2025).

Actively use local public transportation

Chapter 5. Initiatives to be implemented during the
planning period

Measure 4 Promoting Transportation DX, GX,
and Co-Creation

第 6 章 Setting Indicators

Toward the year 2029, the five-year period of the plan, we will set evaluation indicators and target values for regional public transportation in Yokohama City as a whole, and promote efforts to achieve them.

(1) Targets (Yokohama Citywide Evaluation Indicators)

To maintain and expand the public transportation area by maintaining the bus network and introducing new regional public transportation systems, to encourage citizens to go out, and to switch from using their own cars to regional public transportation, we will set citywide goals and promote measures and initiatives to realize sustainable regional public transportation (see Table).

(6-1).

Table 6-1. Evaluation Indicators and Target Values for the Entire City of Yokohama

valuation index	aim	target value	field
15 minutes to station Achieved Population ratio	Are you able to meet the <u>demand for morning and evening commuting to and from work?</u> →Ensure express delivery and convenience for commuting and school demand, etc.	<Current Value > 92.3 <Target value> <u>Maintain</u>	
Number of routes introduced and maintained	Are you able to meet the <u>demand during daytime outing hours?</u> →Accessibility of basic necessities of life Are you <u>enhancing regional public transportation throughout the city by maintaining the bus network and introducing regional public transportation to areas with inaccessible transportation?</u>	<Current Value> 33 Routes <Target> <u>84 routes</u>	Promotion of Settlement Commercial
Number of new districts supported	<u>Are you able to confirm the necessity of introducing the system outside of the public transportation area, such as regional willingness to take action and latent mobility needs?</u> <u>Are you providing support in response to operational conditions?</u>	<Target value> <u>Approx. 50 districts</u>	
Percentage of bus drivers filled	<u>Is the number of drivers necessary to maintain the bus service secured?</u>	<Current Value> To be calculated <Target value> <u>100</u>	
Number of districts with increased outings	<u>Does the introduction of regional public transportation encourage citizens to get out and about?</u> →Promote outings, improve health, create community interaction, etc.	<Target value> <u>Approx. 50 districts</u>	Medical and Welfare Commercial Local Community
Promotion of use of the system Number of initiatives	Through support for regional public transportation, <u>is there a deeper understanding among all parties concerned and is the scope of efforts being expanded?</u> *Current values are those in the current mid-term plan.	<52 cases/year < <u>Increase</u>	Education Welfare Local Community
public transportation sharing ratio	<u>Are you encouraging people to switch from using their own cars to using local public transportation (including bicycles)?</u> →Co2 reduction, reduction of traffic accidents, revitalization of the area around the nearest station (Method: Person trip survey (2028-10)) (Assumed to be conducted in FY2028, expected to be announced in FY2029).	<Current Value > 50.2 < <u>Increase</u>	Environment Traffic Safety Commercial

(2) Elements of regional diagnosis (evaluation indicators for each regional unit)

It is necessary to diagnose the current status of each region and promote measures appropriate to that region, while understanding the various realities that differ from region to region, such as changes in accessibility to destinations and changes in usage before and after regional public transportation initiatives, together with the people concerned. In principle, the evaluation will be conducted on an annual and continuous basis.

In this process, the effectiveness of the initiatives will also be evaluated by examining the ripple effects, including health promotion and the creation of local exchange (Table 6-2).

Table 6-2. Elements of community diagnosis

stage		Implementation period	Item (Example)	diagnostic procedure (Example.)	How to figure it out
Before Initiatives	diagnosis of the existing situation	-	accessibility Physical load (station 800m, bus stop 300m, etc.) Time load (15 minutes to the nearest station, 30 minutes to convenient facilities, etc.) Financial burden (cab fare to the nearest station, etc.)	correct meditative activity (in Jodo, saying the name of Amitabha)	Calculated from statistical data, etc.
			Regional Characteristics Population composition (youth, working-age, and elderly population) Elevation difference Road information (width, slope, etc.) Information on public transportation in the area	0%	
			actual conditions of life Current status of matters to be captured by ripple effects		
after effects	direct effect	In principle, once a year (for content related to operational improvements)	Change in accessibility due to operation Physical, time, and financial load changes	correct meditative activity (in Jodo, saying the name of Amitabha) → 0 min.	Calculated from usage data, etc.
			Percentage of public transportation area expansion	0%	
			Number of services	0 bottle/h	
			Usage (number of users, usage trends, frequency, etc.)	0 person/day, etc.	
			Operating revenue and expenses (fare revenue, operating expenses, subsidies, etc.)	0 yen/year	
			Other region-specific indicators (e.g., number of visitors to commercial facilities, etc., number of participants in community events)	-	
ripple effect	after operation 3rd year As of the 5th year, etc.	Change in frequency of going out Frequency of outings (recreational, not obligatory) Willingness to go out	of those who have increased 0%	Mainly through surveys	
		Changes in relationships with people Interaction with family and friends Participation in community activities Social Activities			
		well-being Change in health status Change in life satisfaction			
		Change in frequency of use of personal car			0% to 0

		Change in Percentage of Elderly Returning Licenses	
--	--	--	--

第7章 Utilization of government-subsidized projects

(1) Concept

In addition to the various support systems of the city, the city will make effective use of government subsidy programs (Figure 7-1) to enhance regional public transportation, and other related parties will work together to promote efforts.



Figure 7-1. List of budgets related to re-design

Source: Ministry of Land, Infrastructure, Transport and Tourism

(2) Direction of utilization

Among the bus routes for daily life transportation that are maintained in operation under the bus route maintenance system for daily life transportation (Figure 7-2) and the new regional public transportation introduced under the new regional transportation support project (tentative name) (Figure 7-3), routes that contribute to eliminating inconvenient transportation areas as designated by the government. If necessary, the "government subsidy for securing and maintaining intra-regional feeder systems" of the Regional Public Transportation Maintenance and Improvement Project will be used to maintain and ensure the operation of routes that are difficult to maintain through the operational efforts of local communities and operators alone. In addition, the private sector's transportation DX, GX, and co-creation initiatives (automated driving, MaaS, etc.) and transportation operators The government-subsidized projects will also be utilized to promote barrier-free public transportation by the "Barrier-Free Public Transportation System" (Barrier-Free Transportation System).

Yokohama City Seikatsu Kotsu Bus Route

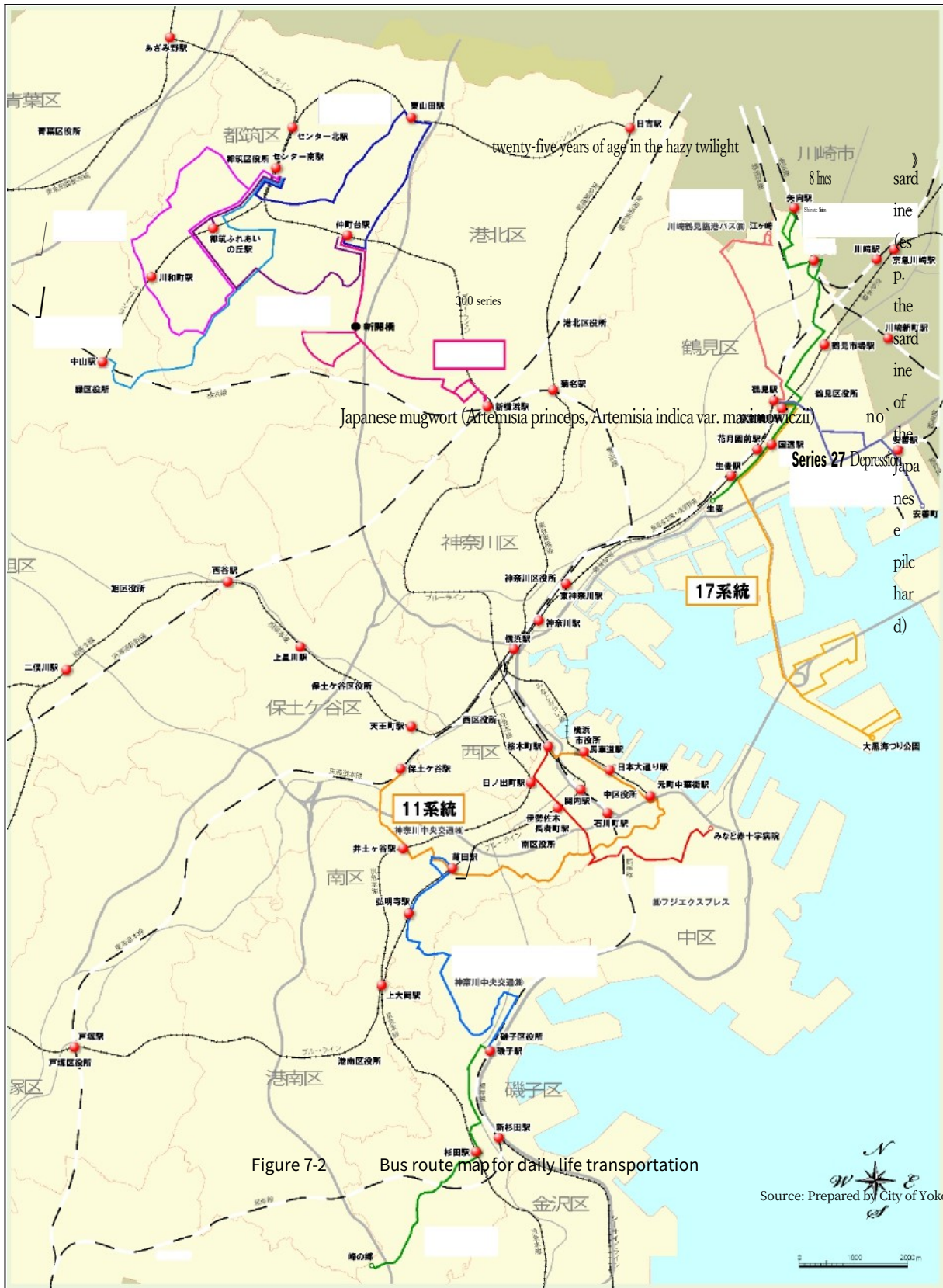


Figure 7-2 Bus route map for daily life transportation

Source: Prepared by City of Yokohama

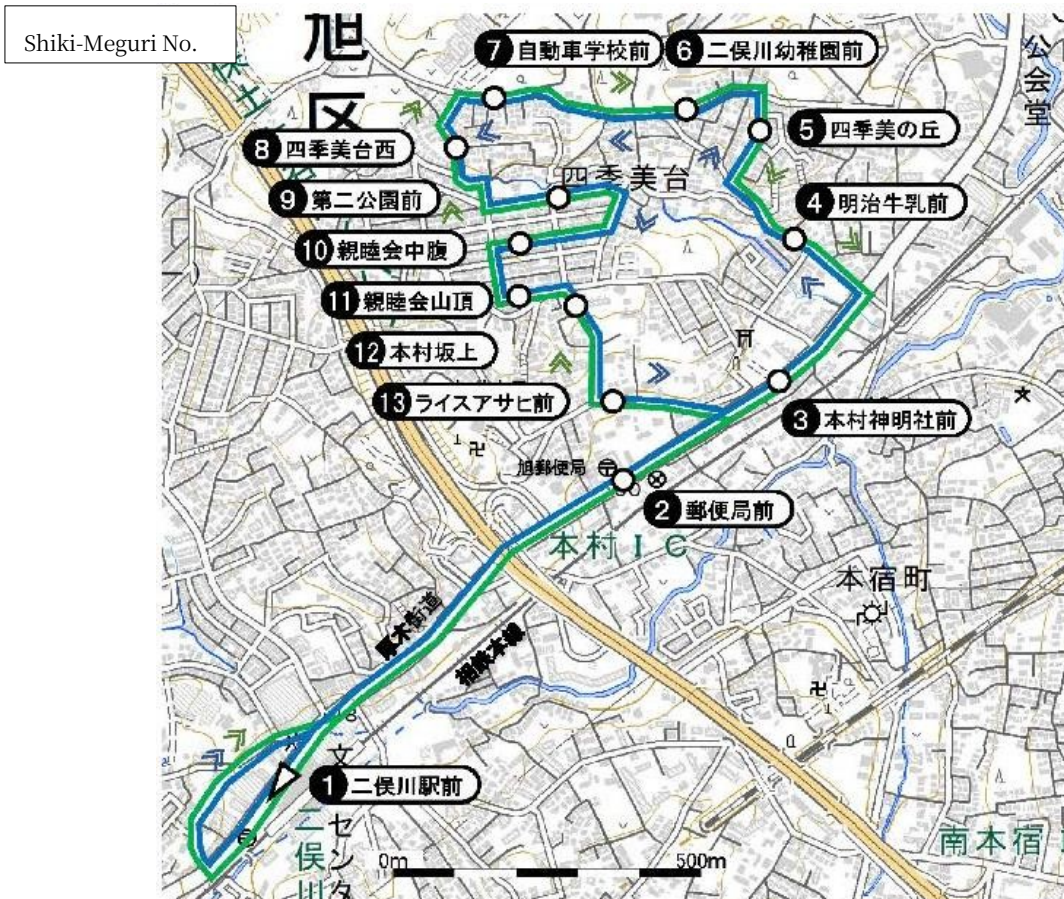
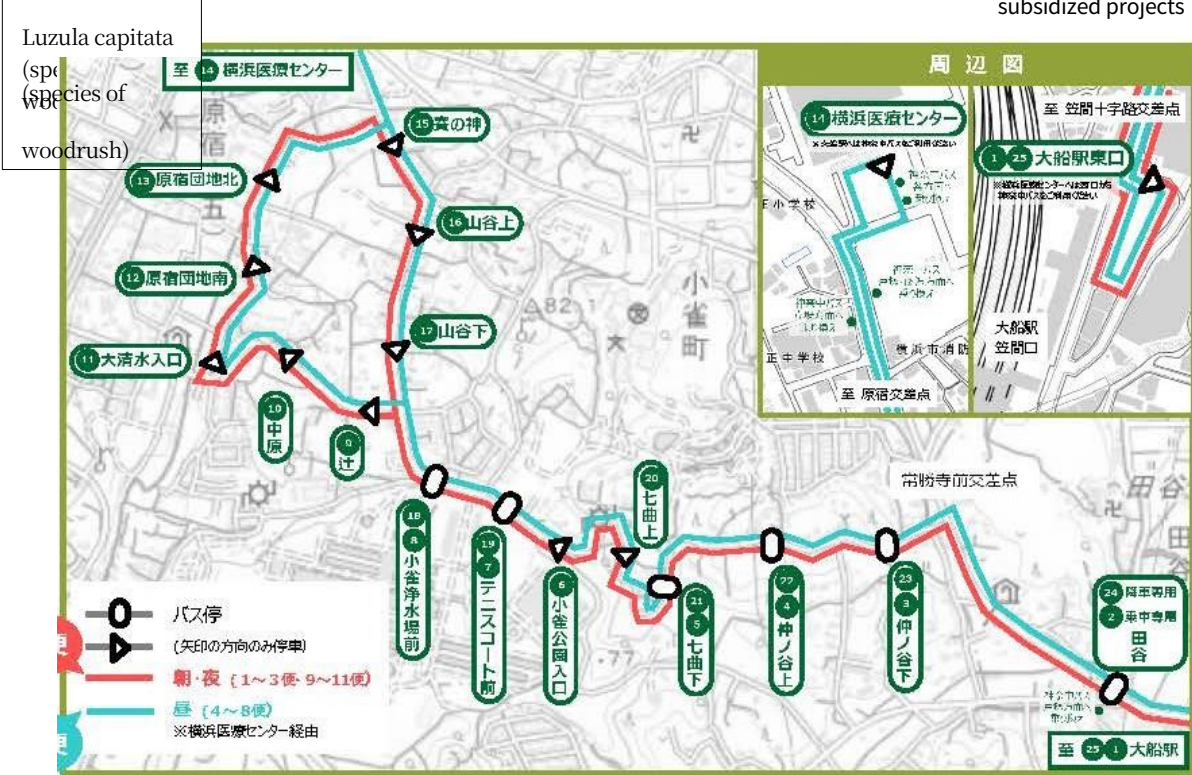


Figure 7-3. Example of New Regional Public Transportation (Shared Ride Taxis)

Source: Prepared by City of Yokohama

第 8 章 Promotion Structure

In order to steadily promote efforts to realize the city's vision, local residents, transportation operators, and the City of Yokohama will work together under their respective roles to support regional public transportation (Figure 8). (1). In addition, we will encourage the participation of companies and organizations close to the community that possess various know-how, knowledge, and technologies to enhance the feasibility and sustainability of the project.

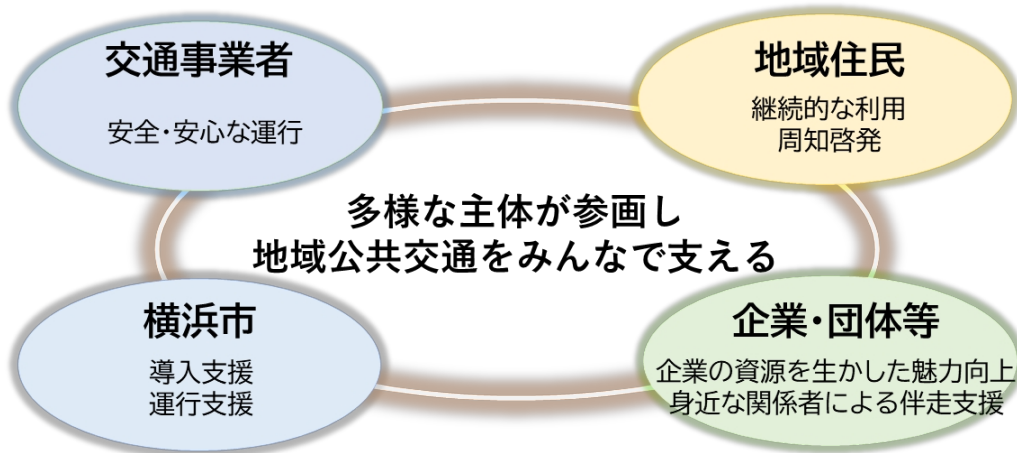


Figure 8-1. Image of Cooperation System

Source: Prepared by City of Yokohama

In addition, the "Yokohama City Council for the Revitalization of Regional Public Transport," consisting of local residents, transportation operators, government officials, and academic experts, will be held annually to report and exchange opinions on the initiatives positioned in this plan on an ongoing basis (Figure 8-2)

Based on the plan's indicators, we will manage, evaluate, and verify the progress of each initiative each fiscal year, while conducting a comprehensive evaluation of the entire initiative in the fifth year of the plan period and discussing a revision of the plan.

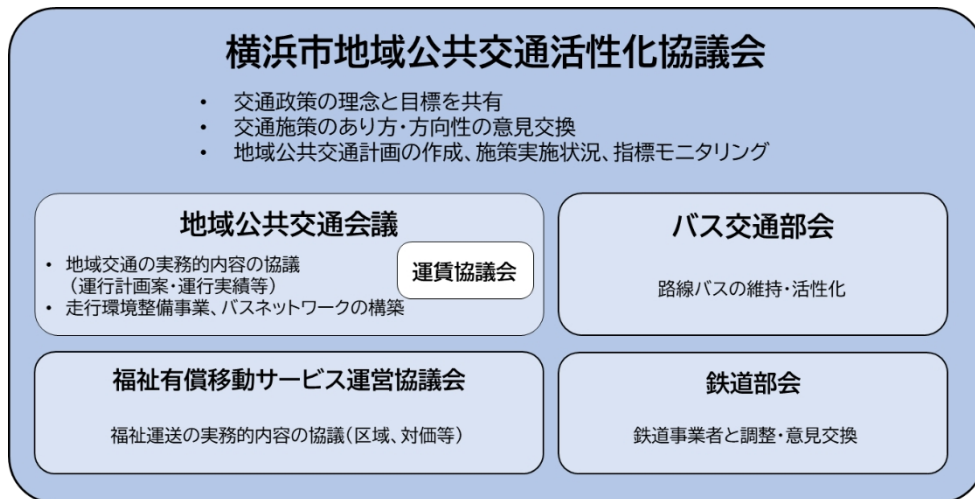


Figure 8-2. Structure of the Council

Source: Prepared by City of Yokohama

明日をひらく都市

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YOKOHAMA

Yokohama City Regional Public Transportation Plan [Draft

December 2024

Urban Transportation Division, Urban Development Bureau, City of Yokohama

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