Cross-ministerial Strategic Innovation Promotion Program (SIP) Phase 3

Development of Smart Mobility Platform

【Subtheme I】Re-designing Mobility Services

Practical Mobility Re-design

2026-05-29

IBS Consortium

一般財団法人 計量計画研究所 The Institute of Behavioral Sciences

JTTRI Japan Transport and Tourism Research Institute

JTPA

YACHIYO Engineering

Contents

1-1 Overall Vision of Smart Mobility and Structure of Subthemes

【 Overall Vision 】★ A society where everyone, everything, and every service can move freely, independently, safely, and comfortably－
a society that is kind to the environment, people, and communities, and free from the mobility divide.

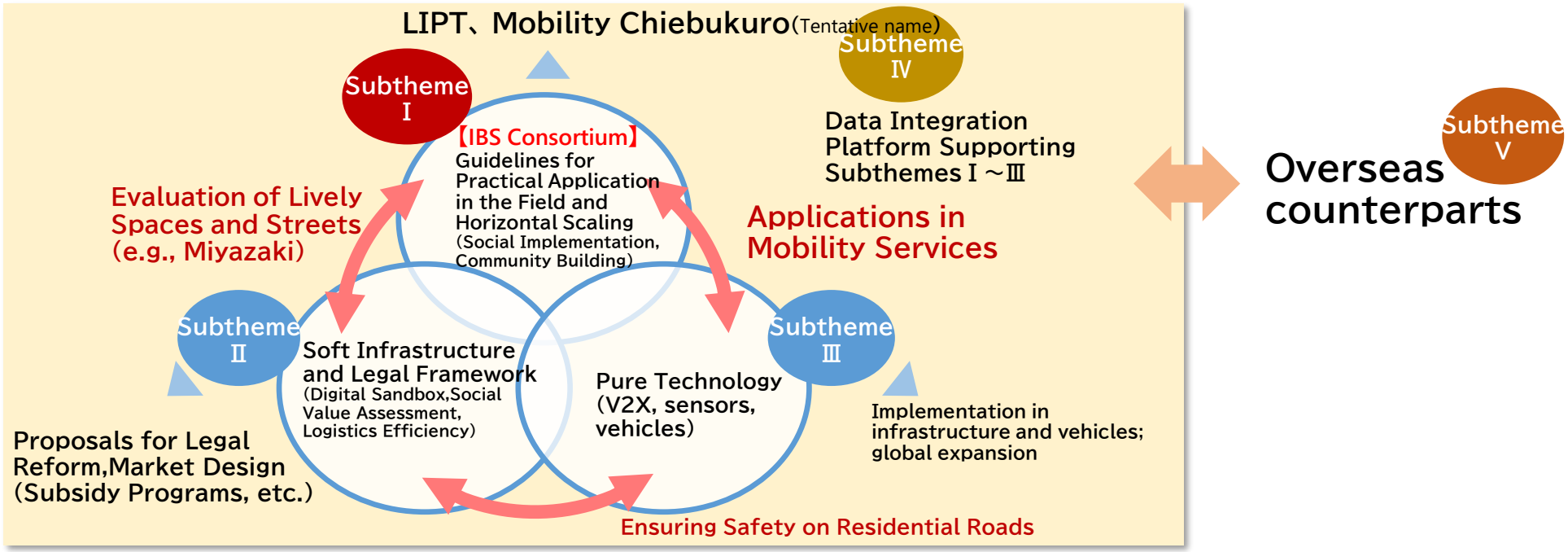
● A society that offers highly convenient and sustainable mobility services	◆ A society where safe, secure, comfortable, and diverse communities are fostered	◆ A society where community development and mobility services are integrated	■ A society in which logistics MaaS services that integrate the entire logistics system are provided

Changes in the social environment

Population decline, Declining birthrate and aging population, Advances in DX Technology

Social Challenges Against the Vision

【 Maintaining and Ensuring Mobility Services 】	【 Optimizing the flow of people, vehicles, and goods 】	【 Ensuring Traffic Safety 】	【 Data Integration and Utilization 】
・The Survival Crisis Facing Regional Mobility Services ・Business models and systems designed to support local public transportation are inflexible and lack coordination	・Accidents caused by through traffic on residential streets, loss of vitality, and community decline ・The Logistics Industry's Reliance on Labor and Declining Sustainability	・Occurrence of a serious accident ・Reduced mobility among the elderly and others	・Lack of a practical data integration platform ・An Immature Data Community

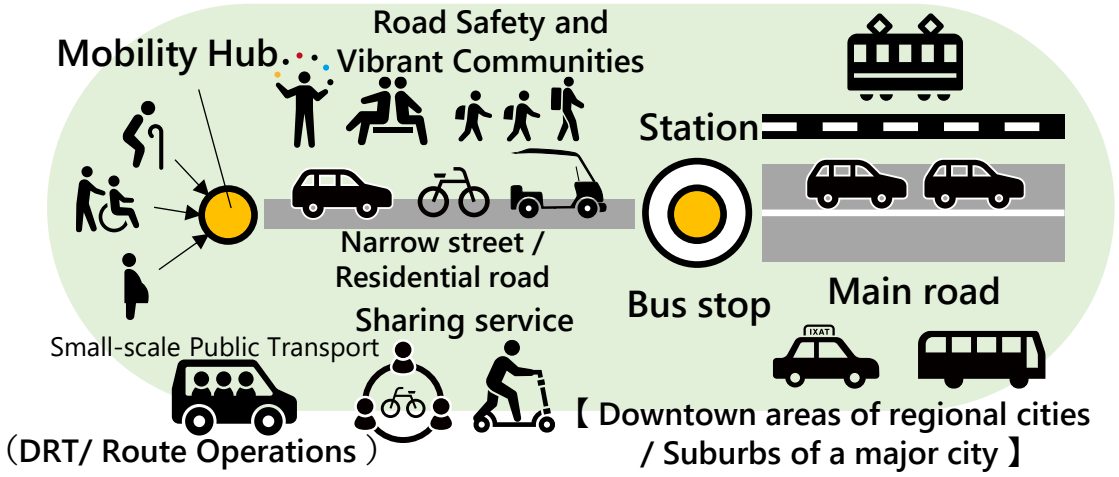


1-2 Subtheme I Overall Vision

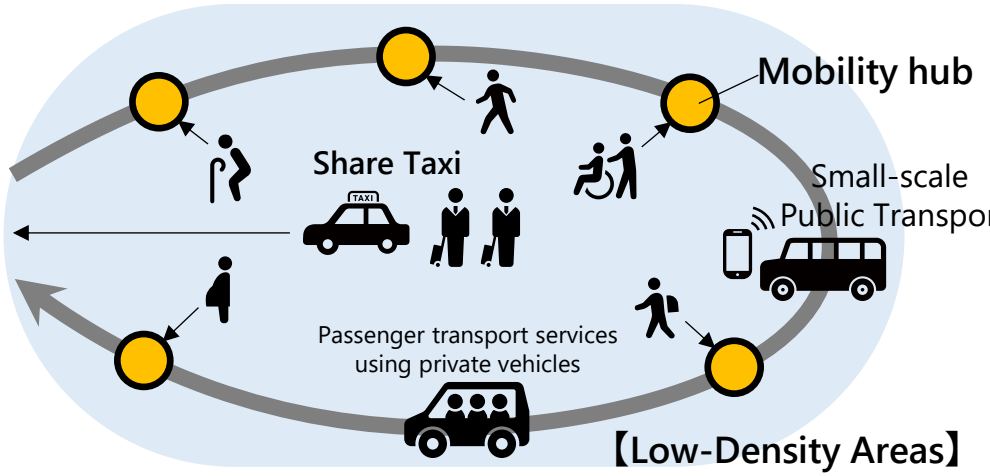
① Providing mobility services that enable safe and independent travel and contribute to solving local challenges

② Contributing to the creation of sustainable, vibrant communities free from the mobility divide

★ A space where everyone can walk safely and at their own pace



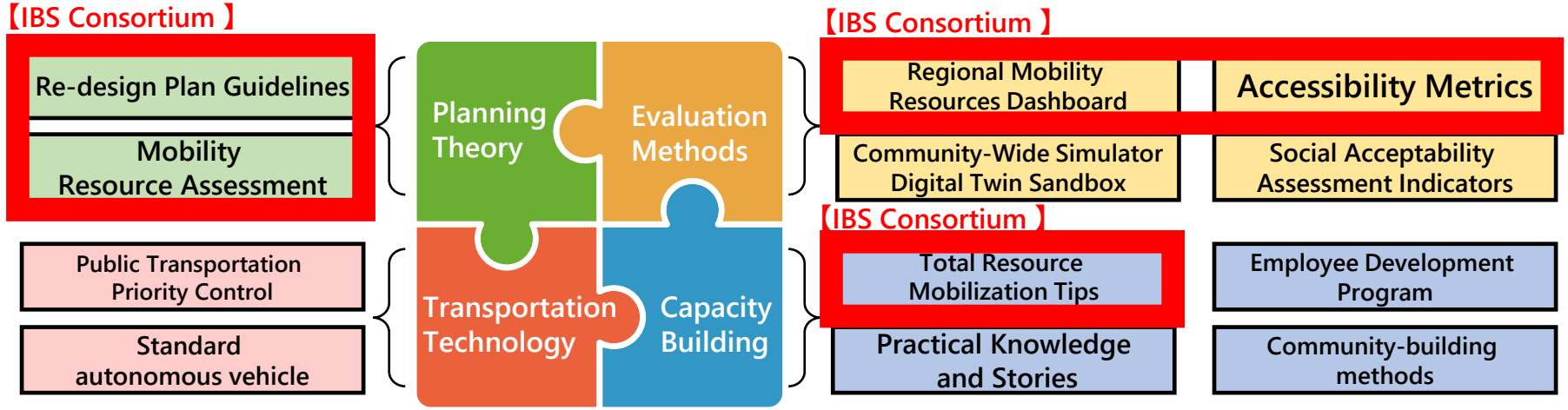
★ Everyone has access to public transportation within a 5-minute walk



【 The Re-design Process 】

Strengthening and substantiating visioning and validation, etc.

【IBS Consortium 】



1-3 Subtheme I Overall Strategy

Maturity of Mobility Services (XRL)

Planning Theory | Evaluation Methods | Transportation Technology | Capacity Building

【 Validation Phase 】

Verify the substantive contributions of R&D outcomes in each model region

Creating High-Quality Spaces, Developing Evaluation Methods, and Systematizing Planning Theory

（Miyazaki City）

【IBS Consortium 】

Advancing Mobility Services Centered on Mobility Hubs and Developing Evaluation Metrics

（Nishio City）

Collaboration and Consensus Building n community development Using Sandboxes

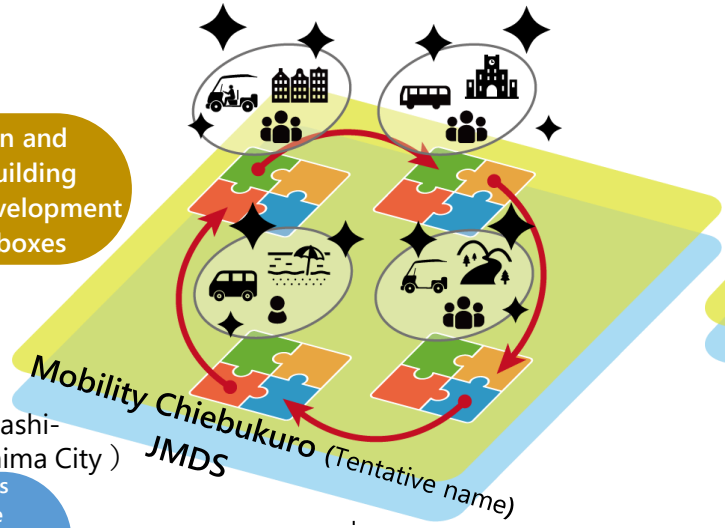
（ Higashi-Hiroshima City ）

Practical Approaches to Human Resource Development and Community Building in the Re-design of Local Transportation

（Towada City）

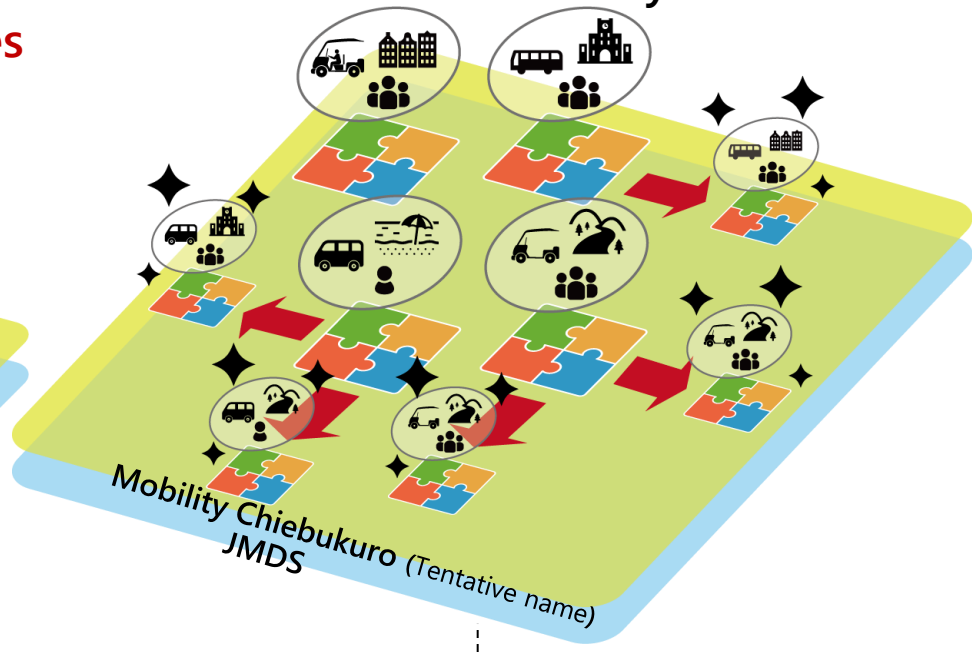
【 Sharing and Coevolution Phase 】

Through the platform, the results from each consortium are shared with one another, improving the quality and sustainability of mobility services in each model region



【 Expansion and Rollout Phase 】

As the platform expands, the results of SIP are being applied in other regions, leading to widespread progress in the Re-design of sustainable mobility services.



Stage Gate (Japan's FY25)

When the SIP ends (Japan's FY27)

After the SIP ends (Japan's FY28 and beyond)

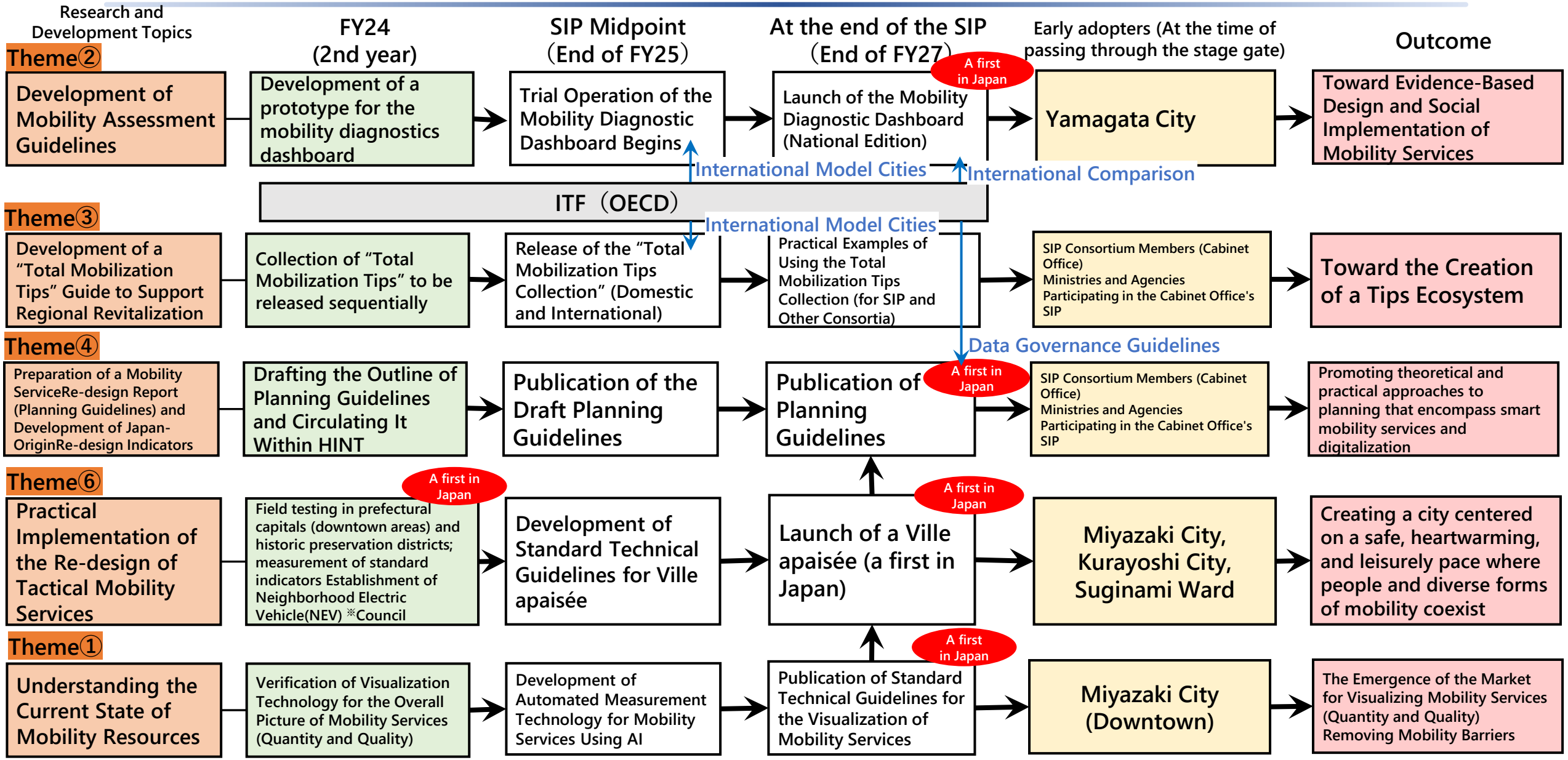
1-4 Subtheme I Overall Roadmap

【Vision】 ① Realizing safe and independent mobility and providing mobility services that help solve regional issues
(reprinted) ② Contributing to sustainable and vibrant community development without a mobility divide

Subtheme	FY24 (2nd year)	＜ Output ＞ FY25 (Midpoint)	End of FY27 (At the end of the SIP)	＜ Early-stage implementation sites ＞	＜ Outcome ＞
Practical Re-design (RD) of Mobility Services	● Outline of the RD Plan Guidelines ● Current Status Assessment Prototype ● Collection of Challenges & Tips	● Draft RD Plan Guidelines ● Challenges & Tips: Draft Collection ● Dynamic public spaces to be implemented in several cities	● RD Plan Guidelines ● Methods for Evaluating Public Spaces ● Challenges & Tips	● Miyazaki City ● NTT Urban Development Co., Ltd. ● Kurayoshi City ● Suginami Ward	Based on the RD Planning Guidelines and evaluation methods, the creation of comprehensive and vibrant mobility spaces is being expanded to other cities
【IBS Consortium 】	Joint Survey	Materials Provided	Materials Provided	Using the Mobility Chiebukuro	
A Program for Building Local Transportation Communities and Developing Human Resources Through Narrative-Based Approaches	● Design of a Talent Development Program (PG) ● Systematization of the Kanda Method※1 ● Mobility Chiebukuro(Tentative Title)-Version β	● Evaluation of the Human Resources Development Program ● Verification of the Kanda Method ● Mobility Chiebukuro(Tentative Title)-(Standalone Website Version)	● Human Resources Development Program ● The Kanda Method ● Mobility Chiebukuro(Tentative Title) -(JMDS Integration Edition)	● Aomori Prefecture, Towada City ● Niseko, Kutchan Town	Sustainable communities are emerging across the country, where knowledge ecosystems are thriving and driving the Re-design of mobility services
【 Univ. of Tsukuba Consortium 】	※1 Practical Community Development Methods	Case Studies Provided	Using Tips	Using the Kanda Method	
Development of a New Mobility-Oriented City with a Concentration of Social Hubs	● Development of Activity and Traffic Simulators ● Development of a Regional Mobility Resources Dashboard (DB) ● Infrastructure Coordination Technology Experiment	● Community-Wide SIM - Version β ● Regional Mobility Resources Database ● MOD Digital Twin Sandbox (M-DTSB) –β Version ● Infrastructure Coordination Technology Validation ● MOD Talent Development	● Implementation of the Community-Wide SIM ● Implementation of the Regional Mobility Assessment Guidelines ● Policy Evaluation by M-DTSB ● Implementation of Infrastructure Coordination Technology ● Building a MOD Community	● Hiroshima Prefecture ● Hiroshima Prefectural Police ● Higashi-Hiroshima City ● JR West Co., Ltd.	Inclusive community development approaches centered on high-quality public transportation services are being implemented across the country
【 Univ. of Hiroshima Consortium】	Integration of DB and LIPT-sim	Integration of DB and LIPT-sim	Integration of MOD Digital Twin SB and LIPT	Using the MOD Digital Twin SB	
Building Smart Districts Using Advanced Mobility Systems	● Construction of a Mobility Hub ● Ticketing Scheme ● LIPT-sim※2 (Support for existing metrics)	● Mobility Hub Validation ● Ticket Verification ● LIPT-sim (LIPT-compatible)	● Smart Mobility Hub ● Smart Ticketing ● LIPT-sim (Supports DRT, etc.)	● Aichi Prefecture ● Nishio City ● Nagoya Railroad Co., Ltd.	Approaches to improving the quality and sustainability of mobility services, centered on mobility hubs, are being implemented across the country
【 Univ. of Nagoya Consortium】	The LIPT-sim runtime environment is built on the JMDS Digital Sandbox (DSB)				

※2 LIPT is an index measuring accessibility to urban functions via public transportation; LIPT-sim is the name of the tool used to calculate it.

2-1 Roadmap of R&D Themes (IBS Consortium)



※NEV：a low-speed electric vehicle used for short-distance community mobility. In Japan, this is known as "Green Slow Mobility."

2-2 R&D Progress

- To achieve social implementation, we have pursued R&D along two tracks — research & technology development and development of a policy compendium — also in the 3rd year.
- We published the outline of the planning guidelines and, for Miyazaki City, automated the understanding of mobility resources with AI, and developed a standard model of indicators based on the Ville apaisée demonstration in central Miyazaki.
- We surveyed domestic and overseas tips, published them on Mobility Chiebukuro, and compiled mobility-related barriers into a reverse-lookup barrier guide.

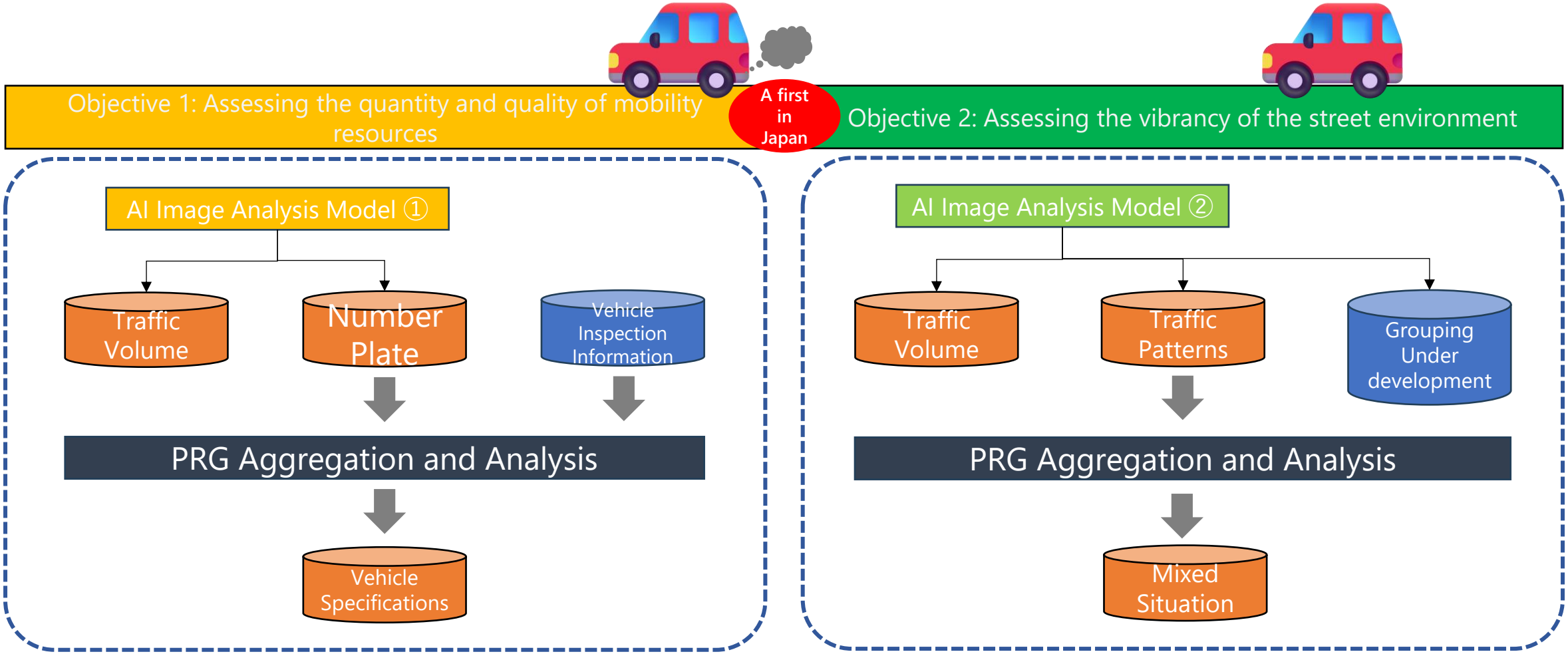
Research, Technology, and Development	Research Driven
Research Theory ： Development of Methods for Understanding Mobility Resource Conditions	Field survey completed; prototype developed (Miyazaki)
Analytical Theory ： Development of Mobility Assessment Guidelines	Dashboard prototype developed
Policy Theory ： Development of Simulation Tools for the Re-design of Mobility Services	Knowledge from Other consortia
Evaluation Theory ： Development of Key Performance Indicators (KPIs) for the Re-design of Mobility Services	Preliminary review survey and standard indicators have been developed
Diffusion Theory ： Organizations for talent development; development of talent development programs	Knowledge from Other consortia

velopment Pillars	Development of a Policy Compendium
Guidelines for the Re-design of Mobility Services	Release of the Outline
Guidelines for Planning Mobility Data Governance	ITF Joint Research / Knowledge from Other consortia
Total Mobilization Tips (Domestic Edition, International Edition)	Currently published on Mobility Chiebukuro
Barriers to Mobility: Proposals for System Rules	Barrier Reverse Lookup Guide Complete
Planning and Evaluation Methods for Social Experiments	Knowledge from Other consortia

Note: None of these items have been developed in Japan.

2-2 R&D Progress ① Understanding the actual conditions of local mobility resources

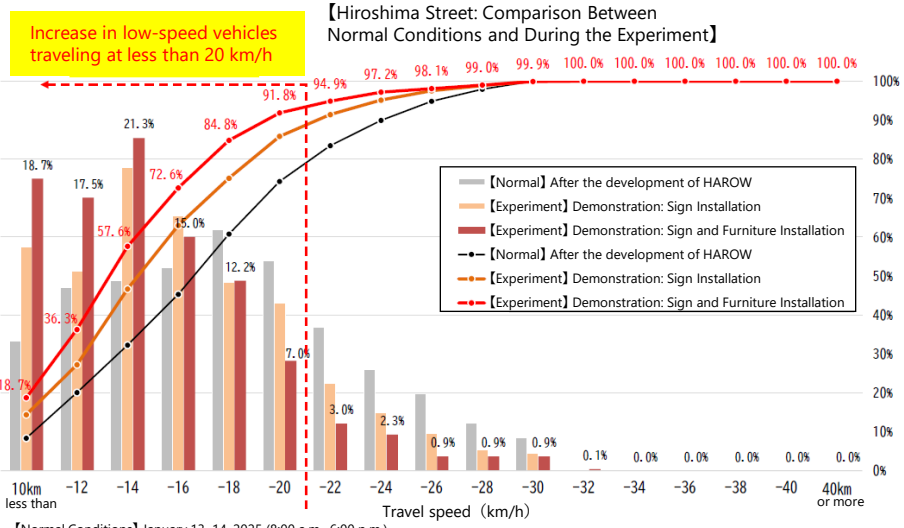
- We developed methods to understand the actual conditions of local mobility resources.
  - Objective 1: Understand both the quantity and quality of mobility resources (cars, buses, shuttle services, bicycles, pedestrians)
  - Objective 2: Understand the vibrancy of road spaces (quantifying vibrancy on the premise of safety)



2-2 R&D Progress ① Understanding the actual conditions of local mobility resources

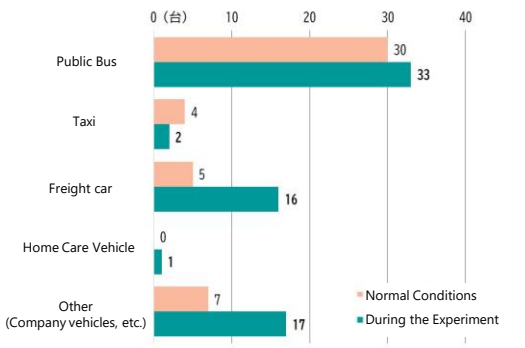
Objective 1: Assessing the quantity and quality of mobility resources

▼ Travel Speed (Average, Variance, Distribution) and Variations



【Normal Conditions】January 13–14, 2025 (8:00 a.m.–6:00 p.m.)
【During the Experiment】Demonstration: Sign Installation – January 16 and 18, 2025 (8:00 AM–6:00 PM)
【During the Experiment】Demonstration: Sign and Furniture Installation – January 23 and 25, 2025 (8:00 AM–6:00 PM)

▼ Changes in Vehicle Types and Business Models

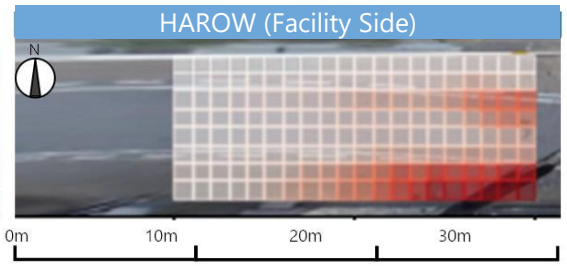


※A business name survey involves surveying and compiling data on vehicles that display a business name on their bodies.

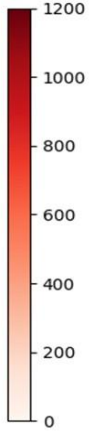
Objective 2: Assessing the vibrancy of the street environment

▼ Vehicles, pedestrian flow, density, and changes in traffic patterns

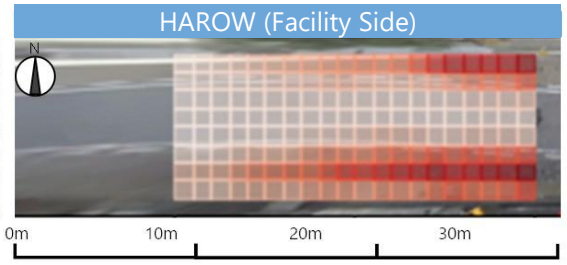
Pedestrian Traffic Conditions (around 2:30 p.m.)



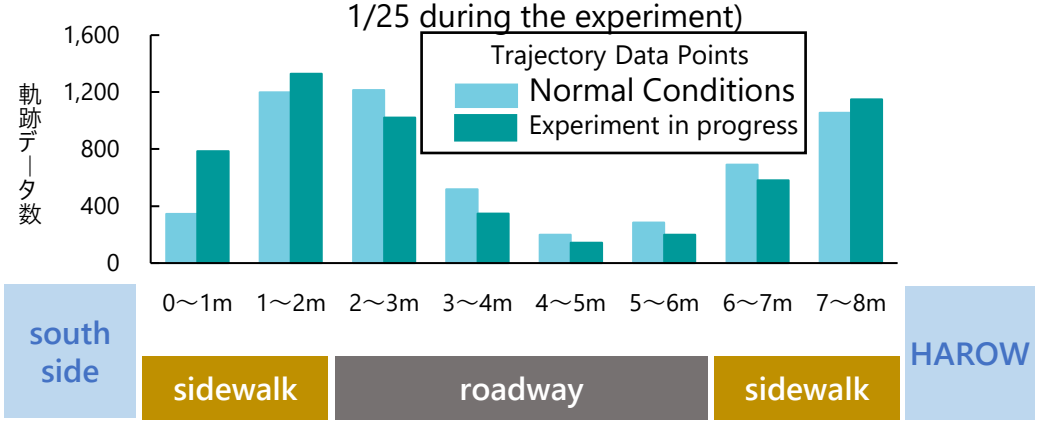
Number of people passing through the 1-meter grid (total 9:00 AM – 5:00 PM)



Pedestrian Traffic Conditions (around 1:40 p.m.)



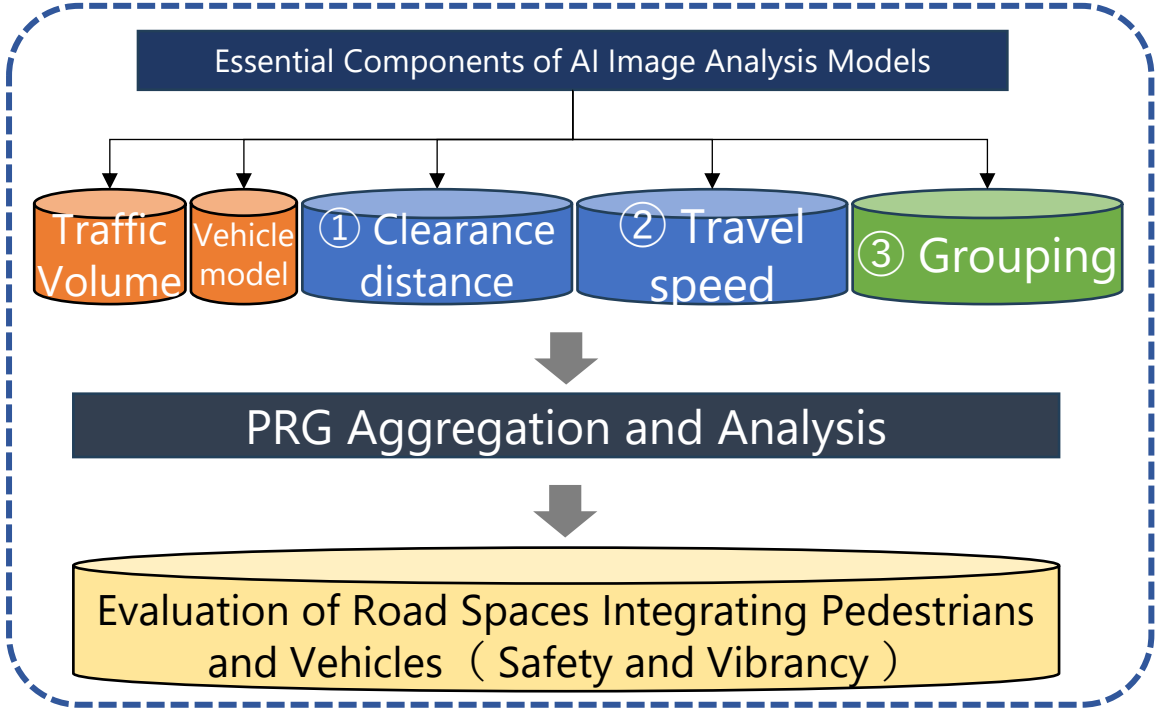
Pedestrian crossing location (1/13 during normal times; 1/25 during the experiment)



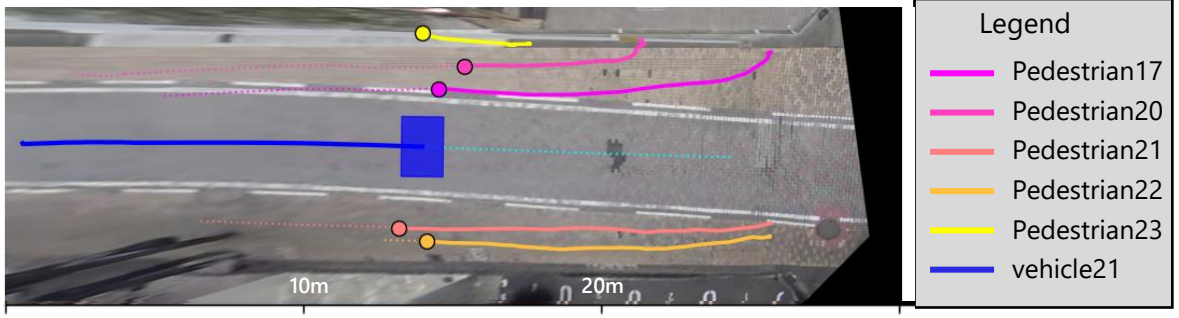
Examination of evaluation indicators

- Developing methods to understand the actual conditions of local mobility resources: aiming to build new evaluation indicators for pedestrian-vehicle shared road spaces
  - Result 1: Organizing the examination of evaluation indicators for pedestrian-vehicle shared road spaces
    Based on the pedestrian and vehicle traffic analysis from previous years' surveys, we analyzed behavior when pedestrians and vehicles pass each other and, drawing on prior research, organized the elements needed for the AI image analysis model as evaluation indicators.

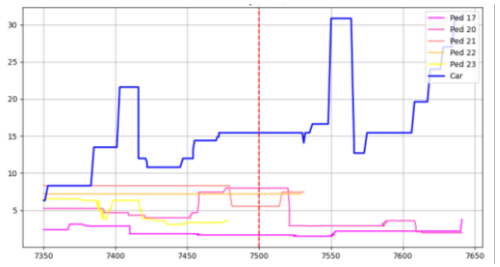
Result 1 ： A Summary for the Development of Evaluation Indicators for Pedestrian-Vehicle Integrated Road Spaces



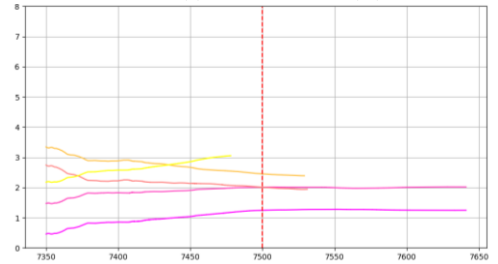
(a) Pedestrian/Vehicle Trajectory Diagram (frame:7500)



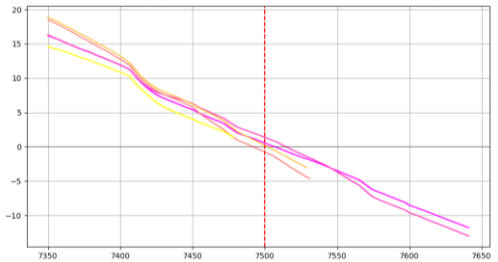
(b) Pedestrian and Vehicle Speeds(km/h)



(c) Side clearance(m)



(d) Front and Rear Distance(m)



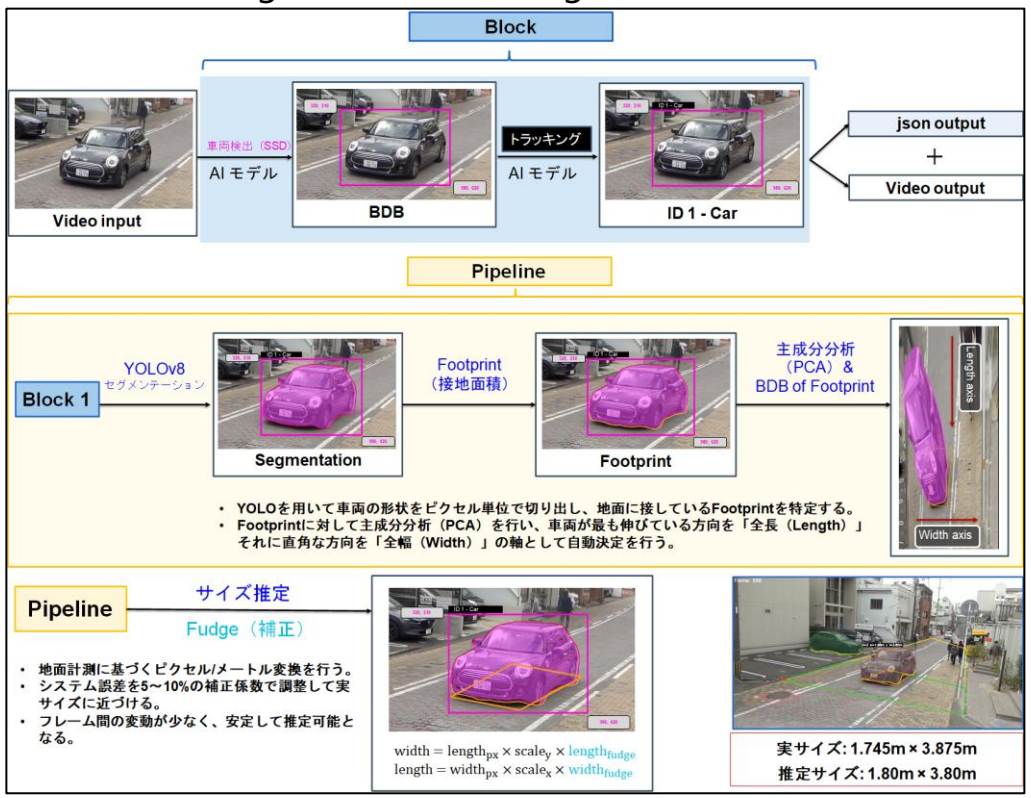
We analyzed video data collected during previous surveys to calculate and visualize the walking speeds of pedestrians and the speeds of vehicles, as well as the distances between pedestrians and vehicles in front, behind, and to the side.

AI image analysis model development

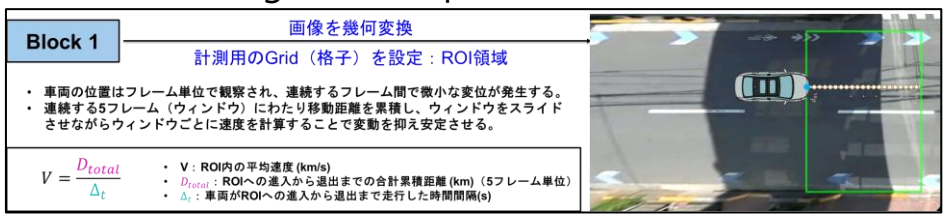
- Developing methods to understand the actual conditions of local mobility resources: aiming to build new evaluation indicators for pedestrian-vehicle shared road spaces
  - Result 2: AI image analysis model enhancement
    Based on what was organized in Result 1, to analyze pedestrian and vehicle behavior in more detail, we enhanced three functions of the AI image analysis model: ① vehicle size (length, width), ② vehicle travel speed, and ③ pedestrian grouping.

Achievement 2: Enhancement of the AI image analysis model

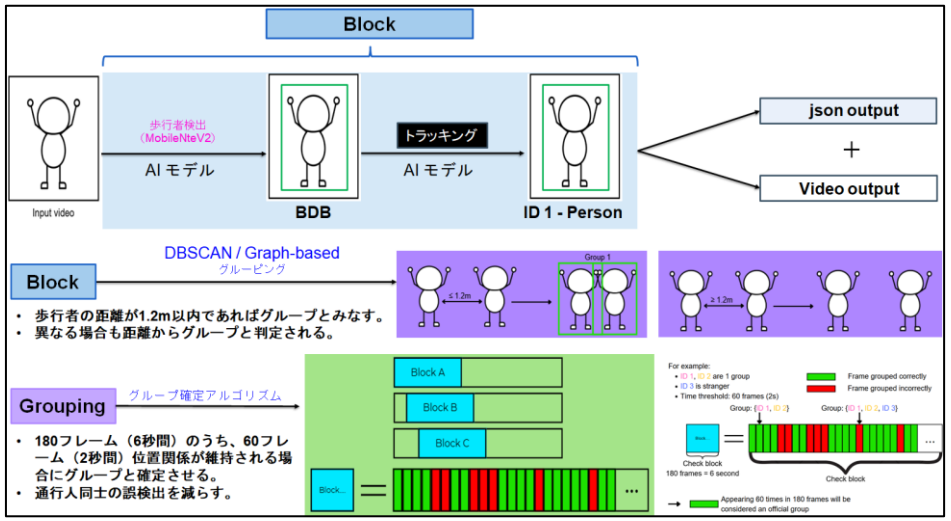
▼① Estimating Vehicle Size (Length and Width)



▼② Estimating Vehicle Speed



▼③ Estimation of Pedestrian Clusters



Initiatives for high-precision data acquisition

- Developing methods to understand the actual conditions of local mobility resources: aiming to build new evaluation indicators for pedestrian-vehicle shared road spaces
  - Result 3: High-precision data acquisition and collaboration with other consortia
    To examine evaluation indicators for pedestrian-vehicle shared road spaces, beyond the analytical enhancements in Result 2, improving the quality of acquired data is also important. We began collaboration with the Kanazawa University consortium, which independently develops high-precision point-cloud LiDAR（PCSEL-LiDAR).
    LiDAR and image-data acquisition is planned over a long term; since equipment is installed on roadside premises rather than on the road itself, we held discussions and coordinated future considerations with roadside facility managers, including NTT Urban Development Co., Ltd and Miyazaki City Hall.

Result 3: High-precision data acquisition and collaboration with other consortia

▼ Miyazaki City HAROW Hiroshima-dori: joint site inspection

▼ Discussion session

▼ Target road: 3D point-cloud surveying

Development of the reverse-lookup barrier guidelines

- JMDS, in cooperation with Mobility Chiebukuro, we organized the flow of reverse-lookup guidelines that start from a barrier. Going forward, various data linkages were examined.

Japan Mobility Data Space

AI Chat

Share your concerns

We want to encourage more people to use the community bus since ridership is low, but I don't know what kind of data to use, and I don't have the staff to handle it either...

Search

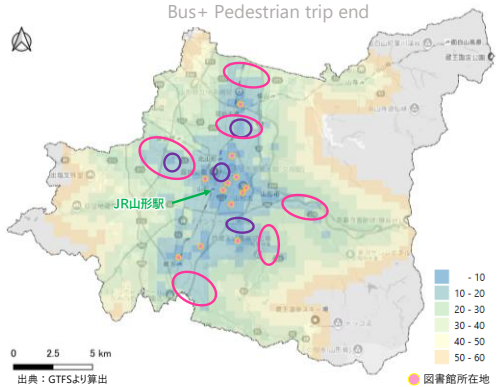
Provided from the database

AI recommends relevant data and case studies

Find out what data you can use!

Data Base

- Provide the necessary data, such as urban data, population data, and mobility data
- Proposing everything from analytical methods to dashboards



Find out about similar concerns!

Collection of Barriers

Data Integration — Company M、Company W

- A temporary increase in workload due to data utilization and digital transformation...
- We're required to maintain existing workflows, which actually makes things less efficient...

Talent Development — City T

- Local governments are facing a severe shortage of data-savvy personnel...
- Due to personnel changes, the transfer of technical skills and knowledge has been inadequate...

Find out the keys to successful cases!

Collection of Tips

Data Integration — City T

- Centralize all the various data within the agency!
- We're conducting demand forecasts by combining urban data with mobility data!

Talent Development — City T、City O

- By establishing a cross-departmental task force, we can adapt to personnel changes and other situations!
- Bring in outside professionals to improve the quality of our staff!
- When usage increases, we take into account full salary adjustments and national awards!

《 Examples of Referrals 》 City T

Implementing demand forecasting and route reviews through the centralization of internal data!

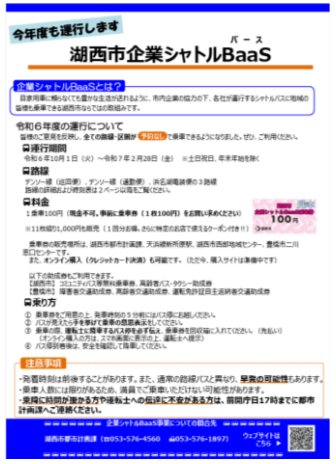
- We believed that by effectively utilizing the data available throughout the agency and open data, we could facilitate the process of demand forecasting and bus route revisions.
- By integrating and visualizing urban and mobility data and using it to reassess our strategies, we're driving increased ridership and exploring the possibility of new stations!

Development of the reverse-lookup barrier guidelines

- As with the collection of tips, in compiling the collection of barriers we created a public format; next year we will expand the content, publish it on Mobility Chiebukuro, and pursue linkage with JMDS data.

Background and Implementation Details

- In Kosai City, Shizuoka Prefecture, the city has developed the “Kosai City Corporate Shuttle BaaS”—a new mobility system that allows residents to ride shuttle buses operated by local companies—as a way to utilize these corporate shuttle buses as a community transportation resource and enable residents to lead fulfilling lives without relying on private cars. This initiative was implemented with the cooperation of local businesses and is now available to residents of both Kosai and Toyohashi.
- To encourage the use of the corporate shuttle bus, city employees are on hand to provide guidance to residents, with the aim of encouraging them to try riding the bus.



Barriers in the field

【 Barriers overcome through our initiatives 】

- With regard to the government, since this was to be implemented as part of the public transportation framework, consultation with the Transport Branch Office was essential, and it was necessary to interpret and organize the circulars issued under the Road Transport Act.
- Since this would place a significant burden on companies in terms of operational management, it was essential to maintain close communication with them during the implementation of the project and to develop an operational plan that would not disrupt the commuting of their employees.
- We faced significant challenges in figuring out how to encourage people to take the bus—given that it is not as convenient as a car—and how to change citizens’ attitudes toward public transportation and encourage them to switch to it.
- Since attending a training course is a requirement for qualifying as a corporate shuttle bus driver, coordination with driving schools and other institutions was necessary, making it important to coordinate with organizations outside the business.

【 Barriers that could not be resolved due to institutional constraints 】

- Since the application process under the Road Transport Act takes about two months, it takes a long time from the decision to the start of operations, but it was difficult to improve this under the existing system.
- We wanted to ask a local driving school to assist with the driver training program, but they requested documents—such as financial statements—that were not essential, so we were unable to secure their cooperation and had no choice but to ask a driving school outside the city.

Documents, Reference Information

- Kosai City HP： About Corporate Shuttle BaaS

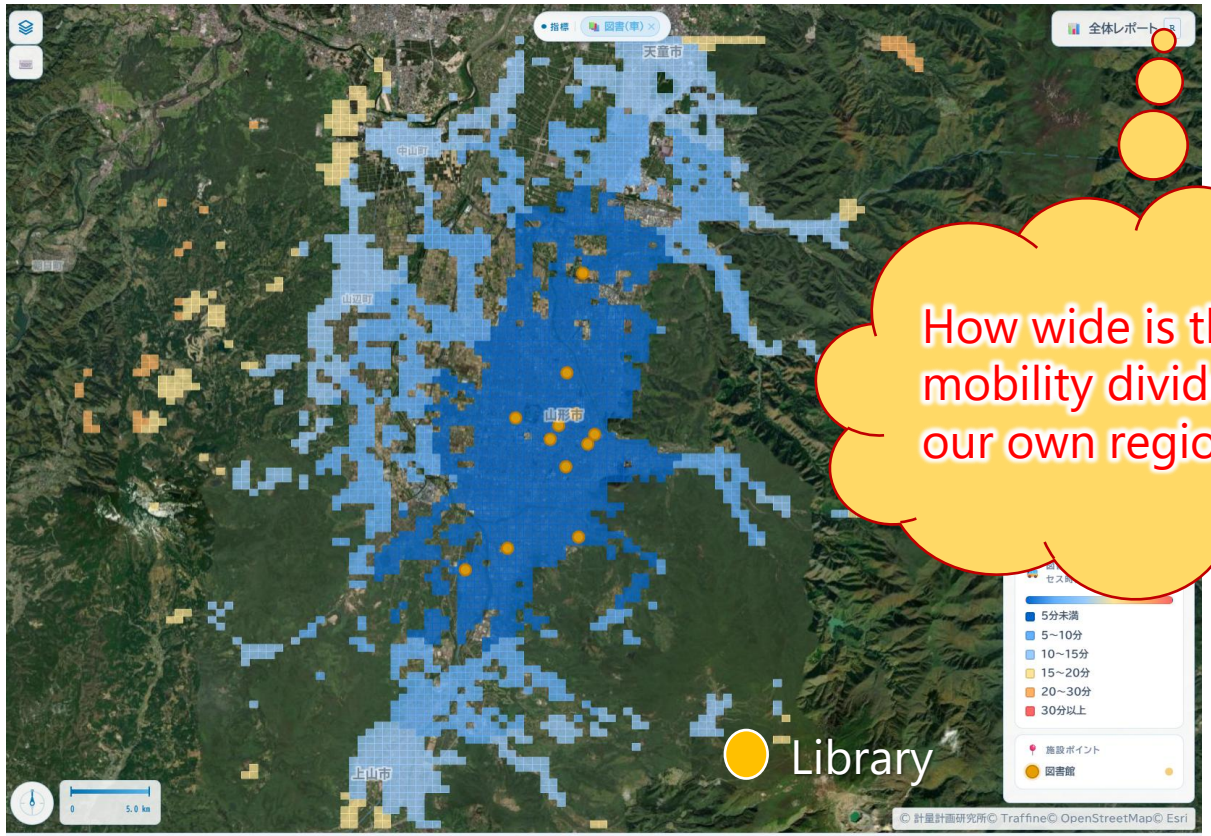
https://www.city.kosai.shizuoka.jp/soshikiichiran/toshikeikakuka/gyomuannai/koutuu/kigyousyatorubaas/10651.html

2-2 R&D Progress ② Development of guidelines for mobility diagnostics

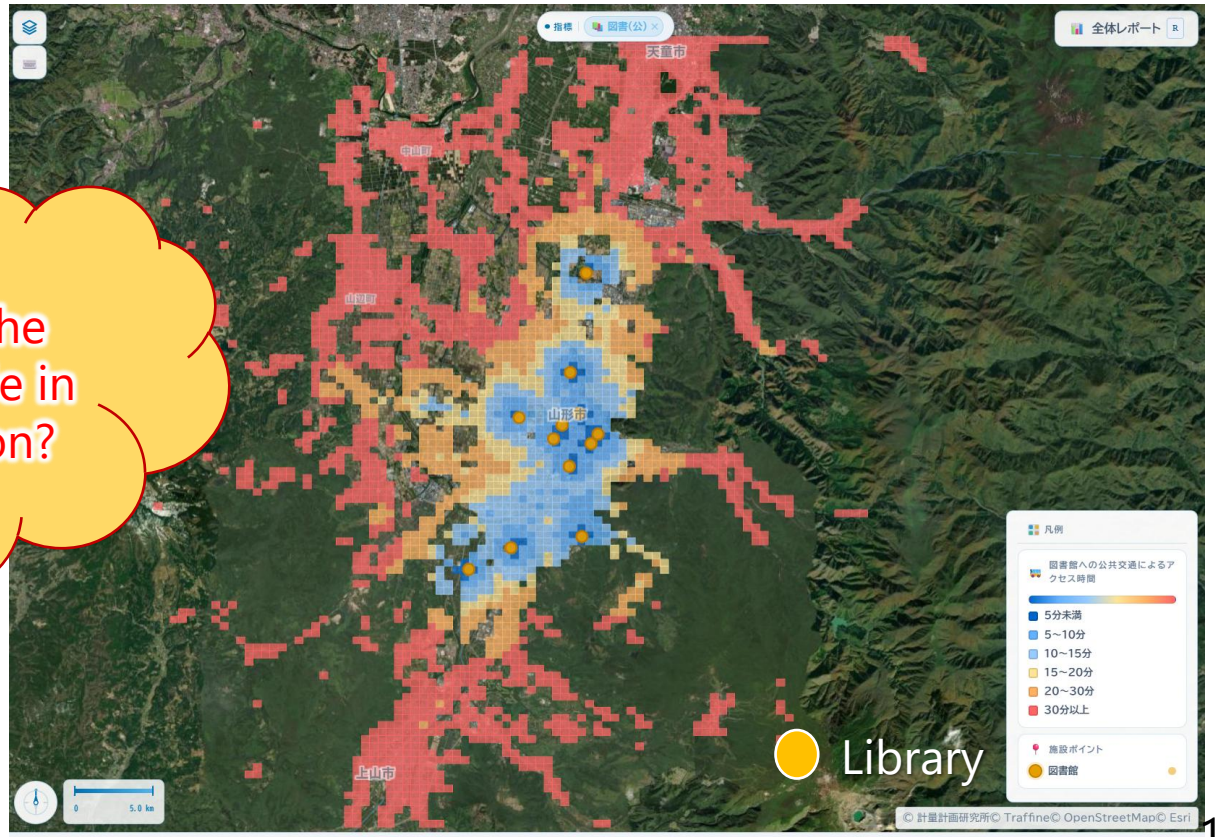
- Using Yamagata City — where mobility-sector data is the most openly available in Japan — as a case study, we held repeated discussions with the city on a prototype of the Mobility Diagnosis Dashboard, which lets administrative staff grasp a city's status (demand, supply, services) at a glance. It was used to review the regional public transport plan, and the dashboard was updated and developed as a β version.

■ Developed: **"Know and Learn About Mobility divides"** dashboard prototype (example of access areas within 15 minutes to libraries in Yamagata City)

Access time to libraries by private car



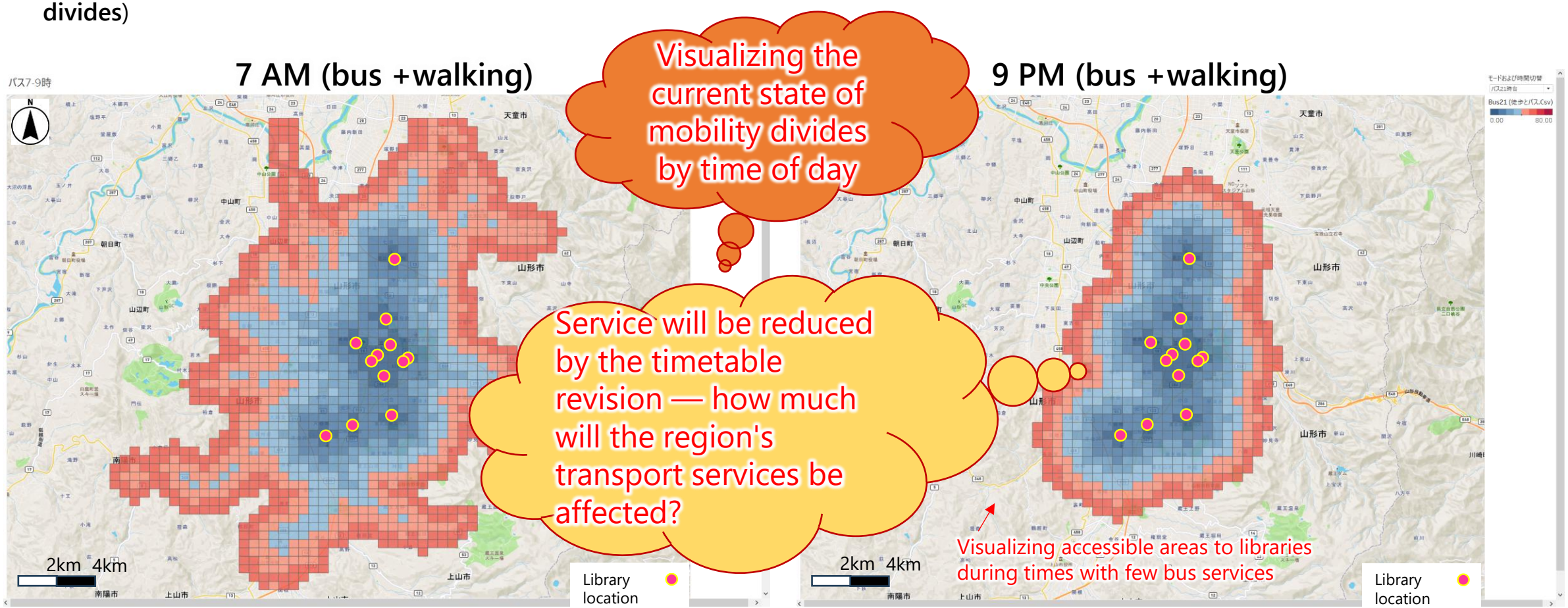
Access time to libraries by public transport



2-2 R&D Progress ② Development of guidelines for mobility diagnostics

■ Developed: "**What Will the Near-Future Region Look Like with Reduced and Suspended Service**" dashboard (morning and evening example in Yamagata City)

※ A dashboard that lets residents and government check the impact of frequent timetable revisions (an example visualizing **temporal mobility divides**)

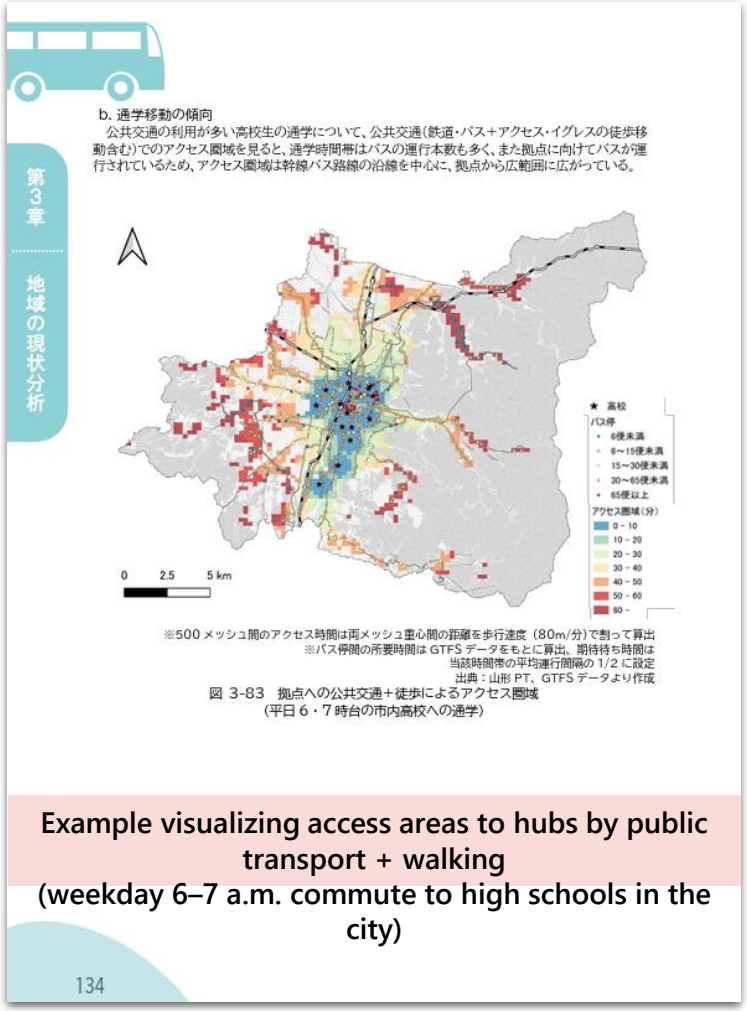


※60 minutes or less access range displayed

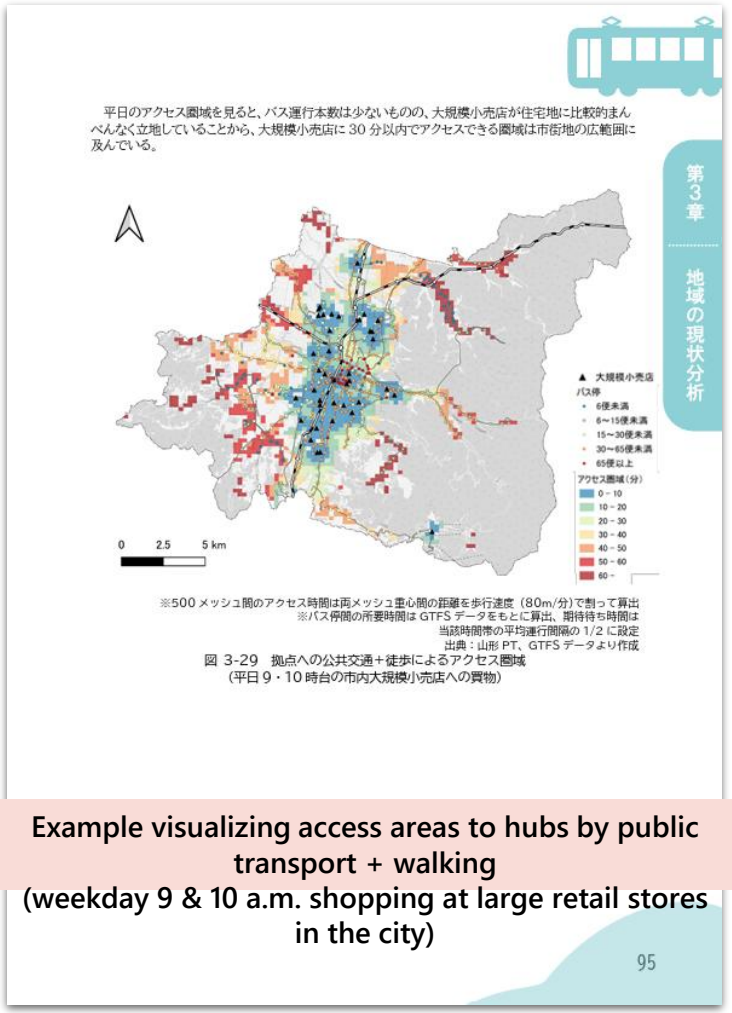
※60 minutes or less access range displayed

2-2 R&D Progress ② Development of guidelines for mobility diagnostics

- The Mobility Diagnosis Dashboard prototype was refined through repeated discussions with Yamagata City and adopted in the revision of the city's regional public transport plan (the first dashboard in which SIP outcomes were put into social implementation)



Example visualizing access areas to hubs by public transport + walking
(weekday 6–7 a.m. commute to high schools in the city)



Example visualizing access areas to hubs by public transport + walking
(weekday 9 & 10 a.m. shopping at large retail stores in the city)

Source: About the Yamagata City Regional Public Transport Plan (Yamagata City HP)
https://www.city.yamagata-yamagata.lg.jp/shiseijoho/keikaku/1008370/1002654.html

2-2 R&D Progress ③ Creation of Total Mobilization Tips to contribute to regional development

- Total Mobilization Tips, which serve as references for planning guidelines and the practice of mobility-service re-design, were collected and organized — in the 3rd year, 22 domestic cases and 16 overseas cases — and the results were published as a collection of tips on SIP's Mobility Chiebukuro.

- The collection of tips has attracted strong interest from METI, MLIT, universities, and private companies, and we have been holding discussions with the relevant ministries (including reflection in next year's project strategy).

Source: SIP Mobility Chiebukuro (https://mobility-chiebukuro.jp/category/%e7%b7%8f%e5%8b%95%e5%93%a1%e3%83%81%e3%83%83%e3%83%97%e3%82%b9%ef%bc%88%e5%9b%bd%e5%a4%96%e7%b7%a8%ef%bc%89/)

List of Domestic Tips

- 10 categories — the collection of tips is being released sequentially on Mobility Chiebukuro (Tsukuba Univ. consortium).

1) Building sustainable organizations

Michinori HD, Shiojiri City

【Takamatsu City】
They set up a mobility task force and built a cross-departmental review structure; **even when staff are reassigned, members can keep participating, enabling consistent policy implementation**

【Michinori HD】
Efficient allocation of drivers and vehicles enables integrated operation of scheduled fixed routes in the morning and evening with daytime Demand Responsive transport（DRT）

2) Sustainable human resource development

WILLER（mobi), Shiojiri City

【WILLER（mobi）】
By offering a supply service limited in area and time slots, **they can recruit drivers suited to diverse working styles**
(e.g., daytime-only drivers)

3) Sharing visions and building consensus

BOLDLY, Takamatsu City, Luup

【BOLDLY】
To remove anxiety about **autonomous driving and as a foothold toward implementation,** they place top priority on having **local-government officials see autonomous driving sites in person**
They also held a **site-visit tour** in Sakai Town, **promoting understanding among other municipalities**

4) Re-design, co-creation, MaaS

Kosai City, Vital Lead

【Kosai City】
To utilize transport resources, **they use corporate buses as municipal paid passenger transport,** operating them as public transport without hindering employees' commuting

5) Data ecosystem

Michinori HD, Takamatsu City

【Takamatsu City】
Centered on mobility data, **they integrate operational data and disaster-prevention and urban-planning data,** advancing a Super City initiative

【Michinori HD】
Digitalization clearly contributes to productivity; **bus companies themselves need to understand this**

6) Behavior change and social acceptance

Oyama City, JCOMM

【Oyama City】
With buses not well recognized, to grow ridership **they made various efforts — thorough publicity, use of design professionals, and pairing with convenience improvements —** achieving a major increase in ridership

7) Data utilization

Nishitetsu, Shinki Bus, Japan Bus

【Japan Bus Information Association】
The business itself must be digitalized — management resources, timetables, vehicles, and workers — **creating a state where everything is managed digitally is necessary**

8) Creating new mobility value

Shobara Chamber of Commerce, Tokachi Bus, AISIN

【AISIN】Going beyond merely providing mobility services, **they began initiatives to create opportunities to go out.** Creating places for learning and "koto-zukuri" for the elderly, **they carry out attempts that go beyond the framework of transport modes**

9) Systems, rules, and customs

Near Me, Meets

【Near Me】
To keep business ideas from becoming self-indulgent, **they thoroughly check whether they are not just acting on their own**

10) Business models

AISIN

【AISIN】
Because Demand Responsive transport（DRT）alone yields low revenue, **to sustain the "Choisoko" system they hold "koto-zukuri" events that create opportunities to go out,** earning revenue from services other than Demand Responsive transport（DRT）

Insights and lessons from domestic tips

- In building sustainable organizations, offering a supply service limited in area and time slots makes it possible to recruit drivers suited to diverse working styles (e.g., daytime-only drivers)
- For recruiting and developing personnel in government, building a cross-departmental task force creates a review structure that also accommodates internal staff transfers
- For introducing autonomous driving, to remove anxiety about it and as a foothold toward implementation, top priority is placed on having local-government officials see autonomous driving sites in person
- In utilizing transport resources, corporate buses are used as municipal paid passenger transport, operated as public transport without hindering employees' commuting
- For Demand Responsive transport（DRT） using taxi vehicles in depopulated areas, since operators differ in awareness and motivation, close, continued consultation — including data-based commission fees and explanations, impacts on ordinary taxis, and manager education — is necessary
- In behavior change, with buses not well recognized, various efforts — thorough publicity, use of design professionals, and pairing with convenience improvements — achieved a major increase in ridership
- On data utilization, the business itself must be digitalized — management resources, timetables, vehicles, workers — creating a state where everything is managed digitally

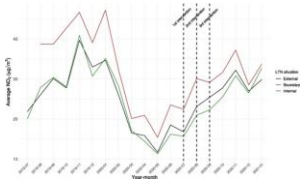
List of Overseas Tips

- 10 categories — 21 tips added in the 3rd year; released sequentially on Mobility Chiebukuro (Tsukuba Univ. consortium)

2) Sustainable human resource development	3) Sharing visions and building consensus	3) Sharing visions and building consensus	4) Re-design, co-creation, MaaS
Bus priority policy guidelines — decoding Transport for London's latest 2025 edition —【London】 Transport for London (TfL) formulated and published guidelines presenting the total design of bus lanes from planning to operation. The latest 2025 edition organizes ① sharing and consensus-building on issues to be solved by introducing bus lanes, ② bus-lane design guidelines, and ③ evaluation methods and perspectives, and also presents past best practices — providing 	**Vitoria's urban transport policy【Vitoria】** In Vitoria, Spain, amid urban problems such as traffic accidents and air pollution accompanying rapid population growth and motorization, in 2007 the city formulated a Sustainable Urban Mobility Plan (SUMPSP). It integrally implemented reorganization of road space centered on superblocks, restructuring of the public transport network, and parking restraint, advancing a shift from car dependence to walking- and public-transport-centered urban transport. 	**Reform of small streets【Barcelona】** 1990s onward, amid urban problems such as air pollution and noise from population growth and rising car traffic, Barcelona advanced street-space reorganization under its Urban Mobility Plan (PMU). Centered on "superblocks" that curb through-traffic, it converted roads from car-centered to people-centered public space, improving safety and the urban environment and revitalizing the city center urban — an urban transport re-design. 	**From private to public-private partnership — Manchester's urban transport re-design "Bee Network" —【London】** As the mayor's vision, multimodal transport services — trams, buses, bicycles — were "Bee Network"-rebranded. Through bus franchising following London's precedent to improve service, integrating tram and bus fares and payment, and unifying vehicle design, it aims that by 2040 the public-transport + active-travel mode share reaches 50% — a "right mix" (smart re-allocation). 
4) Re-design, co-creation, MaaS	**4) Re-design, co-creation, MaaS**	**4) Re-design, co-creation, MaaS**	**4) Re-design, co-creation, MaaS**
A network formed by high-frequency public transport and multimodal interchange nodes — suburban hub regeneration and public transport network restructuring —【Manchester】 In suburban Manchester, renovation of town-center bus terminals is underway. In Stockport to the south, redevelopment paired with housing created waiting spaces as well as plazas and pedestrian spaces separated from the roadway. Routes between these suburban bus terminals also run frequently during the day at 12-minute intervals, providing a convenient public transport network even in the daytime. 	**Re-design of transport interchanges integrated with community development【Barcelona】** A case of redeveloping a transport interchange integrated with community development at Plaça de les Glòries in Barcelona. By reorganizing urban space fragmented by elevated roads and car traffic — burying roads underground, building a mobility hub connecting trams and buses, and creating park space — it transformed the area into urban space that combines interchange functions with a public space where people gather . 	**The original BRT pioneer: flexible policy deployment【Curitiba】** In Curitiba, Brazil, in 1974, the world's first BRT system was introduced. Where building a subway was difficult, dedicated lanes, pre-boarding fare collection, and raised-platform stations achieved high-capacity bus transport with speed and punctuality. Planning urban development axes together with public transport, it has continued sustainable improvements while combining pedestrian-space development and more. 	**Demonstration of robotaxis using fully autonomous purpose-built vehicles Zoox【Las Vegas】** Zoox , with purpose-built vehicles premised on full autonomy, presents a new form of in-city mobility unlike conventional cars or ride-hailing. Especially in a tourist city like Las Vegas, it aligns well with a culture of enjoying travel itself; with face-to-face seating and driverless spatial design, it redefines travel time as entertainment. This is not mere efficiency but a new approach that adds experiential value to mobility. 

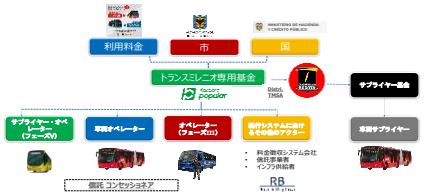
List of Overseas Tips

- 10 categories — 21 tips added in the 3rd year; released sequentially on Mobility Chiebukuro (Tsukuba Univ. consortium)

4) Re-design, co-creation, MaaS	4) Re-design, co-creation, MaaS	5) Data ecosystem	6) Behavior change and social acceptance
An urban transport system using underground tunnels: “Vegas Loop”【Las Vegas】 The Boring Company ' s Vegas Loop u s e s underground tunnels to build a new mobility layer separated from surface traffic, achieving fast travel unaffected by congestion.Tesla Despite its simple configuration using Tesla vehicles, it greatly improves travel efficiency byRe-designing urban infrastructure itself — an infrastructure-driven mobility innovation, not an extension of conventional transport modes. 	**A town that lives by golf cart: Peachtree City【Atlanta】** In Peachtree City, 1960s onward, urban design premised on electric carts has been pursued, and they remain established as an everyday means of travel. The dedicated road network is separated from arterial roads, ensuring safety while a wide range of people from high schoolers to the elderly use the same mobility . In this way, optimizing not a specific technology but the urban structure itself realizes a sustainable mobility society — a distinctive feature. 	**A smart-city strategy based on thorough communication with citizens【Curitiba】** In Curitiba, Brazil, as a smart-city strategy grounded in data use and citizen participation, the urban planning agency IPPUC took the lead in building the city's digital twin “GEOCURITIBA”, integrating public transport and urban-planning data. Through the citizen communication tool “156”, it reflects opinions in policy, advancing human-centered city management. 	**A mobility hub integrated with housing development and parks — the Ancoats Mobility Hub —【Manchester】** In a redevelopment area on former factory and warehouse sites, a mobility hub was planned to curb traffic within the district and promote sustainable travel. Beyond parking for residents and visitors, it provides car-sharing, bike-sharing, a cycle hub (bike parking, changing rooms, maintenance area), delivery lockers, and a community cafe. To integrate with the street environment, the design also considers integration with parks and greenways. 
6) Behavior change and social acceptance	**6) Behavior change and social acceptance**	**7) Data utilization**	**8) Creating new mobility value**
Effects of Low Traffic Neighborhoods (LTN) — insights from over 150 outcome reports — 【London】 To reduce car traffic passing through residential areas, LTN (Low Traffic Neighborhood) adoption is expanding. Beyond direct effects such as car traffic volume and accident injuries, diverse effects — reductions in NO2 and noise, changes in residents' travel modes, crime reduction, and the dispelling of concerns about impacts on firefighting — have been published in reports . 	**Fare-Free Transit and the mobility transformation it brings【Washington D.C.】** Fare-free public transport (Fare-Free Transit) is drawing attention as a policy that not only increases ridership but changes people's travel behavior itself. Surveys show that about 17–20% of the added use is newly generated travel (induced demand), and clear modal shifts such as reduced car use have been confirmed. Usage has also spread from weekdays to weekends and from commuting to shopping and socializing, repositioning public transport as a primary everyday means of travel. 	**POLIS Annual Conference 2025【Utrecht】** POLIS Annual Conference 2025 is an annual conference where European cities and regions discuss sustainable urban mobility, held in Utrecht. On the theme of shared mobility, this article covers analysis of institutional factors hindering uptake, data-based on-street management, hub development in city centers, and resident-cooperative car-sharing, among other concrete examples. 	**Effective use of a former freight-rail corridor — Manchester's guided busway —【Manchester】** Between Manchester and suburban Leigh (Leigh), a guided busway runs on a disused railway corridor. Running in bus lanes outside the guided sections improves speed and punctuality, and minimizing the vehicle-platform gap at stops achieves barrier-free access. With leather and compartment seating, the buses serve as a regional symbol, providing new mobility value and also helping promote housing development along the line. 

List of Overseas Tips

- 10 categories — 21 tips added in the 3rd year; released sequentially on Mobility Chiebukuro (Tsukuba Univ. consortium)

8) Creating new mobility value	10) Business models	10) Business models	10) Business models
A new re-design challenge connecting an orbital network — the Superloop —【London】 As one of the mayor's pledges, in rail-less suburbs, the suburban orbital route "Superloop" was expanded as a bus route giving faster, cheaper access to rail stations and major hospitals than conventional buses or cars. Branded with dedicated buses and stop signage, it won heavy use in rail-poor and worker-dense areas. 	**Operating contracts between government and private operators — insights from London's franchise system —【London】** London's buses maintain service levels through Transport for London (TfL) contracting operations to operators via competitive tendering. Tenders evaluate not only price but also staffing and fleet holdings, safety management, and finances. Quality standards for vehicles, drivers, and delays were introduced, and operators exceeding them receive payment top-ups and contract extensions as incentives, maintaining high-quality service. 	**Zero-emission buses from production to operation【Spain】** Spain's Irizar e-mobility treats electric buses not as standalone vehicles but across their whole life cycle including energy and batteries. It secures power from solar plants it participates in, running its factory on effectively 100% renewable energy, and by handling battery design and recovery in-house, it has built a consistent zero-emission system from production to operation. 	**Financial ingenuity operating a fund — TransMilenio【Bogotá】** In Bogotá, Colombia, in 2000, the BRT "TransMilenio" was introduced. A high-capacity bus system using dedicated lanes built a public transport network meeting a large city's travel demand. A public enterprise centrally manages fare revenue in a fund and allocates it to private operators, ensuring stable operations and service quality. 

10) Business models
Urban rollout of the autonomous taxi service "Waymo One"【Los Angeles】 Waymo 's Waymo One achieves full autonomy using the existing road environment and is deployed as a commercial service at city scale. In operations in Los Angeles and elsewhere, it is expanding toward about 1 million rides per month, balancing safety and efficiency through remote monitoring and fast decision-making. The user experience is close to conventional ride-hailing, permeating society without friction — a "practical, scalable" mobility. 

Insights and lessons from overseas tips

- In Europe, the climate crisis and traffic safety, and in the US, traffic safety and equity, are governments' top policy goals, and the state leads massive investment in transport (aiming for a society without a mobility divide or mobility divides)
- In Europe and the US, smart mobility services have moved from R&D to social implementation, and in urban areas, a single city sees annual public investment on the order of billions to tens of billions of yen
- Many European cities have recovered pre-pandemic travel demand and are actively deploying new technologies in urban transport
- The two wheels of vision and guidelines (planning guidelines) are the most important point in driving social implementation
  - Developed countries have government-led re-design planning guidelines that encompass smart mobility services
  - Regional visions resonating with national guidelines (mostly investment plans; being practiced across 450 metropolitan areas in Europe)
  - + multimodality, new mobility services, and data governance as a set
  - Some countries promote regional living spheres with 2 types of planning guidelines, urban and local (France)
  - Outcome indicators of mobility plans (investment plans) are standardized across Europe (e.g., modal share is a mandatory requirement)
- A re-design vision premised on an autonomous-driving society and a strategic, practical roadmap are laid out
  - Hamburg's public-private initiative (2030 — 10,000 driverless vehicles introduced, MaaS strategy integrated)

Insights and lessons from overseas tips

- On the premise that the concept of vehicles is changing (commercial vehicles also going CASE), treating them as public goods and re-design governance is beginning
  - Paris metropolitan area (about 10,000 route buses as public goods), Bogotá (2022 about half EV-converted as of 2022), and others

- Through the creation of "Ville apaisée," new urban value creation and regional revitalization are beginning
  - Accident-free "vibrancy-creation" initiatives that bring people back to the streets
  - Walkability and transport policy are integrated
  - Barcelona (citywide, toward 21st-century streets), Brussels (entire walled area), Ghent (entire inner ring), Paris (all of districts 1–4), Nantes, Strasbourg (entire old town), and many more

- To lead decarbonization and create mobility opportunities, various forms of mobility hubs function as the glue between smart mobility services and the town
  - Berlin (about 200 locations), Hamburg (about 200 locations), Paris depots (15 locations), SF (new on-street uses)

- Public-private data linkage is being achieved across European countries （NAPCORE）
  - In each country, government-led at a maintenance cost of hundreds of millions of yen per year, the centralization, regional distribution, and use in transport policy of mobility-related data is becoming routine (NAP: National Access Point)
  - Europe links not only supply-side data but also people- and vehicle-movement data from Google and TomTom on the above platform

2-2 R&D Progress ④ Re-design report (planning guidelines) for mobility services and development of Japan's first re-design indicators

- Through a comprehensive review of domestic and overseas planning guidelines on urban transport policy and drawing on past findings, focusing in particular on the three points lacking in existing domestic guidelines — 1) integration of mobility services, 2) data sharing, and 3) human resource development — we created the planning guidelines in the 3rd year

Part I: Planning

Chapter 1: What is Re-design?

1.1 Harmonizing the transport system and mobility services from a public-purpose perspective
1.2 The vision aimed for through mobility-service re-design
1.3 The significance of re-design

Chapter 2: Principles of re-design

2.1 Key points of re-design
2.2 Principle 1: Connect services to build an integrated transport network
2.3 Principle 2: Share data and accelerate DX
2.4 Principle 3: Create an ecosystem that supports growth

Chapter 3: How to advance re-design

3.1 How to build an integrated transport network
3.2 Multifaceted use of data in planning and evaluation
3.3 How to build systems where people and communities grow

Chapter 4: Data Governance

4.1 What is local data governance?
4.2 Rule-making and management
4.3 Utilizing data platforms and tools

Part II: Practice

1. Case Study 1: Central Urban Areas

1. Current Situation
2. Vision
3. Designing the Experiment
4. Implementation
5. Results and Challenges

2. Case Study 2: Urban Districts

1. Current Situation
2. Vision
3. Designing the Experiment
4. Implementation
5. Results and Challenges

3. Case Study 3: Suburban Areas

1. Current Situation
2. Vision
3. Designing the Experiment
4. Implementation
5. Results and Challenges

※ The content is currently under consideration, and the results may change in the future.

2-2 R&D Progress ④ Re-design report (planning guidelines) for mobility services and development of Japan's first re-design indicators

■ Planning guidelines for mobility-service re-design created (the Ishida-Nakamura Report; see reference materials)

2-2 R&D Progress ④ Re-design report (planning guidelines) for mobility services and development of Japan's first re-design indicators

■ Implementation-policy report on data governance (an excerpt of joint research results with the OECD ITF; see reference materials)

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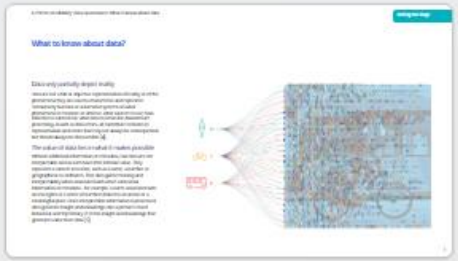
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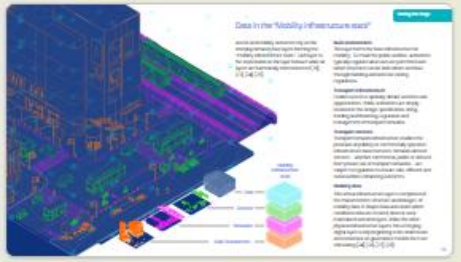
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2-2 R&D Progress ④ Re-design report (planning guidelines) for mobility services and development of Japan's first re-design indicators

- Each consortium had been creating similar indicators.
- In consultation with the Hiroshima University consortium, we created standard specifications for re-design indicators.

■ Mobility-service re-design indicators and the indicators and data used in the regional diagnosis dashboard

	What is rendered on the dashboard					Content of data used			
	Display items on the dashboard		Data specifications						
	Classification	Indicator	Spatial resolution	Temporal resolution	Cross items	Data source	Spatial resolution	Temporal resolution	Cross items
Re-design indicator (travel volume)	Information on people's movement	OD	Minimum zone unit	1 day	Weekday/holiday, purpose, mode	Person trip survey	Minimum zone unit	By minute	Weekday/holiday, sex, age group, purpose, mode
	Indicators on movement by mode	Travel speed	Link	peak off-peak	—	Road Traffic Census	Census By section	peak off-peak	—
		Number of bus services	By bus stop	By hour	Weekday/holiday	GTFS	Bus stop (point)	By minute	Weekday/holiday
Re-design indicator (policy goal)	Activity opportunities, equity	Access time to facilities by public transport	250m mesh	By hour	Weekday/holiday	GTFS	Bus stop (point)	By minute	Weekday/holiday
		LIPT	125m mesh	All day	Weekday/holiday	GTFS	Bus stop (point)	By minute	Weekday/holiday
	Economy	Population that can reach the central urban area by public transport within ● minutes	250m mesh	1-hour unit	Weekday/holiday	GTFS	Bus stop (point)	By minute	Weekday/holiday
	Safety	Number of accidents	250m mesh	At least 1 year	By primary party, fatal vs. non-fatal	Traffic accident statistics (National Police Agency)	Accident location (point)	By minute	Deaths, injuries, accident type, parties (age, type), etc.
	Environment	Per-capita CO2 emissions	Minimum zone unit	A given day	Weekday, holiday	Person trip	Point	By minute	Weekday/holiday, sex, age group, purpose, mode
						Emission intensity	—	—	By mode
	Health	Outing rate	Minimum zone unit	A given day	Weekday, holiday	Person trip	Minimum zone unit	By minute	Weekday/holiday, sex, age group, purpose, mode
		Active-travel time	Minimum zone unit	A given day	Weekday/holiday, purpose, mode	Person trip	Minimum zone unit	By minute	Weekday/holiday, sex, age group, purpose, mode
	Reducing car dependence	Modal share	250m mesh	A given day	By mode	Census (migration, employment status, and place of work/school)	250m mesh	—	Workers/students aged 15+ commuting away from home by mode (walking only, rail/train, bus, private car, motorcycle, bicycle) ※ Other data available by employment status
						Census (population and households)	250m mesh	—	Age group (0–14 yrs, 15 yrs+, 15–64 yrs, 18 yrs+, 20 yrs+, 65 yrs+, 75 yrs+, 85 yrs+, 95 yrs+), sex ※ Other info available by household size and composition (e.g., single-person)
		Modal split	Minimum zone unit	A given day	Weekday, holiday	Person trip	Minimum zone unit	By minute	Weekday/holiday, sex, age group, purpose, mode
		Access time to facilities by car	250m mesh	—	—	—	—	—	—

2-2 R&D Progress ④ Re-design report (planning guidelines) for mobility services and development of Japan's first re-design indicators

- Targeting the mobility-service re-design indicators proposed in previous years, we built a regional mobility diagnosis dashboard that can visualize the current state of Japan's mobility services using seven representative indicators.

■ Example rendering of the regional mobility-service diagnosis dashboard (Yamagata City)

Rendering area

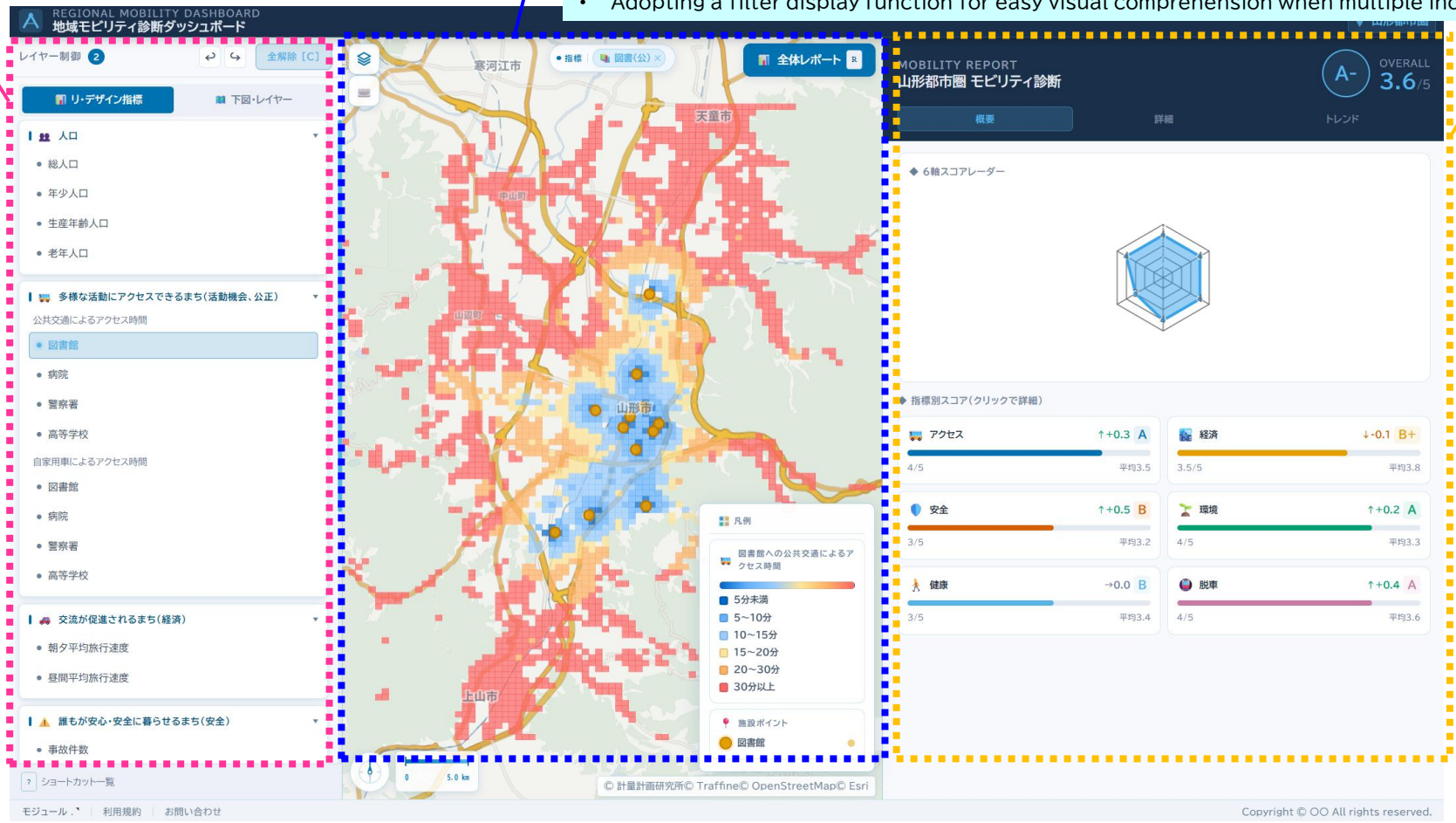
- The layer-selection and diagnosis areas can be collapsed, allowing full-screen display
- Adopting a color scheme considerate of the most common P-type color-vision (difficulty distinguishing red/green and purple/blue) viewers
- Adopting a filter display function for easy visual comprehension when multiple indicators are overlaid

Layer selection area

★ Indicators that can be visualized
・Access time to facilities by public transport
-Libraries, hospitals, police stations, high schools
・Access time to facilities by private car
-Libraries, hospitals, police stations, high schools
・Average road travel speed, morning/evening
・Average road travel speed, daytime
・Number of accidents
・Per-capita CO2 emissions
-Weekday, holiday
・Outing rate
・Usage share by mode
-Rail, bus, car, motorcycle, bicycle, walking

※ Population can also be rendered as base information

★ Base maps that can be visualized
・Maps
-OSM, GSI tiles, satellite
・Polygons
-Location optimization plan areas
-Zone outing rate
・Lines
-Average travel speed, morning/evening and daytime
・Points
-Number of bus services
-Library locations
-Police station locations
-High school locations
-Hospital locations
-Traffic accident points



Diagnosis area

・The regional mobility diagnosis score for the target municipality will be displayed

2-2 R&D Progress ④ Re-design report (planning guidelines) for mobility services and development of Japan's first re-design indicators

- Targeting the mobility-service re-design indicators proposed in previous years, we built a mechanism that uses 6 evaluation axes to quantify (score) the current state of mobility services.

■ Example trial calculation of mobility-service diagnosis scores (Yamagata City)

Mobility diagnosis score — “Overview” screen

Mobility diagnosis score — “Details” screen

Mobility diagnosis score — “Trend” screen

2-2 R&D Progress ⑤ Practice of Tactical Mobility Re-design

- Regarding the results of the demonstration experiment underway in the Miyazaki area, on 2025-8-8, IBS Consortium held a symposium (88 participants).
- Cabinet Office SIP Phase III's regional support has greatly contributed to local social implementation — the symposium was also a venue to share this.

■ A Miyazaki symposium was held to raise awareness and build momentum

街と道 関係性考える

宮崎市 市街地活性化へシンポ

Miyazaki Nichinichi Shimbun
2025-8-15

The symposium began with a keynote by Ishida PD

2-2 R&D Progress ⑤ Practice of Tactical Mobility Re-design

- As one outcome of this consortium's work, to promote the Ville apaisée we established the Green Slow Mobility Association, a general incorporated association (inaugural meeting on 25-9-5; chaired by consortium member Mayo Mieno), aiming to promote implementation and roll it out nationwide.

■ A council to promote the Ville apaisée was established

Featured in various media

※2026-2-end: 66 entities participating

2-2 R&D Progress ⑤ Practice of Tactical Mobility Re-design

- Demonstration experiment installing the speed-measurement display “Smile Speed(a roadside speed-feedback sign)” in Suginami Ward 【Installation dates: 2026-2-10, 14】

■ Overview of the Suginami demonstration experiment

Purpose of the experiment

→ Confirm effectiveness
→ Identify Japan-specific issues and the need to address them

Items to verify

→ The speed-measurement display's speed-reduction effect
→ Issues and improvement measures for domestic deployment

Installation site

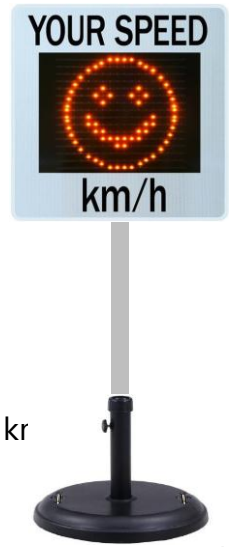
→ Along a public road near Ogikubo Station, Suginami Ward, with a 30 kr limit
Road administrator: Suginami Ward
Police jurisdiction: Ogikubo Police / Suginami Police
→ Installed within a ward-managed park

Coordination partners

→ Suginami Ward
(application for installation permission to the facility manager; coordination on local consultation)
→ Police(explanation about installation)
→ Neighborhood association(permission and consultation on installation)

Implementation dates

→ Weekday and holiday × with/without the speed display, 1 day each
With: 2026-2-3 (Tue) / 2-7 (Sat)
Without: 2026-2-10 (Tue) / 2-14 (Sat)



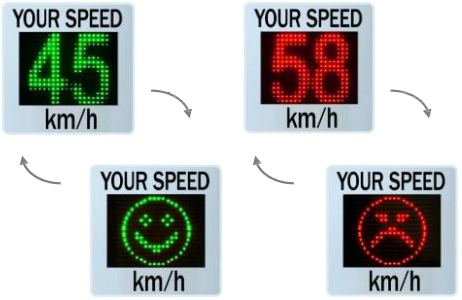
Speed-measurement display “Smile Speed”


The experiment day and site inspection

Ogikubo Tsudoi Park (toward Ogikubo Station)

Pattern ①
30㎞/h or below

Pattern ②
30㎞/h exceeded



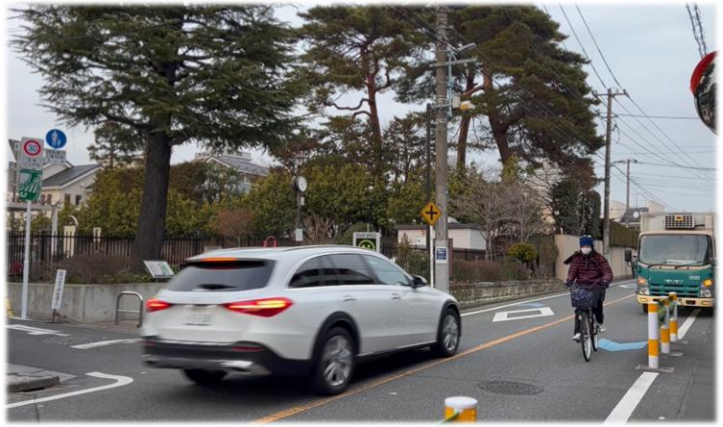
2-2 R&D Progress ⑤ Practice of Tactical Mobility Re-design

- We verified the effects and challenges of installing or not installing the speed-measurement display “Smile Speed”. (Scenes from the site inspection on the experiment day)

■ Scenes from the day of the Suginami demonstration experiment

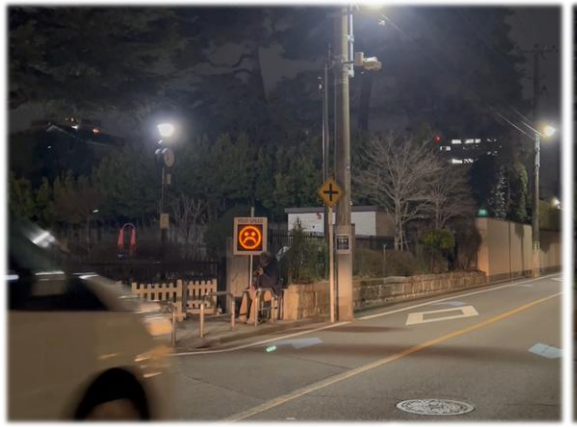
The speed-measurement display detecting and measuring various vehicles

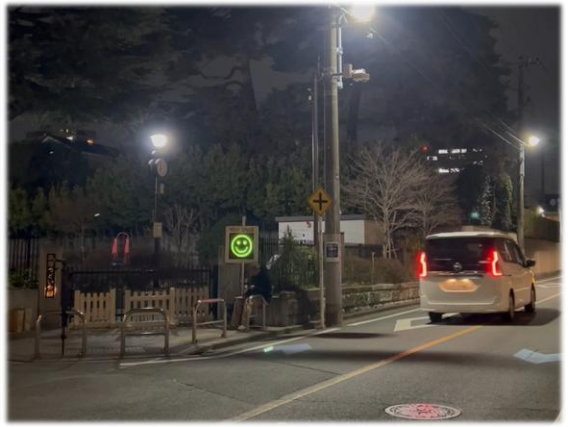
A car slowing down beside pedestrians



Cars and bicycles passing a curbside-parked truck

A vehicle that slowed to 30㎞/h or below after the angry-face icon was shown





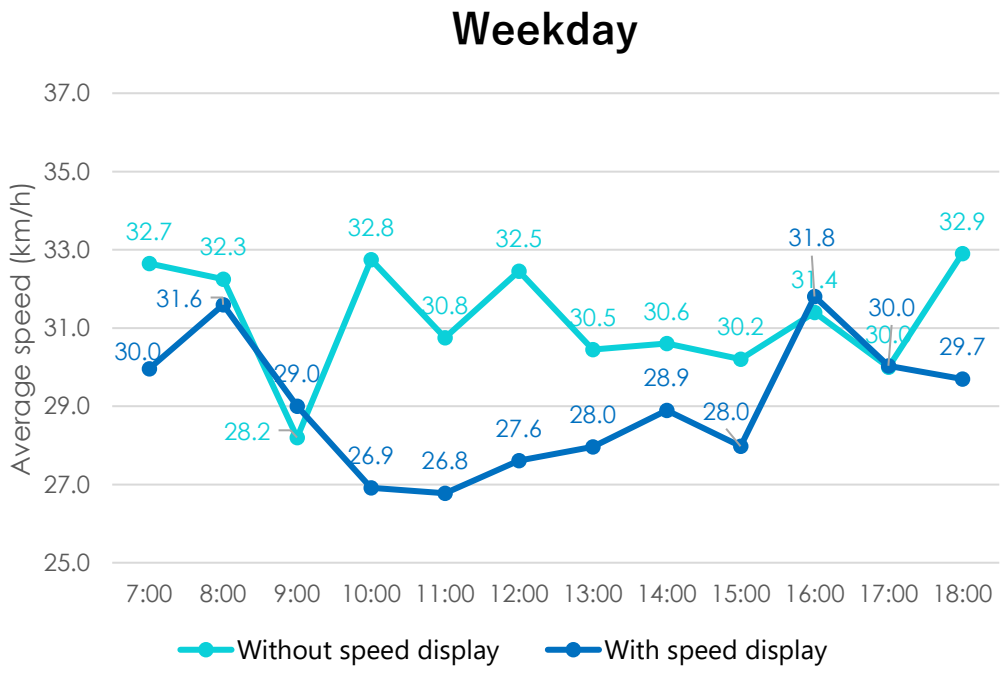
The speed-measurement display detecting vehicles at night as well

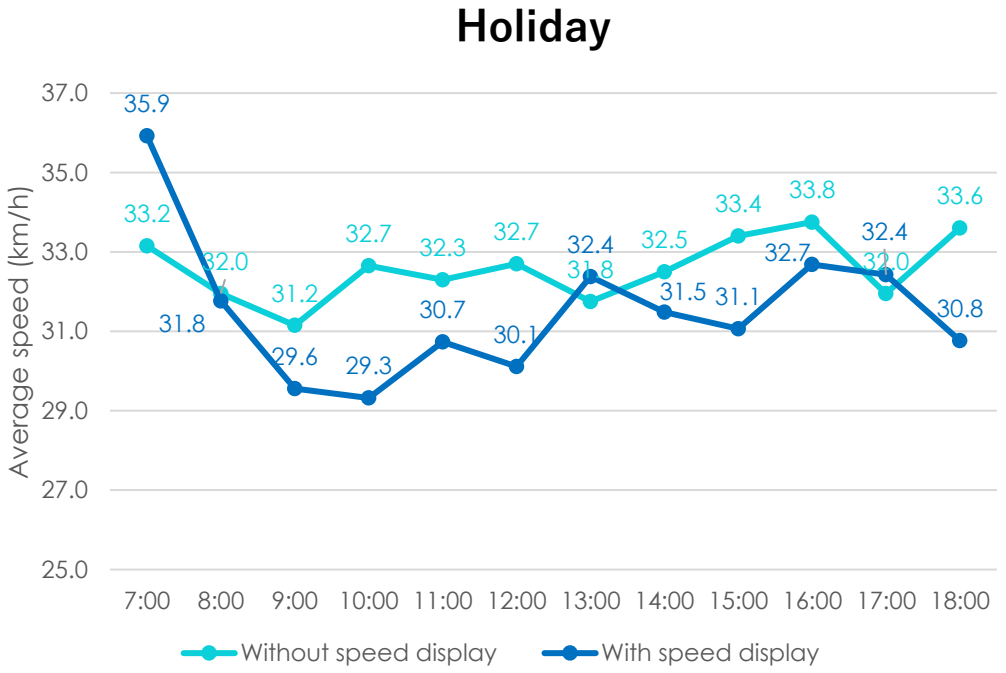
2-2 R&D Progress ⑤ Practice of Tactical Mobility Re-design

- We verified the effects and challenges of installing or not installing the speed-measurement display “Smile Speed”. (Aggregation of speed-reduction effect data)

① Average speed by time of day

- On both weekdays and holidays, except for some time periods, average speeds tended to be lower when the speed-measurement display was installed.





【Without speed-measurement display】 2026/02/03 (Tue), 2026/02/07 (Sat) Data collection method: speed gun

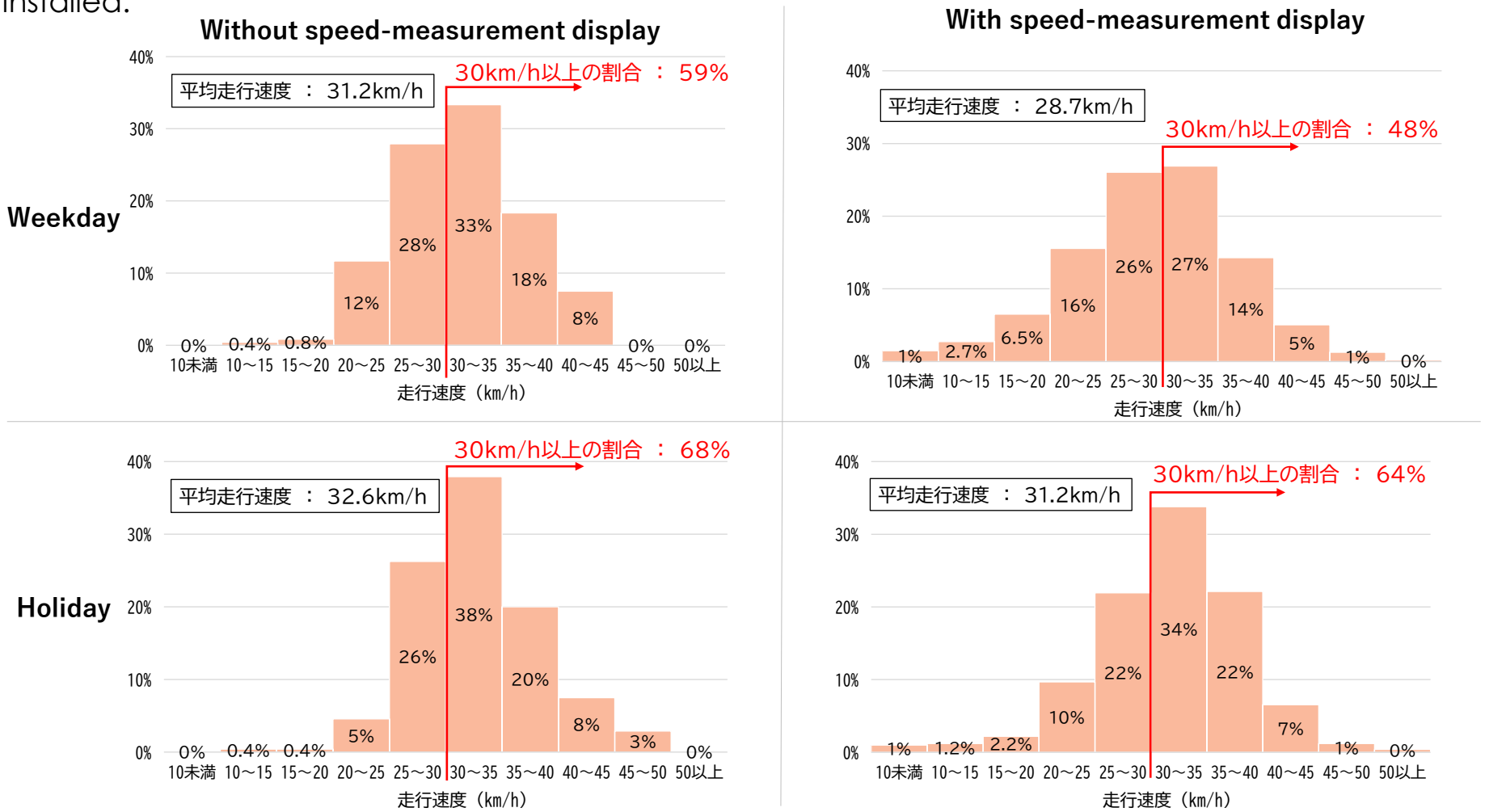
【With speed-measurement display】 2026/02/10 (Tue), 2026/02/14 (Sat) Data collection method: speed-measurement display

2-2 R&D Progress ⑤ Practice of Tactical Mobility Re-design

- We verified the effects and challenges of installing or not installing the speed-measurement display “Smile Speed”. (Aggregation of speed-reduction effect data)

② Share of vehicles by speed

- On both weekdays and holidays, the share of vehicles at 30km/h or below was higher on the days the speed-measurement display was installed.



2-2 R&D Progress ⑤ Practice of Tactical Mobility Re-design

- 2026-3, at the Kinki Bureau of Economy, Trade and Industry, we held the “Slowable School” as a venue for developing talent to create slow spaces.
- We created a “collection of key points” for creating slow spaces and lectured on them at the school. We exchanged opinions and shared knowledge through workshops and the like.

■ Developing talent for creating slow spaces

● Overview of the Slowable School（a hands-on training program for creating slow-mobility/walkable spaces）

Co-hosted with the Kinki Bureau of METI’s Neighborhood Electric Vehicle（NEV※） Knowledge Share

- ➢ Date/time: 3/23 (Mon)　14:00 – 17:30 + networking reception
- ➢ Target participants: regions wishing to introduce Green Slow Mobility, etc.

Program Ⅰ（グリスロナレッジシェア）14:00~15:30
近畿経済産業局 主催

14:00~　開会
14:05~　基調講演
【登壇者】一般財団法人 運輸総合研究所 客員研究員 東京大学 公共政策大学院 特任准教授　三重野 真代 氏
14:30~　ワークショップ（ナレッジシェア＆グループトーク）
15:40~　閉会

Program Ⅱ（スローカブルスクール）16:00~17:30
日本交通計画協会、運輸総合研究所 主催

16:00~　挨拶・説明
【登壇者】一般財団法人 運輸総合研究所 客員研究員 東京大学 公共政策大学院 特任准教授　三重野 真代 氏
16:05~　レクチャー
「日本産出会いの空間『ハローゾーン』の推進に向けたポイント集～スローカブルなまちづくりに向けて～」の紹介
（宮崎市・倉吉市・杉並区での実証実験の結果報告も含む）
16:40~　ワークショップ（実践地区とのグループディスカッション）
【登壇者】宮崎県宮崎市 都市整備部 まちづくり課　才名園 優造 氏
鳥取県倉吉市 総務部 企画課　藤井 勇輔 氏
復建調査設計株式会社 総合計画部 交通まちづくり課　金沢 洋和 氏
17:25~　閉会
18:00~　懇親会　＊希望者のみ

■ Creating a collection of key points for slow-space creation

● Structure of the collection of key points (draft)

- ➢ An explanation of the Japan-originated Ville apaisée (HAROW Zone), and the 20 km/h demonstration experiment that can be conducted even under the current legal system — explained in separate chapters

一章　日本産出会いの空間（ハローゾーン）とは
1：モビリティまちづくりとは
2：モビリティまちづくりに向けた日本産出会いの空間（ハローゾーン）

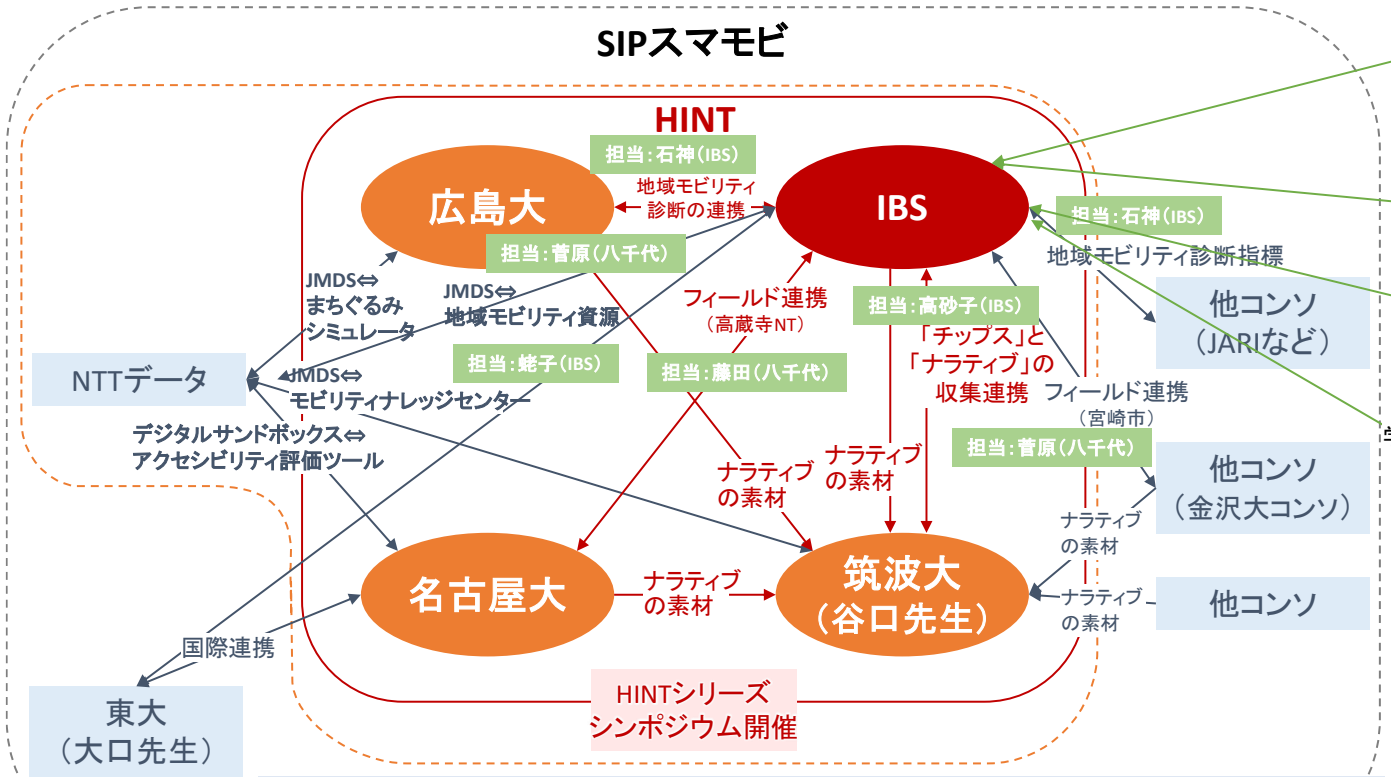
二章　日本産出会いの空間（ハローゾーン）に向けて～実証実験編～
3：実証実験に向けた対応事項
4：有効なツールの紹介
5：効果計測の方法

※NEV：a low-speed electric vehicle used for short-distance community mobility. In Japan, this is known as "Green Slow Mobility."

Progress of Practical Mobility Re-design (IBS Consortium)

2026-2-end: progress status (overview)	**Action 1: Understanding the actual conditions of mobility resources** ・Completed experiments on methods to understand local mobility resources (Kozoji area, in collaboration with the Nagoya Univ. consortium) ・Application to the Miyazaki area (people + cars) based on experiment results (demonstrated 2025-1-13 – 1-26) ・Smart mobility resource reverse-lookup barrier guide **Action 2: Creation of Total Mobilization Tips (a collection of tips) to contribute to regional development (domestic and overseas cases)** ・Publication of the collection of tips (16 overseas cases newly added; being released sequentially on Mobility Chiebukuro) ・ITF（OECD) collaborative-research compilation (2024-5 – 2026-4) ・ISOTC268 (smart cities): part of the results published as a technical report (FY23) **Action 3: Re-design report (planning guidelines) for mobility services and development of Japan's first re-design indicators** ・Redefinition of new mobility services and systematic organization of how mobility services are positioned ・Creation of planning guidelines for overcoming barriers ・Comprehensive review of re-design indicators and drafting of indicator proposals **Action 4: Development of mobility diagnosis guidelines** ・Developed a β version of the regional mobility diagnosis dashboard **Action 5: Practice of Tactical Mobility Re-design** ・Compiled results of the “Ville apaisée” social experiment in the Miyazaki area ・Conducted the “Smile Speed” social experiment in Suginami Ward (2026-2-10, 14) ・Held the Slowable School to promote Ville apaisée (2026-3-23)

2-3 Collaboration with other consortia, subthemes, and relevant ministries



国の機関

国土交通省総政局
経産省製造産業局自動車課

地方自治体

宮崎市、倉吉市、山形市

国際機関

ITF（OECD）：共同研究
FIA（安全チーム、環境チーム）
ISO TC268（スマートシティ）

学術連携

学会

土木計画学　秋大会
スペシャルセッション企画

2025-3-end: in MLIT's Mobility Update Guidance, IBS consortium results are reflected

2025-5-: MLIT's Mobility Update Portal is also linked (links, etc.)

In cooperation with the Tsukuba Univ. consortium's Mobility Chiebukuro, the collection of tips is being released sequentially

Note: HINT:Hiroshima University, IBS, Nagoya University, and Tsukuba University consortia

HINT
Practical Mobility Re-design Consortium

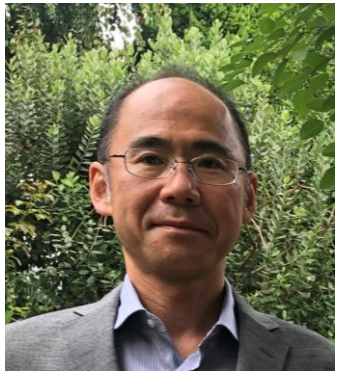
IBS

JTTRI
Japan Transport and Tourism Research Institute

JTPA

yec

Dr. Kazuhiko Makimura



Dr. Takahiro Ishigami

Dr. Mayo Mieno

Dr. Kiyohiro Miura

Dr. Hiroaki Sugawara