

Position paper

"Community Cycle City 21 PLAN " **start from Utsunomiya - city & Ageo - city**

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and

Utsunimiya city + Ageo city + Ageo-citizen city planning conference

Bicycle traffic can contribute to making people feel more involved with their cities and can play a role in inner-city renewal to create a new communication among people. Bicycles provide options that cars cannot; flexibility of speed, lightness, and physical fitness. Plus, they are non-polluting. These characteristics make bicycles closer to people.

"Community Cycle City 21" is a city based on the concept of the aggressive use of bicycles to enhance humanity. "Community Cycle City Plan 21" is a master plan to realize these concept, which two cities are going to make in Japan.

Utsunomiya, a city in Tochigi Prefecture with 400,000-plus inhabitants, is located 100 km north of Tokyo. Utsunomiya is famous for its 'Keirin' cycling competitions and for being the first Asian host of the "World Championship." (Road Race) Utsunomiya, the capital city of Tochigi, is thriving. It has a new transportation system plan which combines the use of LRT (light rail transport) and rental-bicycles with an effective bicycle use for activity in the community and recreation..

Ageo City, with 200,000 inhabitants, is 40 km north of Tokyo in Saitama Prefecture. It is famous as a pioneer of the automatic rental bicycle system as well as its Bridgestone Cycle Co., Ltd. plant. The 50-member Ageo Citizen City Planning Council was founded with interest groups including residents' associations, volunteer groups, and other inhabitants busy creating a new general masterplan for the city through discussions and workshops. They decided that the effective use of bicycles is one of the most important projects in the new plan.

"Community Cycle City 21" is one of the most important concepts of people-friendly urban planning. It is necessary to include in the master plan a basis for effective bicycle use and a strategy for putting it into practice. There are four expected effects and six images in future on the assumption.

In each city, a master plan should be in place very soon. Nevertheless, there are three major problems and clues which the two cities have in common. They are as follows:

1. Capability and Quality of Bicycles as Tools

- improvement for comfortable use in rainy and/or windy weather, although bicycles have been improving rapidly more attractive (design, lighter weight).
- improvement of bicycles for different speeds for shopping or commuting.
- effective use of bicycles assisted by an electrified motor and folding bicycles.

2. Bicycle Consciousness

- how to recognize that urban mobility can benefit from the reintroduction of bicycle-traffic as an attractive means of transportation about the city.
- difficulty for most people to give up the idea of using cars, which they have come to accept as the norm, when the same things could be accomplished on bicycles.
- some businesses cannot see the benefits to be gained from a cycle-friendly city.

3. Creation of Comfort in Use

- how to construct an urban mobility system ("Chain mobility") including bicycle use and combining the attractions of city wandering.
- how to develop a bicycle road network, a street profile which will determine how different means of transportation can be used together.
- how it can technically be shifted to improve existing facilities with today's technology.
- how we can promote the bicycle manufacturing industry and develop a new common-use system like "the white bike".

The purpose of our "Community Cycle City 21 Plan" is to resolve these problems and we will create a new relation among people, city and life in the 21st century.

There bicycles will play a central role.