



Aiming for an
Accident-Free Tokyo



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Aiming for an
Accident-Free Tokyo

Following traffic rules is the first step toward protecting your life and the lives of those around you. Bicycles are easy to use, convenient, and environmentally friendly. They are also needed to get around in the city. The total number of traffic accidents is on a downward trend, but the number of accidents with bicycles is going up. In fact, in about 70% of accidents with bicycles that caused injuries or deaths, the cyclist has violated some law or regulation. With bicycles, the cyclist can sometimes be both a victim and an offender. Because of this situation, the Tokyo Metropolitan Government has created a rulebook showing the bicycle traffic rules that everyone should know. Let’s work together to build a safe and comfortable Tokyo by correctly understanding the rules and acting with care for others.



Let's Learn! Current Situation of Bicycle Accidents

▶ The numbers show **how dangerous they are**

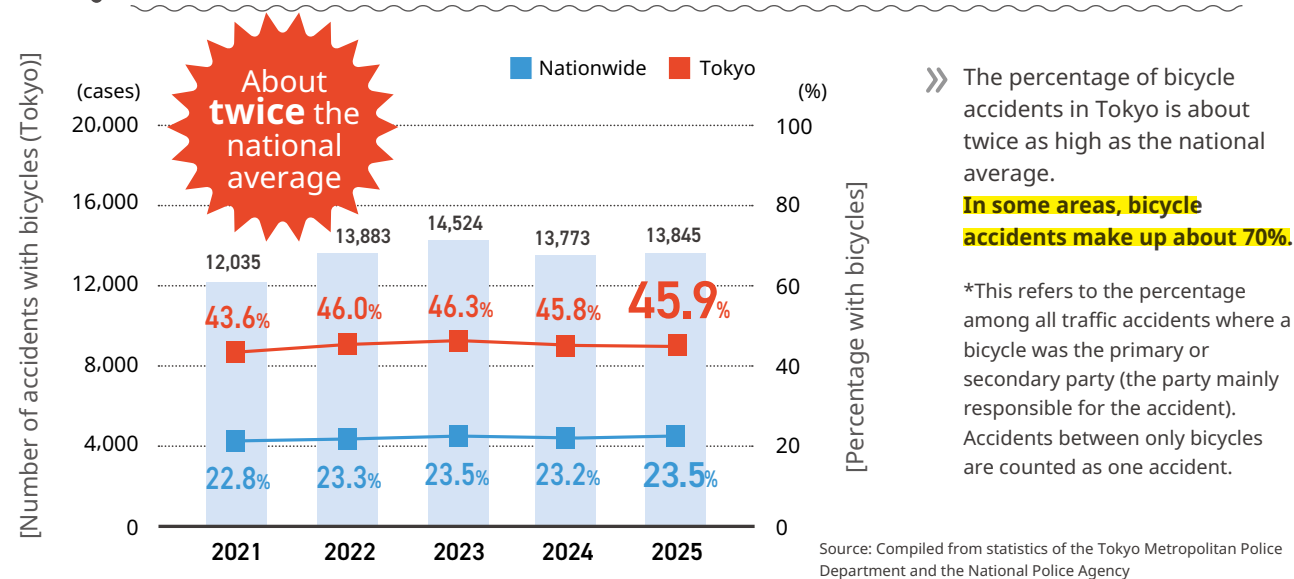


Bicycles are an essential means of transportation in the lives of Tokyo residents. They are used for commuting to work or school, shopping, and other daily activities. However, there are major issues: the percentage of accidents with bicycles is about twice as high as the national average, and **there has been some form of violation by a cyclist in over 70% of the accidents with bicycles.** Let's correctly understand the current situation and make sure that each of us uses bicycles safely.

DATA 01

Of all traffic accidents

About one in two accidents is with a bicycle!



» The percentage of bicycle accidents in Tokyo is about twice as high as the national average. **In some areas, bicycle accidents make up about 70%.**

*This refers to the percentage among all traffic accidents where a bicycle was the primary or secondary party (the party mainly responsible for the accident). Accidents between only bicycles are counted as one accident.

DATA 02

Where accidents often happen

Over 50%
of accidents are at or near intersections!

» **Many bicycle accidents happen at intersections.** Stopping and checking for safety are especially important at intersections and corners where it is difficult to see.

Source: Compiled from statistics of the Tokyo Metropolitan Police Department (2025)

See **p.13** for details

DATA 03

Most common situation for accidents



» **In bicycle accidents, angle collisions are especially common.** It is clear that not checking for safety at intersections and other locations is causing accidents.

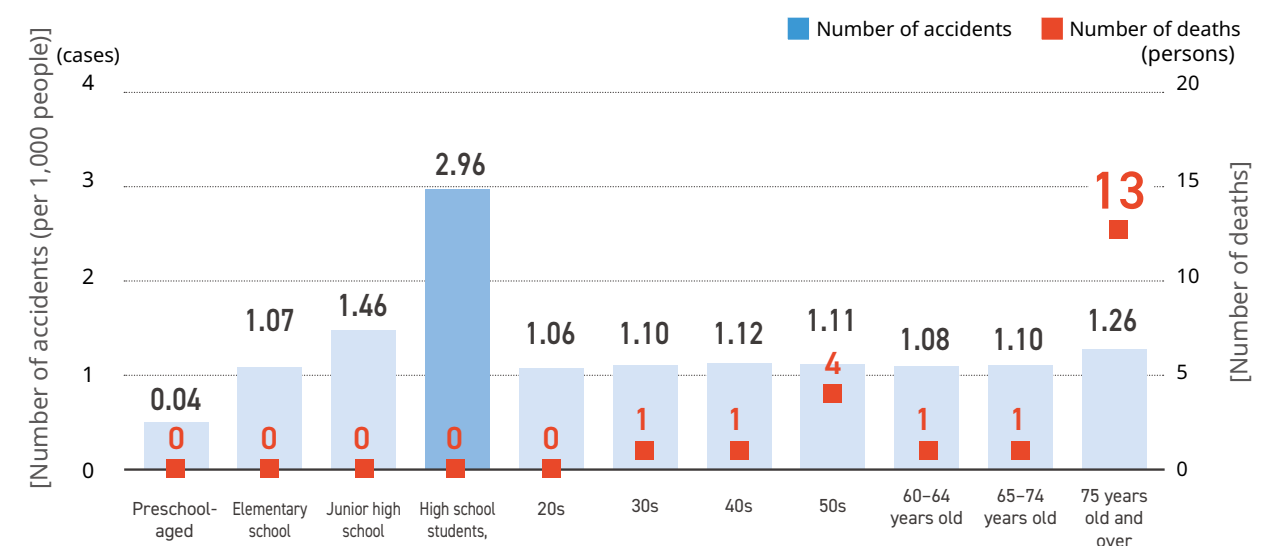
Source: Compiled from statistics of the Tokyo Metropolitan Police Department (2025)

See **p.11** for details

DATA 04

Trends in bicycle accidents by age group

Source: Compiled from statistics of the Tokyo Metropolitan Police Department (2025)



» When looking at bicycle accidents by age group, **high school students, etc., make up the largest percentage of the population.** And, **the number of deaths is highest among those aged 75 and over.** Extra care is needed when riding a bicycle for commuting to school or shopping in your neighborhood.

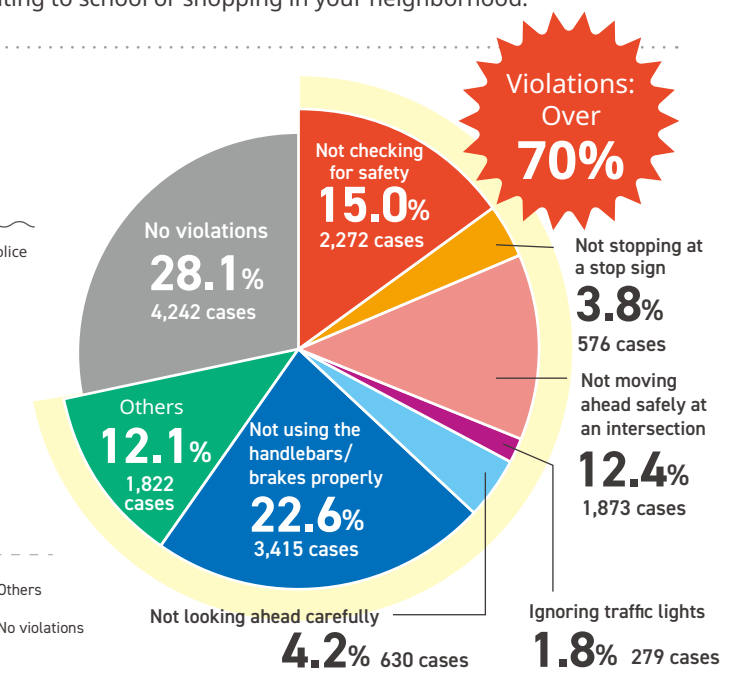
DATA 05

Cyclists also commit traffic violations!

Source: Compiled from statistics of the Tokyo Metropolitan Police Department (2025)

» **In many bicycle accidents in Tokyo, the cyclist has also committed a traffic violation.** Following basic rules, such as checking for safety, helps prevent accidents.

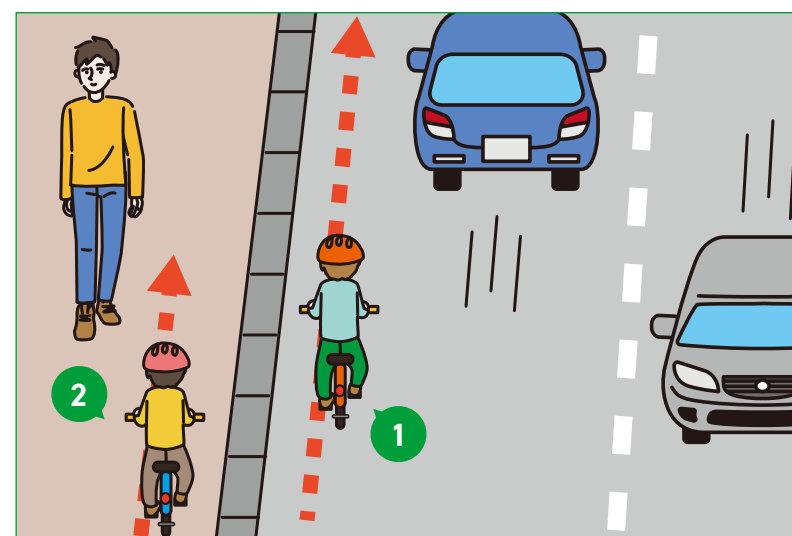
See **p.09** for details



The Five Rules for Safe Cycling

Decided by the Traffic Safety Measures Headquarters of the National Council for Traffic Safety Measures on November 1, 2022

🚲 The general rule is to ride on the left side of the road; use sidewalks only in special cases and give way to pedestrians

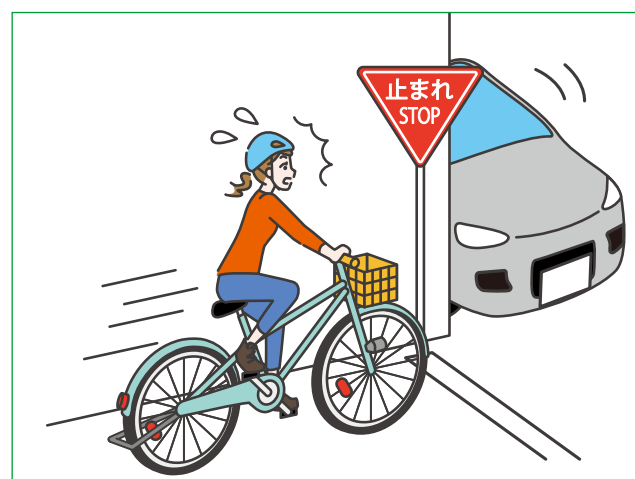


"Bicycle-only Lanes"

See p.11 for details

- ✓ **1** You must ride as close as possible to the left edge of the left side of the road. If there is a bicycle-only lane, use that lane, unless there is construction work or other similar reasons.
- ✓ **2** If you have no choice but to ride on the sidewalk, you must ride slowly along the side closer to the road, and you must stop when blocking pedestrians.

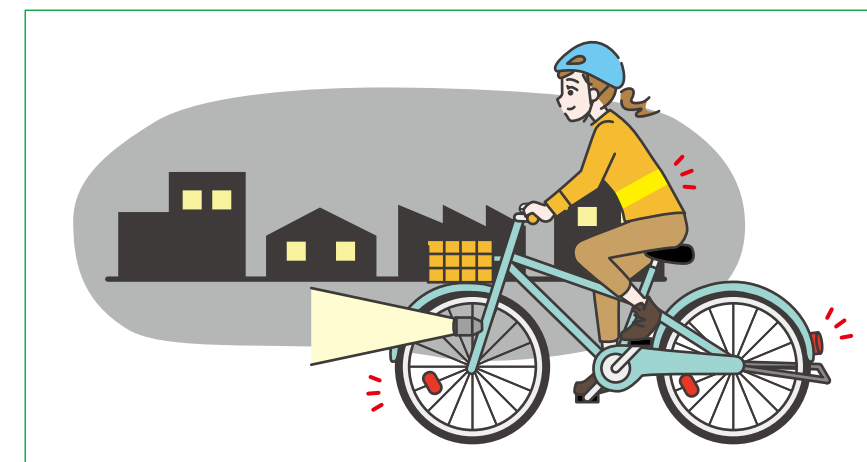
🚲 Follow traffic signals and stop signs at intersections, and check for safety



- ✓ When riding a bicycle on the road, you must follow traffic signals and other markings. In particular, when crossing the street at a crosswalk or when a pedestrian traffic signal is marked "Pedestrians and Bicycles Only," you must follow the pedestrian traffic signals. A flashing green light on a pedestrian traffic signal has the same meaning as a yellow light. Wait until the next green light.
- ✓ Always stop and check both directions for safety at stop signs, railroad crossings, and areas where it is difficult to see.

🚲 Turn on your lights at night

- ✓ Riding without your lights on is very dangerous because it makes it difficult to see the road conditions as well as other vehicles and pedestrians around you. And, it also makes it difficult for other vehicles and pedestrians to notice your bicycle. For safety reasons, ride your bicycle with your lights on and reflectors attached at night.



🚲 Do not drink alcohol and ride



- ✓ You must not ride a bicycle drunk or under the influence of alcohol.

Riding while drunk or under the influence of alcohol is a crime!

See p.15 for details

◀Mimamoryinu

🚲 Wear a helmet

- ✓ When riding a bicycle, be sure to wear a helmet to lower the risk of injuries in the event of an accident. Under the Road Traffic Act and the Tokyo Metropolitan Government Ordinance on Safer and More Proper Use of Bicycles (Tokyo Metropolitan Ordinance on Safe Bicycle Use), all cyclists are required to make their best effort to wear a helmet.

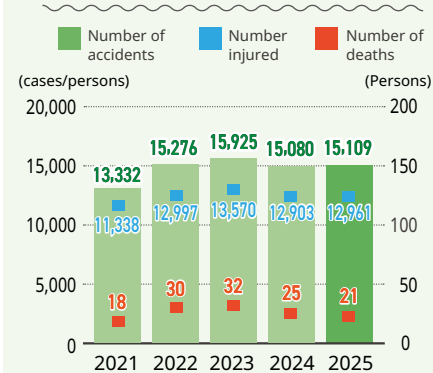


Do You Know the Importance of Helmets?

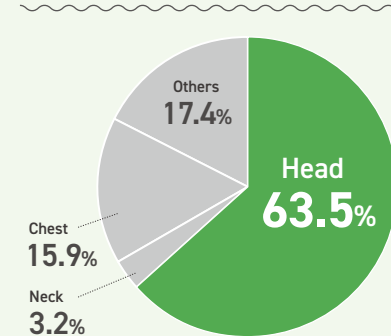
Head injuries can be deadly! Wear a helmet!

Source: Compiled from statistics of the Tokyo Metropolitan Police Department

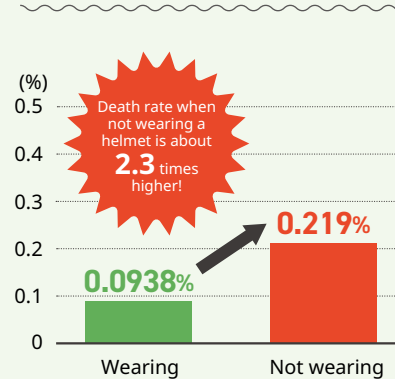
Number of Deaths/Injured While Cycling (2021 to 2025/Tokyo)



Main Body Part Injured in Bicycle Accident Deaths (2021 to 2025/Tokyo)

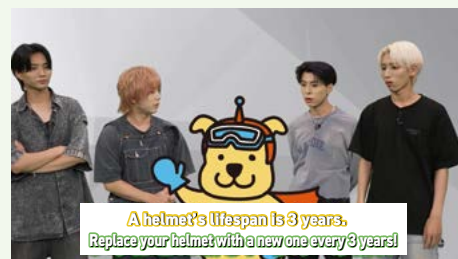


Death Rates by Helmet Usage (2021 to 2025/Tokyo)

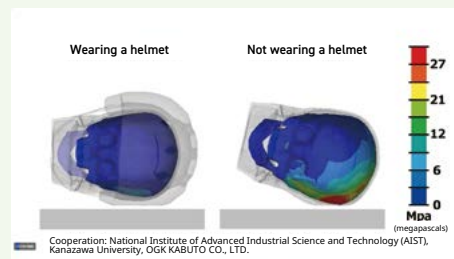


Video showing the importance of helmets

When you fall, the helmet absorbs the impact and **can reduce the head damage to 1/15th** of what it would be without it. A helmet is your partner in keeping you safe.



Is Your helmet OK? Wear It and GO! With OWV (Family Edition) Video Promoting the Use of Bicycle Helmets #3



[Metropolitan Police Department Traffic Administration Division] "Lives Saved by Helmets": A Message that Can Be Shared Because They Survived



Also when riding with a guardian

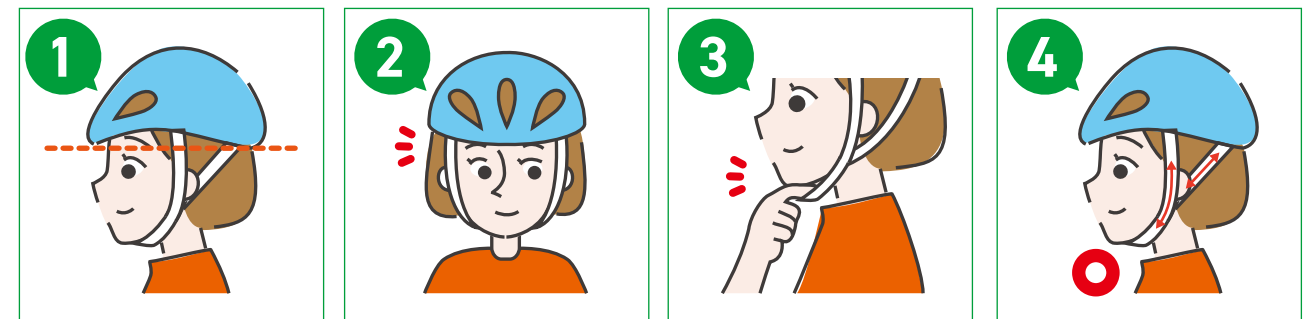


Also when children ride their own bicycle



- » Protecting your head can save your life. All cyclists, of any age, are required to wear a helmet while riding. Adults first need to set an example and show children that they wear a helmet.

How to Wear a Helmet Properly



- » Wear it properly at a level angle.
- » Adjust the helmet's angle so that the front sits just above your eyebrows, wearing it evenly on both sides.
- » Check if you can fit one index finger between your chin and the chin strap.
- » Check for any twisting in the V-shaped straps around your ears. The V-shaped straps should sit just below your earlobes.

Choose a helmet with a bicycle safety mark!

Industrial safety helmets (hard hats) do not meet safety standards for head protection while cycling.



Examples of safety marks

The mark is usually located on the inside or back of the helmet.



Even with the CE mark, if the number following **EN** is different, its standard is different and does not meet safety requirements.



SG mark



JCF mark



CE mark (EN 1078)



Is it okay to keep using the same helmet?

Helmets deform (change shape) when impacted strongly. Therefore, it may not absorb the impact well enough.

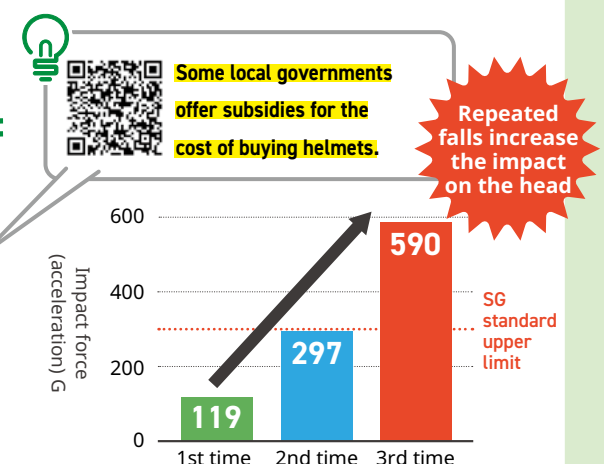
If your helmet has been impacted strongly, do not keep using it; replace it right away!

- » Even if you can't see any changes, UV rays and other factors can cause the helmet to break down over time and not work as well. When the period recommended by the manufacturer (such as 3 years after purchase) has passed, you should think about replacing it.

Do you have your helmet ready? It is required to make your best effort to wear a helmet under the Road Traffic Act and the Tokyo Metropolitan Government Ordinance on Safer and More Proper Use of Bicycles!



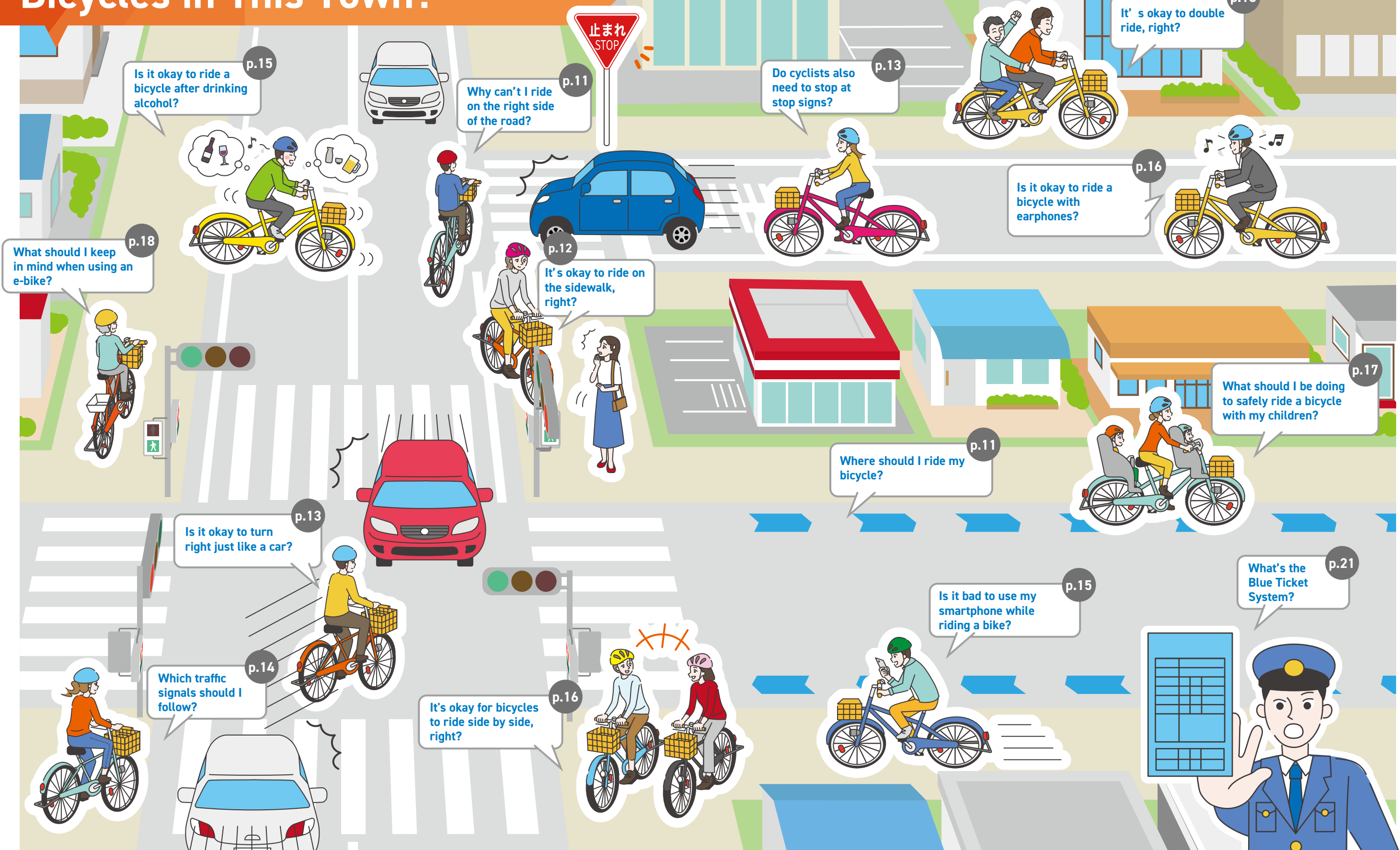
▲Mimamoryinu



The impact when a bicycle helmet with the SG mark is placed on a head model and dropped onto a hemispherical metal surface from a height of about 1.1 m.

Source: From "Why? What? Bicycle Helmets," Tokyo Metropolitan Government Bureau of Citizens and Cultural Affairs, Consumer Affairs Division

What Is Dangerous About the Bicycles in This Town?



Basics of Cycling on the Road

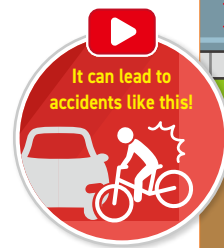
Ride on the road

The general rule is to ride on the left side of the road

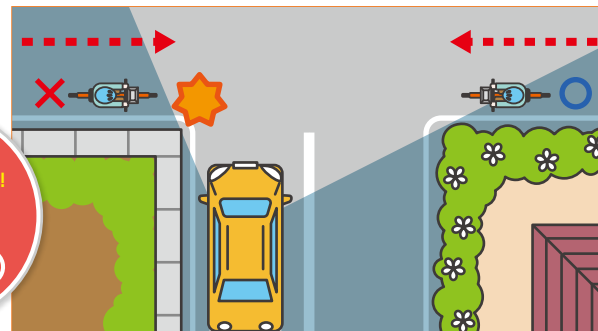
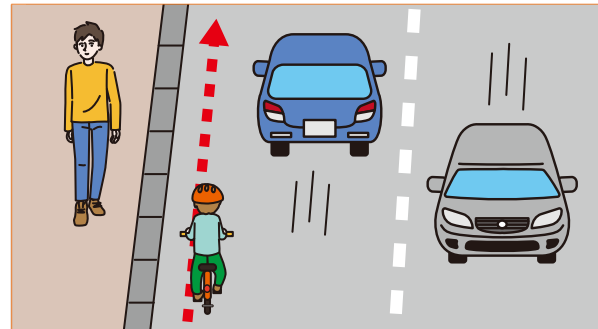
- When riding a bicycle on the road, you must stay to the left of center and as close as possible to the left edge.

Why is it dangerous to ride on the right side of the road (ride against traffic)?

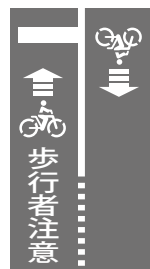
- If you ride on the right side of the road, you will be in the blind spot of vehicles at corners, increasing the risk of accidents. Even on a one-way road, riding against traffic is very dangerous, as it increases the risk of a head-on collision with a car. Also, if there is a head-on collision, the impact will be greater than when riding on the left side of the road, leading to a more dangerous accident.



*This video shows an actual accident. Please do not watch if you find such content upsetting.



Where to ride a bicycle



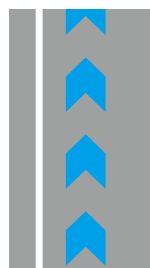
Bicycle paths

These lanes are separated by curbs, railings, or other structural works. On roads with bicycle paths in place, you must ride in that lane if at all possible.



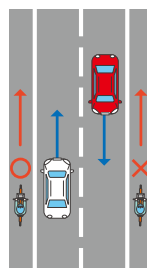
Bicycle-only lanes

When there is a bicycle-only lane in place, you must ride in that lane. Use the left lane as two-way traffic is not allowed.



Bicycle navi lines

These markings show where and in which direction bicycles should ride. Although it is not required, cyclists should follow these markings when riding.



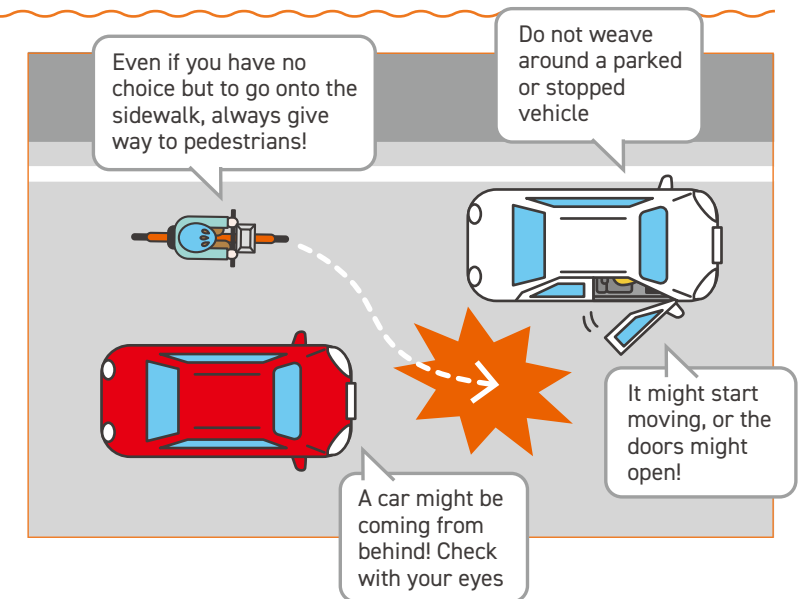
Road shoulders

You may ride on a road shoulder only if it does not get in the way of pedestrians. You also may not ride in double-lined shoulders (pedestrian crossings).

When changing course

When changing course, make sure it is safe

- When moving around a parked or stopped vehicle, be sure to pass on the right side. When moving around, be very careful of vehicles coming from behind.
- There is also a risk of riding into a city bus that has started moving when you try to pass it while it is stopped at a bus stop. Be very careful around the time a city bus stops and starts moving, as passengers will be getting on and off.



Exceptions! When riding on the sidewalk

Exceptions where standard bicycles can ride on sidewalks

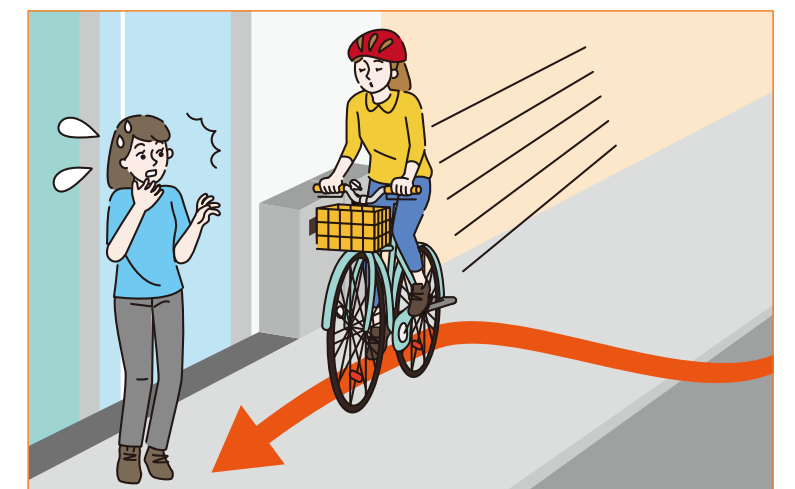
- When a child under 13, an elderly person aged 70 or over, or a person with a disability is riding a standard bicycle
- When there is road construction or a line of parked vehicles, when there is a very high amount of traffic, or when the road is narrow
- When there is a sign or marking on the sidewalk that reads "Bicycles and Pedestrians Only"



歩行者優先
Sign for "Bicycles and Pedestrians Only"

On sidewalks, give way to pedestrians and ride slowly along the side closer to the road

- Weaving through pedestrians and moving back and forth between the road and sidewalk is dangerous
- Do not ring your bell to clear pedestrians out of the way
- Ride at a speed that lets you stop right away if you sense danger!
- Because people may suddenly come out of stores and other places, make sure to ride along the side of the sidewalk closer to the road

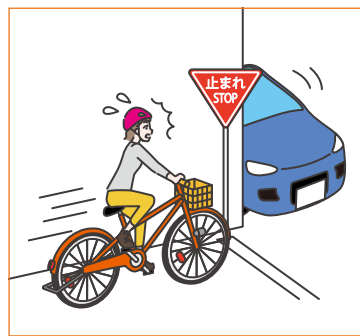


Traffic Rules at Intersections

You must follow traffic signals and stop signs

At intersections where it is difficult to see, stop completely and check for traffic to the left and right

- ✓ If you cannot see well enough from the "STOP" line, move up slowly while checking for safety.



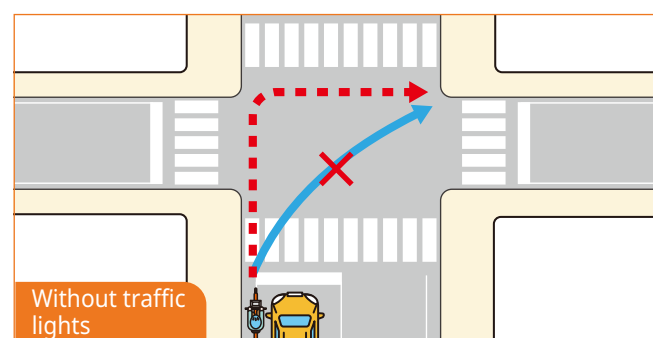
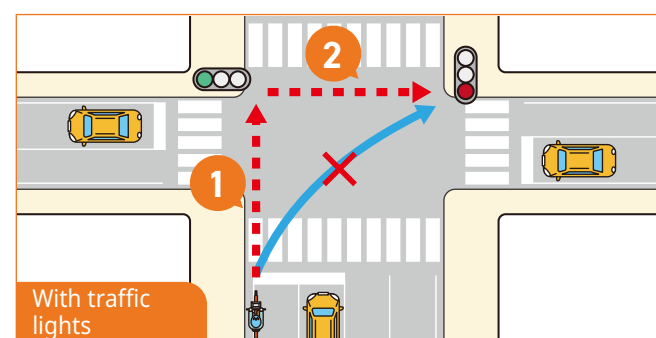
- ✓ Be careful not only of cars, but also of motorcycles and other vehicles.

It is dangerous to be in the blind spot of a turning car! Just because the traffic light is green does not mean it is safe!



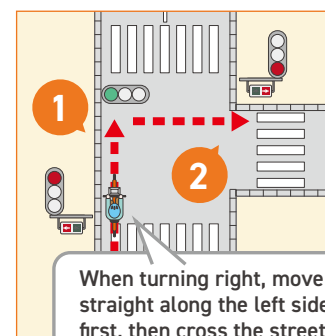
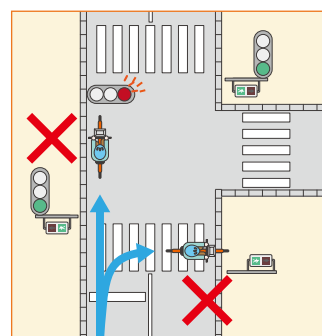
Turning right at an intersection requires a "two-step right turn"

- 1 Cross the street when the light is green, turn directions, and wait while the light is still red.
- 2 Move forward when the traffic light ahead turns green. Do not enter the right lane.

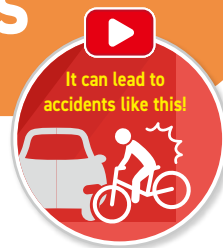


If riding at a T-shaped intersection, follow the vehicle traffic signals

- ✓ Bicycles are treated as vehicles, so follow the vehicle traffic signals, not the pedestrian signals.



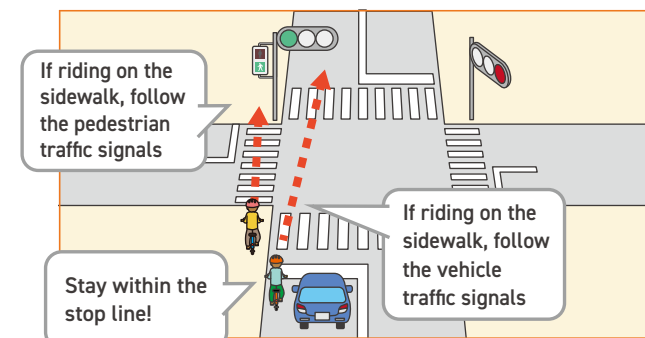
When turning right, move straight along the left side first, then cross the street.



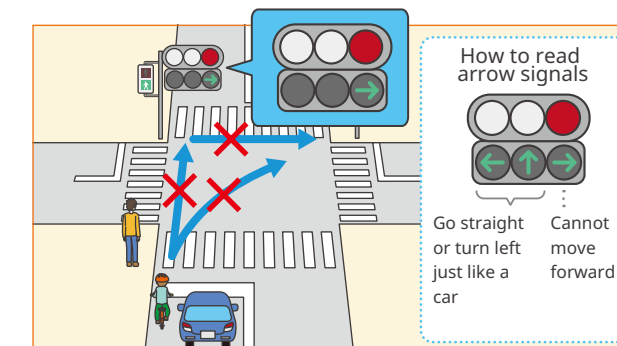
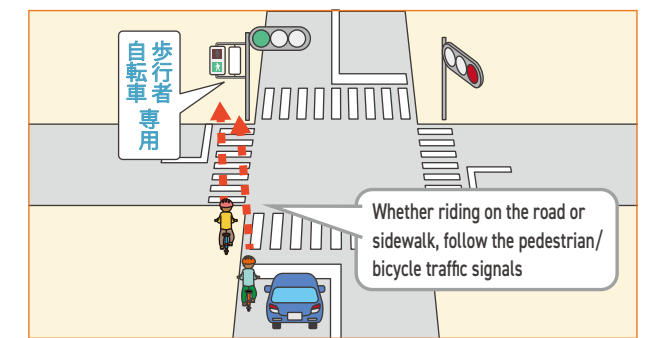
*This video shows an actual accident. Please do not watch if you find such content upsetting.

How to read traffic lights

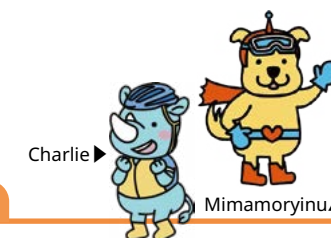
Without "Bicycles and Pedestrians Only" sign



With "Bicycles and Pedestrians Only" sign



You cannot turn right on an arrow signal; follow the green light or the straight-ahead arrow



Download it here!



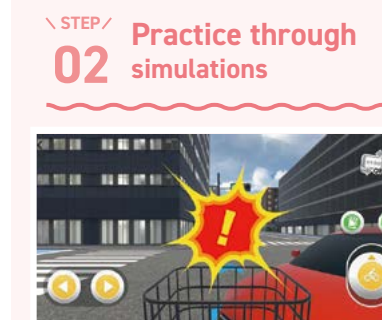
PICK UP Learn the rules and etiquette of cycling!

Tokyo Bicycle Safety Learning App "Rin-toré"

This smartphone and tablet app allows users to learn about accident cases, rules, and etiquette, as well as practice cycling skills such as starting, stopping, and avoiding obstacles.



There are educational conversations between Mimamoryinu and Charlie. You can learn bicycle traffic rules and etiquette in a fun way.



There are simulations to test whether you can follow the rules while riding. It offers 5 courses. Ride safely and reach the finish line!



This 10-question test reviews traffic rules and etiquette. If you pass the test, you will get a special Rin-toré certificate.

There are some great perks to getting your certificate. See more information about this on the Tokyo Metropolitan Government's website.



STOP! Dangerous Cycling

» Dangerous Cycling 01

Do Not Use Your Smartphone While Riding



Using your smartphone to make phone calls or staring at the screen while riding means that you are not focused on the road ahead. This could cause an accident if you do not notice traffic signals or movement around you. It is also not allowed to stare at a smartphone fixed to your bicycle. Smartphones are convenient, but using them while riding puts lives at risk.

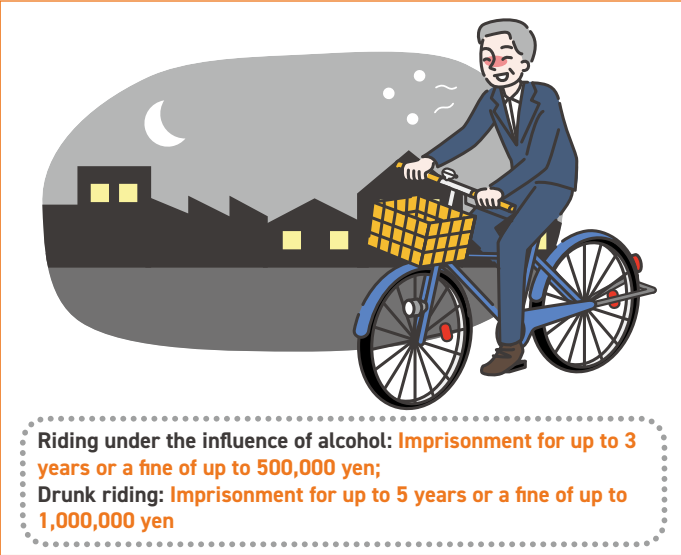


» Dangerous Cycling 02

Do Not Drink Alcohol and Ride



Drunk riding means that a person cannot ride in a straight line and their judgment is greatly lowered because of alcohol, making it impossible to ride safely. Riding under the influence of alcohol means riding while alcohol is still in the body; if a cyclist's blood alcohol level is over the legal limit set by Cabinet Order, that cyclist is subject to a penalty. Both carry a high risk of accidents and are against the law, even when riding a bicycle. Those who provide the bicycle, ride as a passenger, or serve alcohol are also subject to penalties.



About the "Bicycle rider training system"

This is a lecture system for cyclists who have repeatedly committed serious or dangerous violations. Persons aged 14 and over must take this course if, within the past 3 years, they have received a traffic ticket or similar penalty for dangerous actions while riding a bicycle (16 categories), such as ignoring traffic lights, or if they have been in 2 or more traffic accidents. Failure to follow this order to take the course may result in a fine of up to 50,000 yen.

» This applies to the following dangerous actions (16 categories):

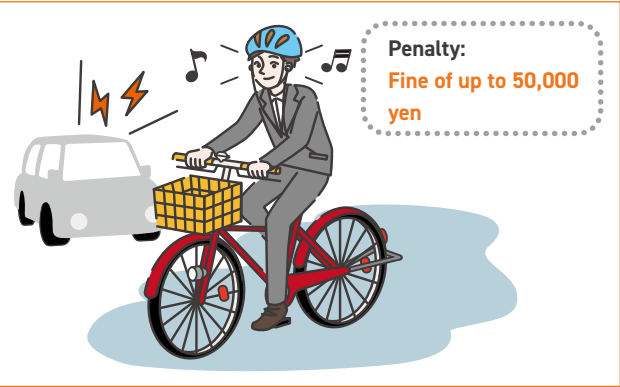
- | | | | |
|--|--|--|---|
| ① Ignoring traffic lights | ④ Entering a railroad crossing | ⑩ Failing to stop at a designated location, etc. | ⑬ Riding under the influence of alcohol, etc. |
| ② Riding in a prohibited area | ⑤ Obstructing a vehicle on a priority road, etc. | ⑪ Violating a traffic rule when on a sidewalk | ⑭ Violating duty to ride safely |
| ③ Failing to slow down on a pedestrian road | ⑥ Obstructing a vehicle with priority at intersections | ⑫ Riding a bicycle with faulty brakes | ⑮ Using a mobile phone, etc. |
| ④ Violating designated traffic division | ⑦ Obstructing a vehicle at a roundabout, etc. | | ⑯ Obstructive riding |
| ⑤ Violating rules for riding on road shoulders | | | |

» Dangerous Cycling 03

Do Not Use Earphones



Listening to music or making phone calls with earphones or headphones keeps you from hearing important sounds, such as car horns and emergency vehicle sirens. This has actually led to angle collisions and collisions where cyclists could not move away in time. Do not cover your ears; pay attention to the sounds around you while riding.



» Dangerous Cycling 05

Do Not Double Ride



Double riding on a bicycle makes the center of gravity unstable, making it easier to lose balance and fall. To protect both yourself and the person with you, be sure to never double ride. However, when riding with children on your bicycle, be sure to follow the rules for carrying children and ride carefully. See [p.17](#) for details.

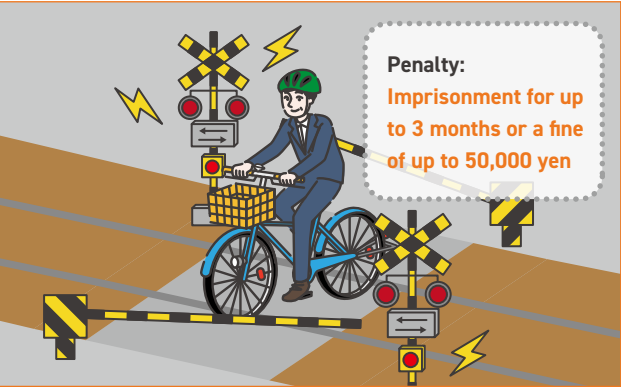


» Dangerous Cycling 04

Do Not Enter Lowered Railroad Crossing Gates



Do not enter railroad crossings as the gates are lowering or when lowered.



» Dangerous Cycling 06

Do Not Ride Side-by-Side



Riding side-by-side with friends or other persons blocks the flow of cars and motorcycles from behind, and may even lead to an accident. It may seem fun, but do not ride side-by-side; ride safely with one bicycle behind the other.



Checklist for Comfortable & Safe Cycling

When riding with children on your bicycle

For cyclists 16 years old or over, up to two preschool-aged children may be seated in child safety seats

*Preschool-aged children: Children who have not yet reached the age to start elementary school



Two preschool-aged children may be seated on bicycles made with two child safety seats. Or, one preschool-aged child may be seated while the other is carried on your back with a sling.



Preschool-aged children may be seated in child safety seats or carried on the cyclist's back in a sling. Or, with bicycles not made for two pre-school aged children, you may ride with two children by having one child seated and the other carried on your back in a sling.



Even with bicycles made for two preschool-aged children, seating two children and carrying one on your back with a sling is not allowed!



If it is not a bicycle made for two preschool-aged children, seating two preschool-aged children is not allowed!

For such bicycles, it is not allowed to seat two preschool-aged children in a child safety seat.



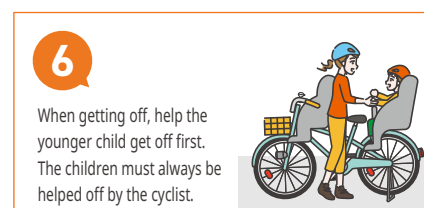
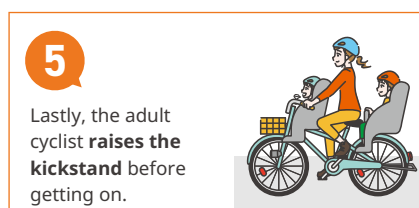
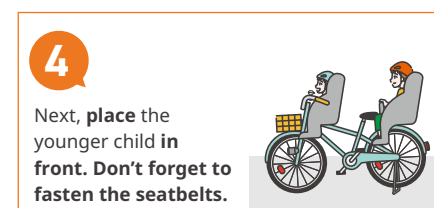
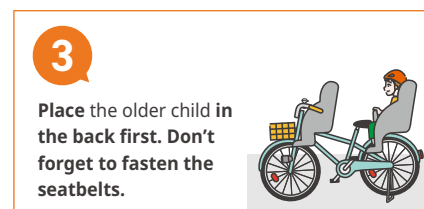
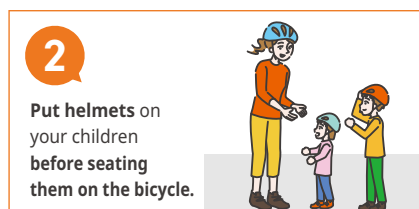
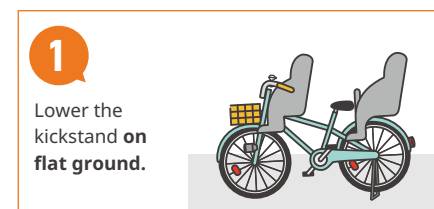
Holding a child in front of you is not allowed!



*Bicycles seating two preschool-aged children must meet certain safety standards and have the "BAA mark" and the "Mark of Compliance with Safety Standards for Carrying Two Children"

How to seat two preschool-aged children on a bicycle

When helping your children get on and off the bicycle, do so somewhere flat and safe while carefully checking around you.

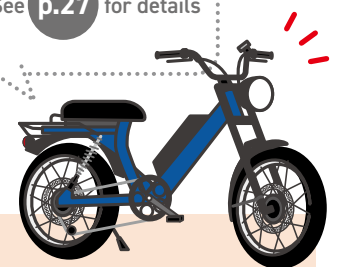


About electric-assist bicycles (e-bikes)

I've been seeing these lately, but are they bicycles?

See p.27 for details

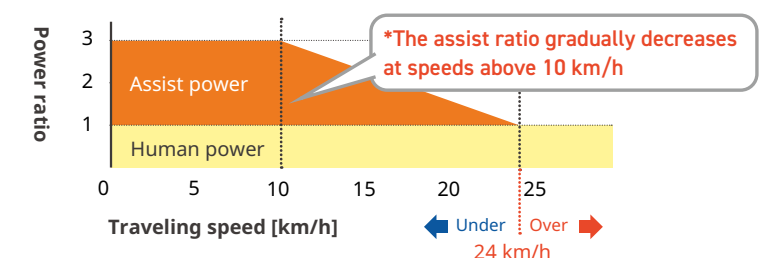
✓ Electric-assist bicycles have an electric motor to give the cyclist more power to pedal, and can be used as standard bicycles if they meet legal standards.



How to ride an electric-assist bicycle

01 » Be sure to ride an electric-assist bicycle that meets legal standards

If the assist ratio is over the legal limit, the bicycle is not considered to be a standard bicycle, and a driver's license may be required.



02 » When turning on the power, keep both hands on the handlebars and both feet on the ground.

If you turn on the power with your feet on the pedals, the assist may not work. This feature prevents accidents caused by sudden assisted movement.



03 » When starting off, check around you and move slowly.

Electric-assist bicycles may assist with great power when starting off. Before you start riding, make sure to check around you for safety, and then pedal slowly to get going. Starting off quickly can cause falls or collisions, so it is important to use the bicycle calmly.

Points to remember with electric-assist bicycles

Do not have both legs on the same side of the bicycle to scoot start

Pushing off the ground with one foot while the other foot is on the same side's pedal is dangerous; it is easy to lose your balance. Make sure to sit on the saddle with your legs on both sides before starting off.

Ride at a speed where you can brake at any time!

The assist feature lets you pick up speed with only a little pedaling. If you are not ready to stop at once, you won't be able to react to sudden movements or obstacles, putting you at higher risk of a collision.

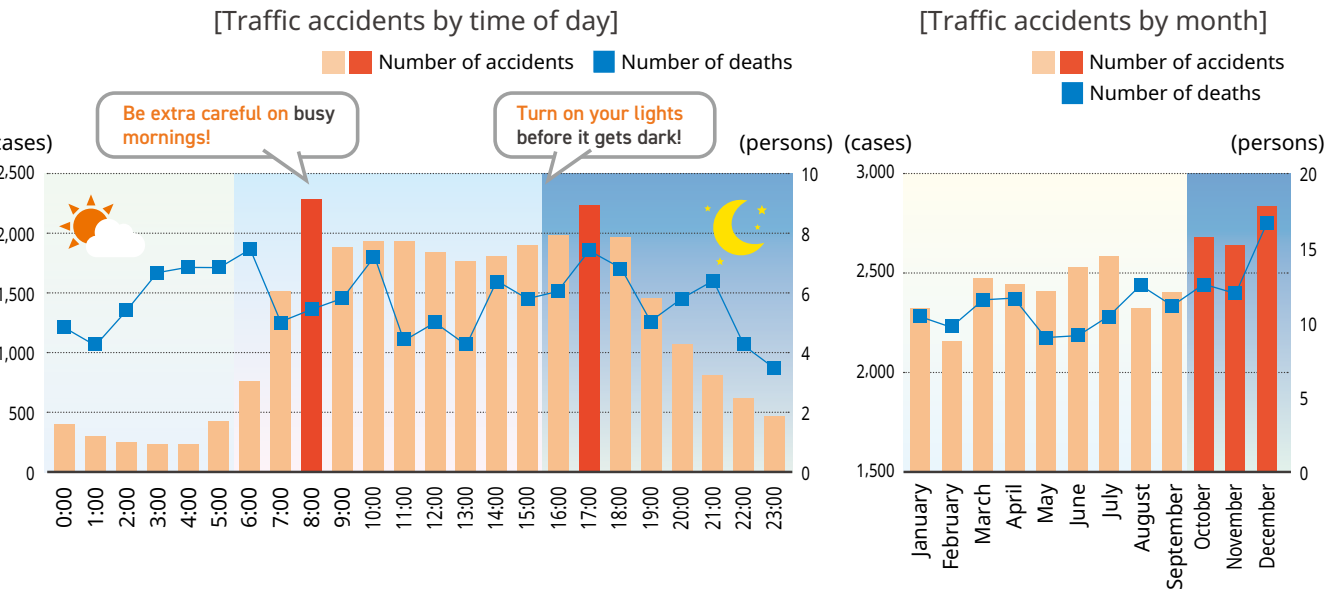
Be careful not to tip over!

It is especially easy to tip over when starting out or riding at low speeds. Pay attention to the road conditions and uneven surfaces (bumps, steps, etc.), and ride carefully.

Take Special Care During Times/Weather Conditions When Accidents Are Common!

In Tokyo, be especially careful during work/school commuting hours, before sunrise, and at sunset

Source: Compiled from statistics of the Tokyo Metropolitan Police Department (2021 to 2025/Tokyo)



Be sure to make yourself easily seen at night

Use lights and reflective materials while riding

The risk of accidents increases as it gets dark. Turn on your lights early, before dusk, and wear reflective materials or bright-colored clothing, such as yellow. Making sure others are aware of your presence helps prevent accidents.



Riding while holding an umbrella is not allowed.

Wear a raincoat on rainy days

Riding with one hand is dangerous as it is easy to lose your balance. Wear a raincoat instead on rainy days. Riding a bicycle with an umbrella attached is also not allowed.



Learning and Following Traffic Sign Rules

How to read road signs

Follow the vehicle traffic signs

Since bicycles are also vehicles, they must follow vehicle traffic signs. However, if a sign says "excluding bicycles," then that sign is not for cyclists.



List of common traffic signs

Specified Small Motorized Bicycles and Bicycles Only This means that bicycles and specified small motorized bicycles are allowed.	One Way You may only move in the direction of the arrow; riding in the other direction is not allowed.	Stop If there is a stop line, you must stop just before it; if there is no stop line, you must stop just before the intersection.
Bicycles and Pedestrians Only This means that standard bicycles and special specified small motorized vehicle are allowed on the sidewalk.	Bicycle-only Lane This means that this is a lane only for standard bicycles. This is where standard bicycles must ride.	No Entry for Vehicles This means that vehicles are not allowed to enter. They are placed at one-way exits.
Pedestrians Only This means that only pedestrians are allowed.	Closed to All Vehicles This means that all vehicles, including bicycles, are not allowed.	Closed to Specified Small Motorized Bicycles and Bicycles This means that bicycles and specified small motorized bicycles are not allowed.

Traffic Violation Notification System (Blue Ticket System) (1)

What is the Blue Ticket System?

For certain traffic violations committed by cyclists, a “Blue Ticket” is given to notify the offender. If the fine is paid within a certain period, the violation is resolved without criminal proceedings. It won’t go on your criminal record, and you won’t need to go to court.

Persons subject to the system:
those aged 16 and over (with or without a driver’s license)

See p.23 for details

Why is this system being introduced?

Because the rate of bicycle accidents is high!

✓ In Tokyo in recent years, accidents with bicycles have made up about 46% of all traffic accidents (accidents where cyclists are the primary or secondary party), which is very high at **about twice the national average**. One in two traffic accidents is with a bicycle!

The percentage of traffic accidents with bicycles in Tokyo: **About 1 in 2 cases!**

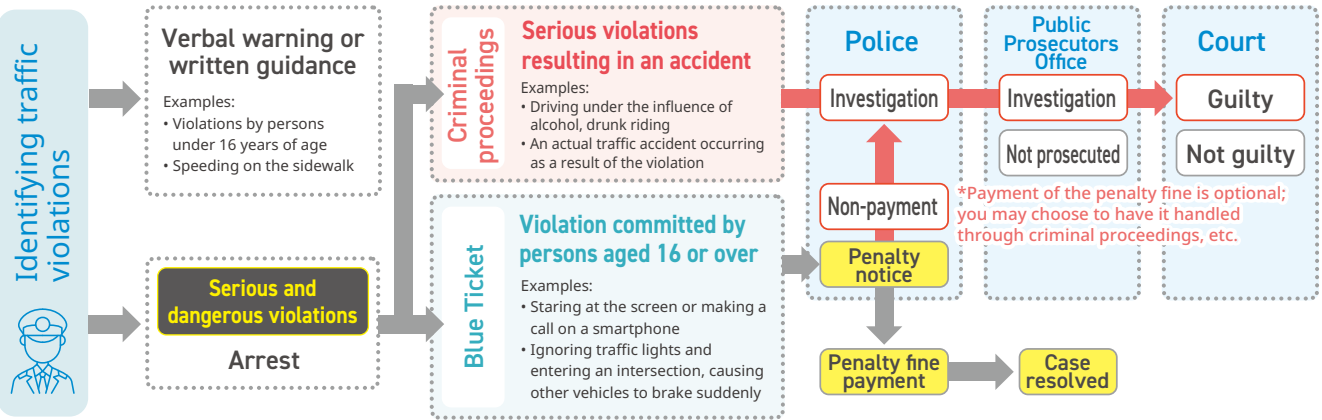
In most bicycle accidents, the cyclist has also committed a traffic violation!

✓ There has been some form of violation by a cyclist in over 70% of the accidents with bicycles in Tokyo, and this percentage is on the rise.

The percentage of traffic accidents in Tokyo where a cyclist has also committed a violation: **Over 70%**

To reduce bicycle accidents

✓ Until now, when a cyclist was arrested for a traffic violation, the case was handled through criminal proceedings using a “Red Ticket.” It has been pointed out that these criminal proceedings create a heavy burden in terms of time and procedures for both the offender and the Public Prosecutors Office. It has also been noted that even when a case is handed over to the Public Prosecutors Office, the case will most likely not be prosecuted, meaning that there is not enough accountability for the offender in practice. Therefore, in order to lower the procedural burden on both offenders and law enforcement agencies, create effective accountability, and help to prevent accidents with bicycles, Blue Tickets have been introduced for cyclists.



Basic principles of enforcement

Police officers usually give a verbal warning or written guidance on the spot for bicycle traffic violations. However, **if a violation is serious and dangerous**, such as one that could cause a traffic accident, and endangers or greatly inconveniences pedestrians or other vehicles, the cyclist will be arrested.

The procedures after an arrest are to change greatly with the introduction of the Blue Ticket System, but the basic principles for traffic rules and the enforcement of traffic violations will stay the same.

Use of sidewalks

For violations such as simply riding on the sidewalk, a verbal warning or written guidance is usually given. Even after the Blue Ticket System is in place, this type of violation will usually not be subject to enforcement. However, if you ride at a high speed on the sidewalk and startle pedestrians into stopping, or if you continue riding on the sidewalk even after a police officer’s warning, you may be subject to enforcement.



Violations subject to a Red Ticket

Serious violations handled through criminal proceedings

- Drunk riding or riding under the influence of alcohol
- Obstructive riding
- Using a mobile phone, etc. (traffic hazard)

When a traffic accident occurs due to a violation

Example:
When riding with your hands off the handlebars, causing a collision with a pedestrian

Violations subject to a Blue Ticket

Violations that pose a high risk of directly leading to serious accidents

- Entering a lowering/ lowered railroad crossing gate
- Faulty bicycle control device
- Using a mobile phone, etc. (making a call or staring at the screen)

When a violation poses a traffic hazard or a risk of an accident

Endangering pedestrians or other vehicles, committing two or more violations at the same time, etc.

Example:
Riding at a high speed, forcing pedestrians to stop



Example:
Not stopping at a stop sign while holding an umbrella



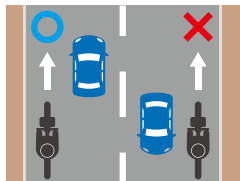
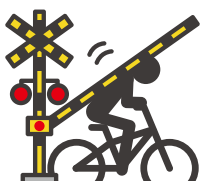
When knowingly committing a violation

Example:
Not following a police officer’s instructions and riding on the right-hand side of the road or ignoring traffic lights



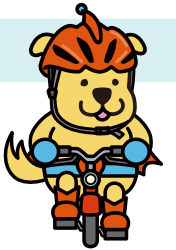
Traffic Violation Notification System (Blue Ticket System) (2)

Here are some of the main violations among the 113 categories

 Riding while using a smartphone (Using a mobile phone, etc. (holding)) Penalty fine: 12,000 yen	 Riding while wearing earphones (Violating Public Safety Commission compliance) Penalty fine: 5,000 yen	 Ignoring traffic lights (running a red light, etc.) Penalty fine: 6,000 yen
 Obstructing pedestrians crossing the road (Obstructing crossing pedestrians and cyclists, etc) Penalty fine: 6,000 yen	 Not stopping at a stop sign (Failing to stop at designated places, etc.) Penalty fine: 5,000 yen	 Riding while holding an umbrella (Violating Public Safety Commission compliance) Penalty fine: 5,000 yen
 Riding on the right-hand side of the road (riding against traffic) (Violating traffic distribution) Penalty fine: 6,000 yen	 Bicycles without brakes (Faulty bicycle control device (brakes)) Penalty fine: 5,000 yen	 No lights Penalty fine: 5,000 yen
 Double riding (Violating the passenger and cargo load restrictions for light vehicles) Penalty fine: 3,000 yen	 Entering a lowering/lowered railroad crossing gate Penalty fine: 7,000 yen	 Riding side by side (two bicycles next to each other) (Violating the prohibition of riding side-by-side) Penalty fine: 3,000 yen

Frequently Asked Questions (Q&A)

Mimamoryinu ▶

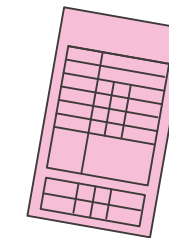


Q.1 What are verbal warnings and written guidance?

A. Police officers may give a verbal warning or written guidance at the scene. Receiving verbal warnings or written guidance multiple times does not mean that any disciplinary action will be taken right away. The purpose of verbal warnings and written guidance is to help people understand when an action of theirs was a traffic violation, the dangers of such a violation, and the importance of following traffic rules, so that they do not commit the same violation again. If you receive a verbal warning or written guidance, please make an effort to ride more carefully from then on.

Q.2 What happens for violations committed by someone under 16?

A. Violations committed by those under 16 years of age will generally result in a verbal warning or written guidance. However, if a violation actually causes an accident, it will mean a Red Ticket and/or other such criminal proceedings. If the person is 14 years of age or over, the case may be handled through criminal proceedings.



Q.3 How is my identity verified if I'm stopped by the police?

A. If you have a driver's license, your identity will be verified using your driver's license. If you do not have one, your identity will be verified using another form of identification, such as your My Number Card or student ID. If you do not have any form of identification, your identity will be verified by having you state your name and by other means, such as by contacting your family.

Q.4 If I'm stopped by the police for a bicycle traffic violation, will it affect my driver's license?

A. You will not receive penalty points for a traffic violation committed on a bicycle. However, your driver's license may be suspended in cases of serious traffic accidents, such as hit-and-runs or fatal accidents with bicycles, or committing especially serious or dangerous violations, such as drunk riding.

Q.5 Would checking my mobile phone fixed to my bicycle also be subject to enforcement?

A. It is against the Road Traffic Act to stare at a smartphone or other mobile phone even if it is fixed to your bicycle. Violating this traffic rule and actually causing a traffic hazard will mean receiving a Red Ticket (criminal proceedings).

Q.6 Will I be stopped by the police if I ride my bicycle with earphones?

A. You may receive a Blue Ticket. If you cannot hear traffic sounds and voices necessary for riding safely, you will receive a Blue Ticket. The same also applies to wearing an earphone in only one ear as well as open-ear and bone-conduction earphones. Be sure to remove your earphones or headphones before riding.

Q.7 What happens if I don't pay the penalty fine?

A. Paying the penalty fine is optional. Not paying the penalty fine will result in criminal proceedings, such as going to criminal court.



What to Do If an Accident Happens

🚲 Cases like these might happen...

» A case where someone became an offender

On my way home in the rain, as I was hurrying along with my umbrella open...

As I was rushing home, I didn't notice a pedestrian and we collided. I had my umbrella open and my lights off, so I couldn't see well. I injured the other person and deeply regret it, telling myself, "I never thought I would cause an accident like this..."

Offender → Do not run away

» A case where someone became a victim

As I was hurrying to cross a crosswalk in the evening...

Just before the traffic light turned red, I hurried across the crosswalk and was hit by a car. I was using my smartphone and couldn't see around me well. I said "I'm ok" and left the scene right away, but I was shocked to realize later that I had been injured. Even though I thought that everything was all right at the time, I should have asked for the other person's contact information.

Victim → Do not leave

» A case of a solo bicycle accident

I fell down when riding downhill, broke something, and injured myself...

I picked up too much speed riding downhill and fell. I accidentally broke the cover off of a fire hydrant and also injured myself. I was shaken by how suddenly it had happened. I didn't know what to do or whom to contact, so I didn't handle the situation well.

Solo accident → Do not leave



» In the event of an accident, even with no contact and only minor injuries, you must not leave the scene!

01 » First aid for the injured

If anyone is injured, giving them first aid is the top priority. When calling for an ambulance, do so quickly.



02 » Prevent hazards on the road

Move your bicycle to a safe place, such as the road shoulder or sidewalk, to prevent any more accidents.

03 » Contact the police

Stay calm and contact the police.
If you don't contact the police, it will be treated as a hit-and-run!

04 » Confirm the accident details

Make sure to ask for the other party's name, address, and contact information and write it all down.



05 » Contact your insurance company

Please contact your insurance company to report the details of the accident.



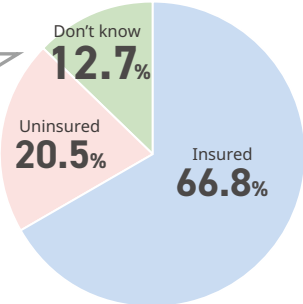
Bicycle Liability Insurance is Required by Ordinance

🚲 Let's look at insurance

There is no telling when a bicycle accident might happen. To be prepared for emergencies, be sure to check your insurance coverage and that of your family.

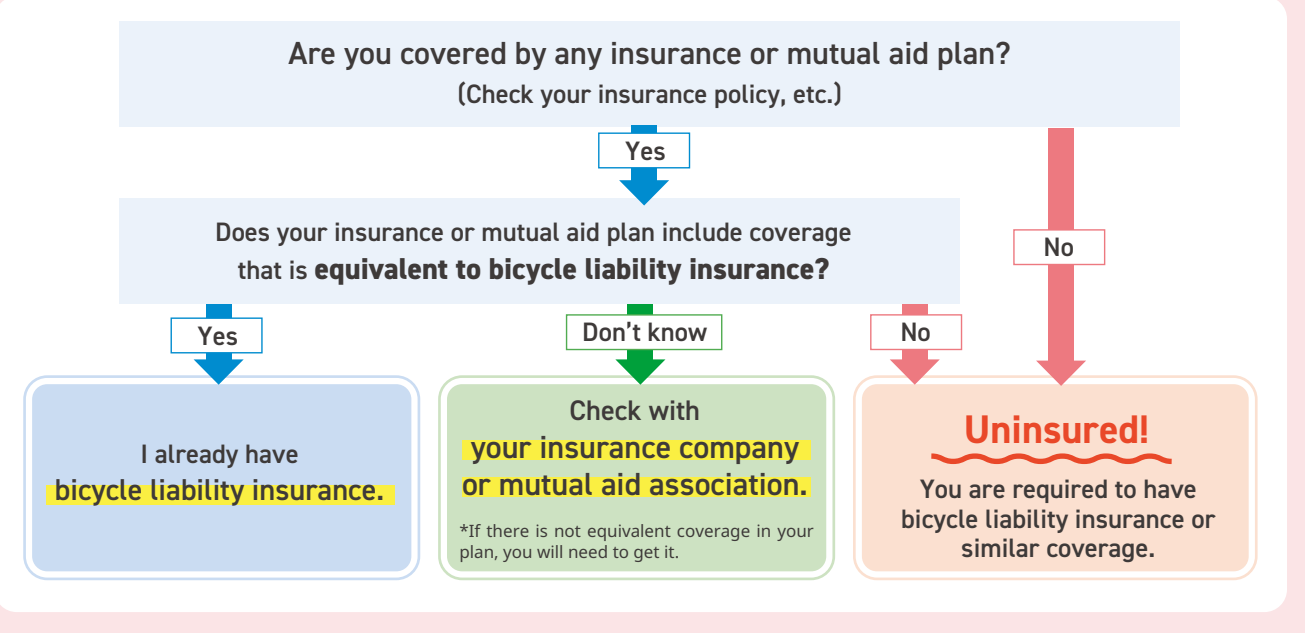
For those who don't know...

It may be included in an insurance policy you already have, so check the table below to see if you are covered.



Source: Created from a survey conducted by the Tokyo Metropolitan Government (FY 2024)

» First, check if you are covered



Typical coverage for bicycle liability insurance, etc.



Past case of a large compensation amount

An 11-year-old elementary school student collided head-on with a 62-year-old pedestrian at night. The pedestrian remained unconscious. (Kobe District Court, Decision of July 4, 2013)

Compensation
95,210,000 yen

If you don't have bicycle insurance, you may have to pay compensation out of your own pocket, and negotiating a settlement can be difficult.

Micromobility / Let's Think About "Abandoned Bicycles"

TOPIC 1 // What is micromobility?

Micromobility does not refer to standard bicycles!

Electric kick scooters and other similar vehicles that meet certain standards are called "specified small motorized bicycles (specified small mopeds)." These apply for such traffic rules as not needing a driver's license. However, even though they look just like bicycles, **motorbikes with pedals are vehicles that fall into the category of standard mopeds or higher, unlike specified small mopeds.** Please review the features and rules of each and use them carefully.

Classification	Motorbike with pedals (Vehicles that are standard mopeds or higher)	Specified small motorized bicycles (Specified small mopeds)	Special specified small motorized bicycles
Driver's license	Required	Not required *However, riding is not allowed for those under 16 years of age	Not required *However, riding is not allowed for those under 16 years of age
Helmet	Required	Best effort required	Best effort required
License plate	Required	Required	Required
Compulsory automobile liability insurance (mutual aid)	Required	Required	Required
Riding areas	Roadways	Roadways/bicycle paths	Roadways, bicycle paths, and certain sidewalks
Speed limit	For standard mopeds: 30 km/h (legal limit)	20 km/h (max.) *Controlled by a speed limiter	6 km/h (max.) *Controlled by a speed limiter
Maximum speed indicator light	-	Lit green light Some vehicles can switch between these modes! Flashing green light	
Image			

TOPIC 2 // Let's think about "abandoned bicycles"

Are you parking your bicycle like this?

Bicycles are an essential means of transportation in our daily lives, offering an easy and convenient way to get around, such as for shopping in the neighborhood. However, the abandoned bicycles left by some inconsiderate cyclists not only block pedestrians and emergency vehicles, but they also negatively affect the local community in such ways as spoiling the beauty of towns. Make sure to use designated bicycle parking areas so as to not inconvenience others.



Safety Check Before Going Out

Let's check the five key points

Be sure to check and service your bicycle regularly. Also, have your bicycle checked and serviced at a bicycle shop or elsewhere about once a year.

- Squeeze the **brakes** and move the bicycle back and forth and side to side to check if the brakes work and if the bicycle can stop properly.
- Check that the **tires** are inflated, that the rubber is not worn down, and that there are no nails or other objects stuck in them.
- Check that the **handlebars** are not bent or wobbly, and actually grip them to make sure they are not loose.
- Check the **entire bicycle**. Check the saddle height, chain tightness, that the kickstand is not wobbly, and that the lights are working.
- Check that the **bell** rings properly and is not broken.

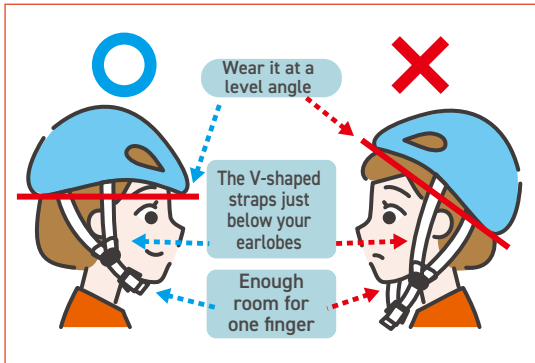
Safety check before starting off

- When straddling the saddle, keep the entire bottoms of both feet flat on the ground
- When gripping the handlebars, tilt your body slightly forward
- When moving the handlebars from side to side, be sure that your legs do not hit the brake levers or handlebars



How to wear a helmet properly

- Put it on at a level angle
- Check the V-shaped straps
- Don't loosen the chin strap too much





▲Mimamoryinu

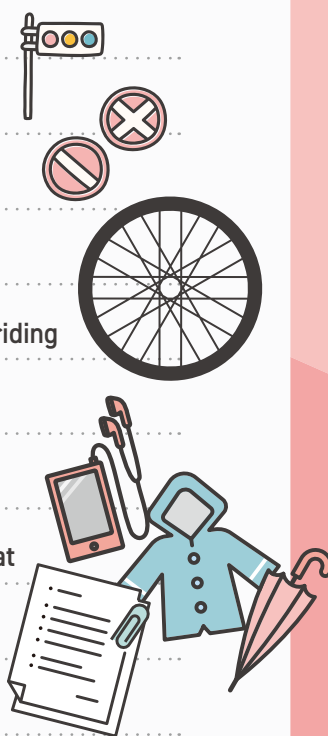
Self-Checklist for Cycling

Check carefully before you go out

Are there any rules that you don't follow when riding a bike?
Using a checklist gives you a chance to think about how you ride.
Let's enjoy learning about safety.

» Check off the items that you follow!  

- ☐ When riding a bicycle, I ride on the left side of the road
- ☐ When riding at night, I always turn on my lights
- ☐ I give way to pedestrians at crosswalks and intersections
- ☐ I always stop at red lights
- ☐ I don't listen to music or use earphones in any other way while riding
- ☐ I check the brakes and tires before riding a bicycle
- ☐ I don't use my smartphone while riding
- ☐ On rainy days, I don't ride with an umbrella; I ride in a raincoat
- ☐ I don't double ride or ride side by side
- ☐ I have insurance (bicycle liability insurance, etc.)



These are all traffic rules that must be followed.



If even one item is not checked, please read this rulebook again!

Enjoy Cycle Life

Bicycles help you explore towns freely and travel far and wide.

Riding with the wind at your back lets you make new discoveries even on familiar paths.

As long as you follow the rules and enjoy riding safely, bicycles are a means of transportation that is good for your body, your mind, and the environment.

Why not make your daily life richer with bicycles?



Bicycle sharing is good for the environment and convenient!

Bicycle sharing is a service that lets you rent and return bicycles as you like.
If it is the same service provider, you can rent and return bicycles at any port!
This service can be used 24 hours a day and is good for the environment.



Check for details!

Easy to use
3 steps!

STEP 01

Download the app
on your smartphone
and sign up

STEP 02

Use the app to
find nearby ports

STEP 03

Let's ride!
Unlock with a smart-
phone, IC card, etc.



GRAND CYCLE TOKYO

Bicycles are good for the environment and your health. To make them even easier to use, the Tokyo Metropolitan Government is widely promoting many bicycle events and activities as part of its "GRAND CYCLE TOKYO" project.



Check for details!

Recommended cycling routes in Tokyo

The Tokyo Metropolitan Government offers recommended cycling routes around the city. Use bicycle sharing services to easily explore a wider area of Tokyo than you could on foot.



Check for details!



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