

第3回 次の文章を読んで、問1～4に答えなさい。

解答時間 20分

In recent years, many cities around the world have begun to reconsider the relationship between urban life and transportation. Modern cities were largely designed around automobiles, and as a result, many people now spend long hours (A) between their homes, workplaces, schools, and shopping areas. This situation has created a variety of social and environmental problems, including traffic congestion, air pollution, and a lack of time for family or community activities. In response to these concerns, some urban planners have proposed the idea of the “15-minute city.” In such a city, residents would be able to reach most daily (B) within fifteen minutes by walking or cycling. (1) Supporters argue that this approach could reduce dependence on cars while improving both public health and the quality of community life.

The concept has attracted attention in several major cities, especially after the spread of remote work during the COVID-19 pandemic. Because many people no longer needed to travel long distances every day, interest grew in neighborhoods where work, education, healthcare, and entertainment could all be accessed nearby. Some cities have therefore attempted to redesign streets, expand bicycle lanes, and create more public spaces for local residents. Advocates claim that these changes can strengthen local communities by encouraging face-to-face interaction among neighbors. They also argue that reducing automobile traffic could lower carbon (C) and make cities quieter and safer. For elderly people and children in particular, (2) this could make daily life more comfortable and independent.

However, critics point out that the idea is not equally practical for everyone. In large cities, housing prices in convenient areas may rise even further if demand increases. Some workers also have jobs that cannot be performed remotely and still require long-distance travel. In addition, certain specialized services, such as advanced medical treatment or higher education, cannot easily be provided within every neighborhood. Critics therefore warn that the 15-minute city should not be treated as a universal (D) to urban problems. Nevertheless, many researchers believe the idea remains valuable because (3) it encourages

people to reconsider how cities are organized and what kind of urban life people truly want. (4) This may ultimately be more important than whether every aspect of the original plan can be achieved exactly as intended.

問1 空所(A)～(D)に入る最も適切なものを, 下からそれぞれ一つ選び, 記号で答えなさい。ただし, 同じ記号は一度しか使えません。

- (ア) solution (イ) necessities (ウ) emissions (エ) commuting
(オ) crowded (カ) damaged (キ) although

問2 下線部(1)を日本語に訳しなさい。

問3 下線部(2)の this が指す内容を, 35 字以内の日本語で具体的に説明しなさい。ただし, 句読点も 1 字に数えます。

問4 下線部(3)の it が指す内容を, 日本語で具体的に説明しなさい。

問5 下線部(4)を日本語に訳しなさい。

問6 本文の内容と合致する文を, 下から二つ選び, 記号で答えなさい。

(ア) Some supporters of the 15-minute city believe that reducing car use may improve both environmental conditions and community relationships.

(イ) The passage suggests that most people stopped working during the COVID-19 pandemic because transportation systems became unreliable.

(ウ) Critics argue that convenient urban areas may become more expensive if many people wish to live there.

(エ) According to the passage, specialized medical services can already be provided equally in every neighborhood of large cities.

(オ) The writer claims that the 15-minute city will completely solve the major social problems faced by modern cities.