

Utilization and Reconstruction of Road Space to Meet Diverse Needs

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1. Introduction

The needs for road space are changing in response to social and economic conditions, and in addition to safe and smooth passage of vehicles, the need has been increasing in recent years for the creation of liveliness, effective use of space, etc.¹⁾ Therefore, NILIM has been studying on the utilization and reconstruction of road space that contributes to the creation of liveliness in road space according to local issues and needs.

2. Case study on the utilization of road space

In order to meet diverse needs for the utilization of limited road space, it is necessary to utilize the space according to the characteristics of road and roadside. Accordingly, hearing surveys on the cases that have contributed to the creation of lively space through the integrated use of road space and privately owned land, were conducted to grasp the status of space use, process of approach, and issues in space utilization, etc. (Photo 1, left side).

And, questionnaire surveys, field surveys, etc. on the cases where the relaxation of occupancy permit standards for roadside use by restaurants, etc.²⁾ was applied in response to the COVID-19 infection, were conducted to organize the issues and characteristics obtained from the survey results (Photo 1, right side).



Photo 1 Example of road space utilization

- Left Photo: Marunouchi Nakadori, Chiyoda-ku, Tokyo, (The roadway is open to pedestrians during lunch hours, and rest facilities, open cafes, etc. are available.)
- Right Photo: Kawaramachi Takoyakushi Shopping Street, Kyoto City, (As an emergency measure, relaxed standards for road occupancy permits were applied, and takeout service and terrace operation are implemented.)

3. Case study on road space reconstruction

Since needs for road space will change in the existing roads where automobile traffic has decreased due to bypass construction, it is possible to reconstruct road space by reducing the number of lanes and widening the sidewalks for pedestrian traffic and the creation of liveliness. It is necessary to reconstruct road space considering with the effective use of limited road space, based on the network construction of surrounding roads and the roles and positioning of each road. Then, hearing surveys with the project owner on the case of reconstructing the existing road space due to bypass construction, etc., were conducted to grasp the ingenuity in creating a lively space and the technical and institutional issues in the consideration and implementation of reconstruction (Photo 2).

4. Future schedule

The results of this research will be published as a collection of examples for road administrators and local governments.

☞See the following for details.

1) Road Bureau, MLIT: Study Group on the ideal road space that meets diverse needs.

https://www.mlit.go.jp/road/ir/ir-council/diverse_needs/index.html

2) Road Bureau, MLIT: "Relaxation of occupancy permit standards for roadside use by roadside restaurants, etc. in response to the COVID-19 infection"

<https://www.mlit.go.jp/road/senyo/03.html>



Photo 2 Example of road space reconstruction

- Left Photo: Nagano City, Municipal road Nagano Chuo Dori Line (After the completion of the perimeter road in the traffic cell system, the width of the roadway was reduced and the sidewalk was widened.)
- Right Photo: Tottori City, Municipal road Ekimae Taihei Line (After the completion of the Tottori Ring Road, the number of lanes was reduced, sidewalks were widened, and a lawn plaza was developed.)