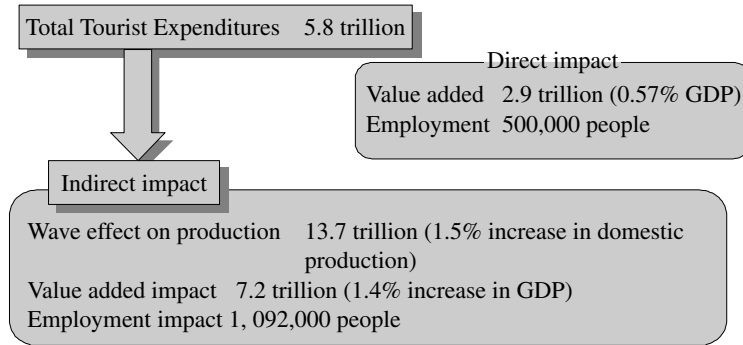


**Section 3. Maintaining and Activating the Vitality of Regions and Cities**

**[ Increasing the traveling population ]**

A major task in a society with declining population is to increase the “traveling population” as a second population to activate the economy and regional society by increasing demand, making up for the decline in socioeconomic vitality.

**68. (Economic Impact of Tourists Taking 1 More Overnight Domestic Trip)**



To increase the traveling population, it is important to build a traffic network that will support regional character formation and interchange activities. To this end, we support travel net development, promoting exchange among different regions through city–town–village cooperation to create individualistic tourist sites and an infrastructure for attractive tourist interchange space.

**69. “ Bustling Road ”(Wajima City, Ishikawa Prefecture)**



**70. “ Waterfront Plaza ”(Kitakamikawa City, Iwate Prefecture)**

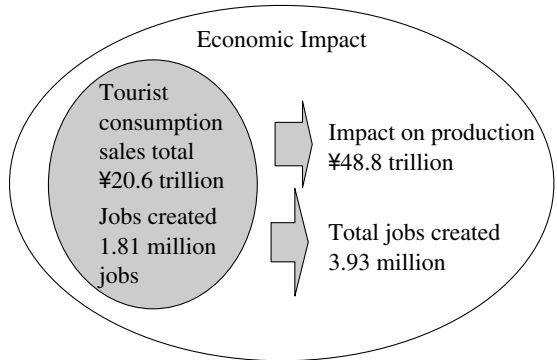


**71. “ Island Tour Exchange Promotion Support Project ” (Kamitsushima, Tokyo)**

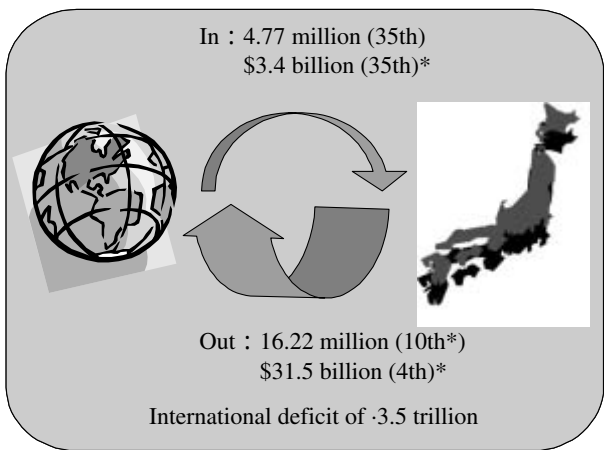


International tourism is on the rise internationally, but the number of foreigners visiting Japan is rather low on an international basis. Only 1/4–1/3 as many people visit Japan as Japanese traveling abroad, so a large international tourist deficit continues. It will require an increase in the number of tourists visiting Japan to erase this differential as well as promote the vitalization of regional society and improve international understanding.

**72. (Economic Impact of Tourism)**



**73. (Imbalance in Japanese Tourism)**



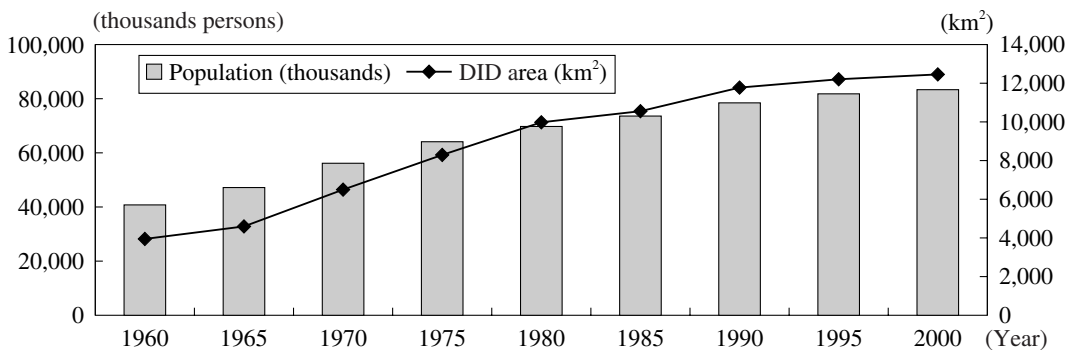
Source: World Tourist Organization (2001)  
\* (2000)

Increasing foreign tourists will not only promote mutual understanding, it will have great economic impact, creating new demand to offset the effects of domestic population trends. We are promoting various policies to make Japan a major tourist destination open to the world, based on our “global tourist strategy.” This is a national strategy to encourage foreign visitors to Japan through cooperation between the administrative and private sectors.

**[ Renewal of Urban Space and Effective Use ]**

The populations in Densely Inhabited Districts (DID) and their increases in area have shrunk, and both urban concentration and urban growth have subsided. Hereafter, with predictions that the population of urban will decrease, we realize comfortable living spaces, insure plentiful greenspaces and create beautiful landscapes.

**74. Changes in DID's**

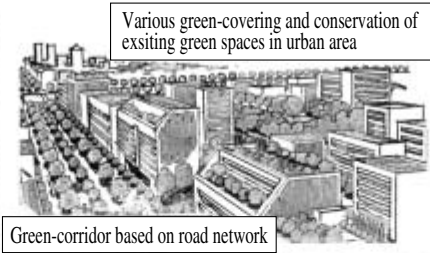


Source: MPHPT, “ Population Census ”

**75. (Green-corridor plan)**



(Showa Kinen Park)  
Creation of "100-year forest" by city park construction project



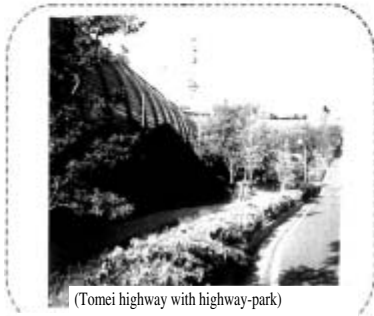
Various green-covering and conservation of existing green spaces in urban area

Green-corridor based on road network



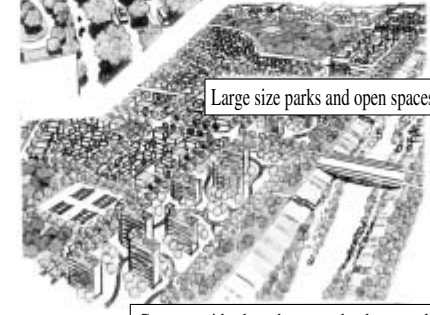
(The Kakita-gawa river)

Conservation and restoration of river environment



(Tomei highway with highway-park)

Creation of green spaces by co-ordination of road construction project and city park construction project



Large size parks and open spaces

Green-corridor based on riverbank network



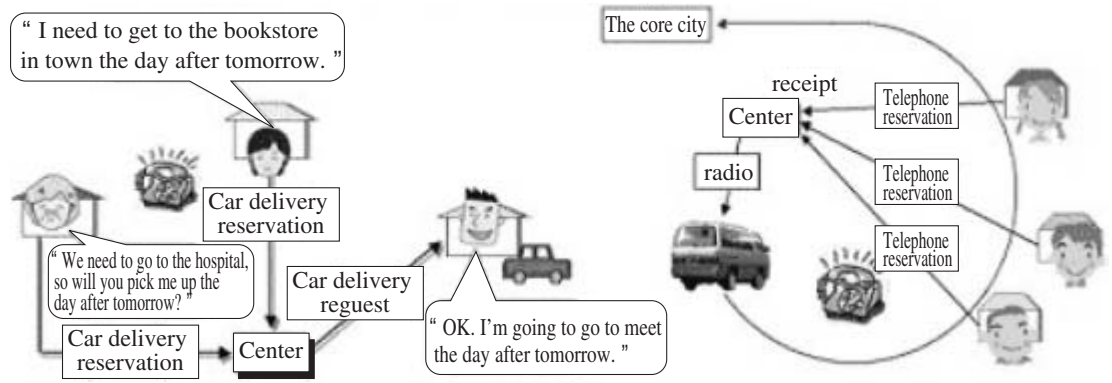
The Hanami-gawa river, The Hanashima comprehensive park

Creation of green spaces by co-ordination of river improvement project and city park construction project

**[ Insuring traffic networks to support regional and urban life ]**

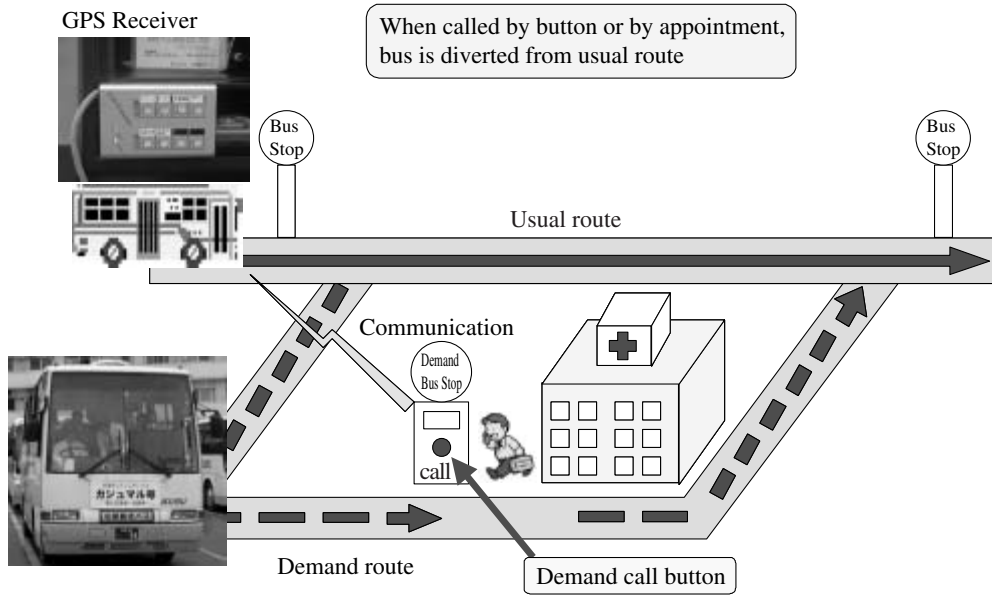
To insure traffic for daily life, we will not only undertake support and infrastructure projects for regional bus lines, island ferries and airports, etc., but also establish systems for discussion in local assemblies of maintenance of routes and countermeasures against route abandonment. Also, we will promote searches for new transport structures in areas without public transportation, including demonstration transport tests.

**76. (Experiments to provide transportation for residents in transportation-deprived)**



As for the direction of future public transportation system projects in cities, measures to improve convenience will become more necessary, including barrier free transportation that is comfortable, safe and pleasant for senior use. In non-urban areas where graying is occurring at a rapid rate, we will support the introduction of community buses and on demand buses.

**77. Transportation on Demand System**



It will also be necessary to promote bustling city areas where everyone, including mothers with children and seniors, can go.

**78. (Transit mall test)**

Carrying out transit mall test to improve shopping environment and create better convenience in overcrowded shopping area



Street before test



Street during test