

Roads

The Kinki Regional Development Bureau will continue to make concentrated efforts to implement the “Urgent Three-Year Project to Prevent and Mitigate Disasters and Make the Nation More Resilient to Disasters” from both “software” and “hardware” perspectives. With an eye toward the post-project years, our efforts will also be devoted to realizing a safer and more secure society by promoting disaster prevention and mitigation.

Ensuring the Safety and Security of the People

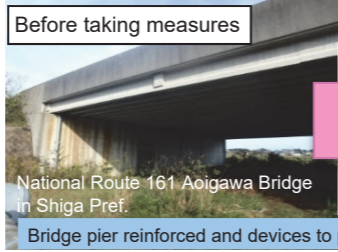
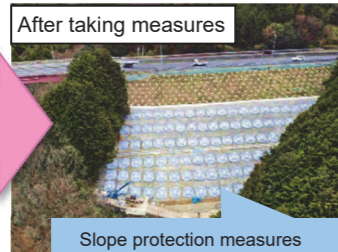
Securing flows of goods and people in the event of a disaster

Disaster preparedness and earthquake countermeasures

Measures will continue to be taken to ensure disaster and earthquake preparedness by reducing damage caused by disasters and supporting smooth, rapid emergency response activities.

[Major projects]

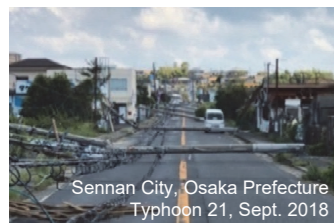
- National Route 24: Disaster prevention measures in the Koyama area (Gojo City, Nara)
- National Route 26: Earthquake-resistant measures for Kaizuka Elevated Bridge (Kaizuka City, Osaka)



Removal of utility poles

Utility poles are being removed to improve the disaster-preparedness of roads, to ensure a safe and comfortable driving environment, to create better scenery, and to promote sightseeing.

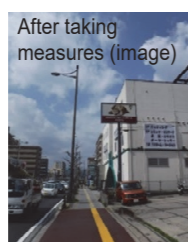
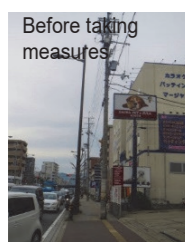
Road blockage caused by utility pole collapse



Prohibition of road occupancy for new utility poles



Removal of utility poles (National Route 9 in the Sainin area, Kyoto)



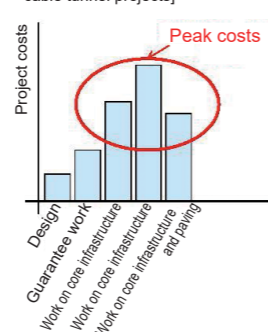
[Using PFI methods to remove utility poles]

Efforts to remove utility poles will be undertaken by employing the PFI method and using private-sector technology, know-how, and funds.

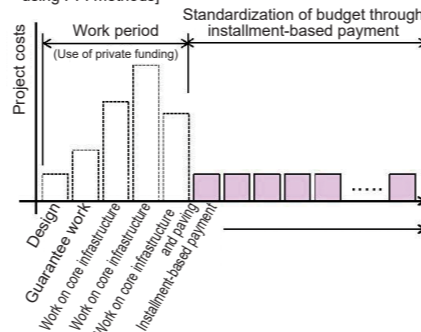
[Major projects]

- Shiga No. 8 common-use cable tunnel (Higashinonami Common-Use Cable Tunnel)

[Previous common-use cable tunnel projects]



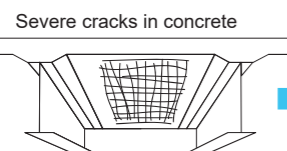
[Common-use cable tunnel work using PFI methods]



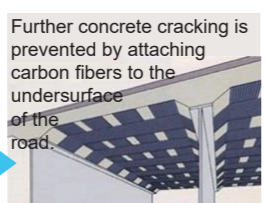
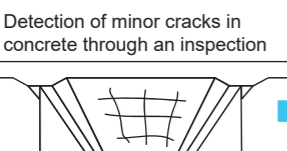
Future-oriented work addressing aging infrastructure (Road facilities)

Inspection of road facilities (bridges, tunnels, pavements, slope surfaces, earthwork constructions, road accessories, etc.) to grasp safety continues steadily. Measures against aging by maintenance cycles such as inspections, diagnoses etc. are also promoted.

Follow-up maintenance



Conversion



Preventive maintenance

[Major projects]

- Repair of Tenjin Bridge on National Route 2
- Repair of Koesaka Tunnel on National Route 158
- Inspection of Yamatogawa Bridge on National Route 26 [Tenjin Bridge (full view)]



Accelerating Efforts to Boost Productivity and Growth Potential

Creating a More Affluent and Livable Community

These projects aim to build a smooth, rapid and highly competitive logistics network by promoting the development of a ring road network in the Kinki region to alleviate traffic congestion. To create a more affluent and livable community in the new era of Reiwa, the projects are also designed to promote the formation of a broader economic and living zone by connecting unique local communities and small sites through a road network.

[Major projects]

- National Route 2, Osaka Wangan Road (western extension: Rokko Island Kita to Komae)
- National Route 1, Yodogawa-Sagan Line (extension)
- National Route 24, Keinawa Expressway, Yamato Goshu Road
- National Route 483, Kitakinki Toyooka Expressway, Toyooka road (Phase II), Hidaka Toyooka Minami Road
- National Route 158, Chubu Jukan Expressway, Ono-Aburazaka Road (Onohigashi to Izumi)
- National Route 42, Kinki Expressway Kisei Line, Susami Kushimoto Road

Implementing a bus terminal creation project

- Project to construct a transportation terminal at National Route 2 Kobe-Sannomiya Station

This project, in collaboration with redeveloped buildings (private-sector businesses), aims to create a new integrated terminal for middle- and long-distance buses, thereby improving the transfer and waiting environment, promoting smooth transportation, and enhancing disaster prevention functions.

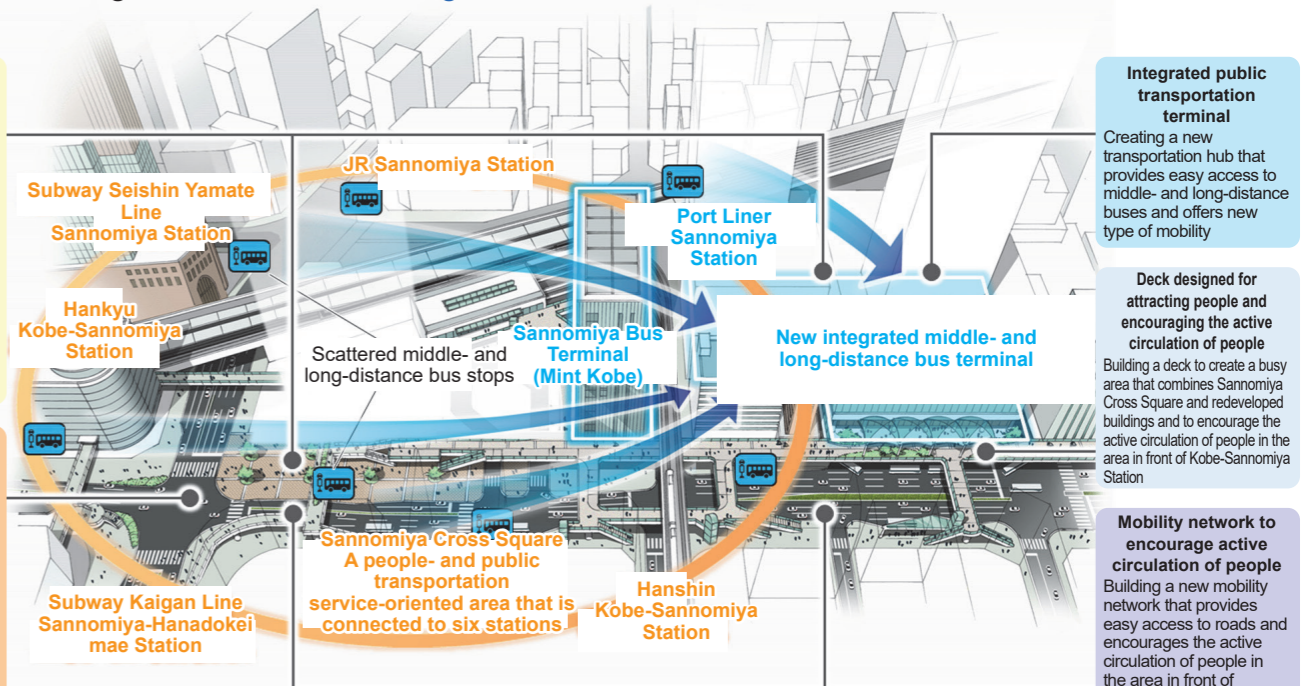
—Creation of an integrated middle- and long-distance bus terminal that is connected to six stations—

Station-based disaster preparedness center in Kobe, a disaster preparedness city

Providing disaster information and public transportation-related information at Sannomiya Cross Square Using redeveloped buildings as temporary accommodation facilities, and adding alternative transportation functions to the new bus terminal

Sannomiya Cross Square creates an attractive station-front area

Creating “Sannomiya Cross Square” as a human-centered space at ground level that turns roads into a people- and public transportation service-oriented area



Integrated public transportation terminal

Creating a new transportation hub that provides easy access to middle- and long-distance buses and offers new type of mobility

Deck designed for attracting people and encouraging the active circulation of people

Building a deck to create a busy area that combines Sannomiya Cross Square and redeveloped buildings and to encourage the active circulation of people in the area in front of Kobe-Sannomiya Station

Mobility network to encourage active circulation of people

Building a new mobility network that provides easy access to roads and encourages the active circulation of people in the area in front of Kobe-Sannomiya Station

Functions of the Kobe-Sannomiya Station-Front Area (Image)

Reinforcing an efficient logistics network

Road networks that connect communities and hubs

