For the promotion of the use of road spaces by streamlining the consensus building process

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Keywords: Use of road spaces, open cafe, consensus building, process analysis

1. Introduction

The Ministry of Land, Infrastructure, Transport and Tourism is working to promote regional activities using road spaces in response to the increasing need to use road spaces.¹ Consensus building among various stakeholders is one of the challenges in realizing the use of road spaces. Thus, the National Institute for Land and Infrastructure Management is clarifying the effects on traffic, especially during exclusive uses and the effects of using the road spaces, which are often discussed, and examining ways to effectively and efficiently build consensus for further promotion.

2. Analysis of consensus building process in examples of road space uses

The authors investigated the conditions of ongoing examples of road uses and identified challenges in consensus building and points to overcome the challenges through the analysis of the consensus building processes in individual cases (figure 1).² The authors examined the appropriateness of the outcomes of these analyses focusing on cases in which there were the intentions to use road spaces but actual uses were yet to be realized. The following section summarizes the flow of introducing a road use project and consensus building processes by project types and points to streamline the consensus building processes in negotiations and other necessary procedures.

3. Effects on traffic functions and the organization of methods to identify the effects

The authors focused on ongoing cases of road use projects and organized valid road widths, occupied ranges, and the relationship with pedestrian spaces. They also conducted on-site measurement surveys of open cafes and analyzed their effects on traffic. Specific methods to identify traffic conditions were also organized so that those who use road spaces could efficiently conduct investigations.

4. Systematization of the effects of road use projects and the organization of identification methods

The authors focused on the correlation with direct changes in the movement of people and systematically organized the category of effects from the perspective of the continuity of road uses. Specific methods to identify the effects of investigation methods and procedures were also examined to ensure efficient investigations and the reliability of investigation outcomes.

5. Future plans

The outcome of this research is going to be summarized in the Guidelines for Effective and Efficient Consensus Building to Promote the Use of Road Spaces and will be used as a reference to smoothly build consensus among stakeholders.

For detailed information

1) Ministry of Land, Infrastructure, Transport and Tourism: the website of exclusive use of road

http://www.mlit.go.jp/road/sisaku/senyo/senyo.html

2) Hitomi Oguri, Takashi Inoue, Mari Takimoto: Consensus building process for the use of road spaces and the analysis of points to streamlining consensus building process. Papers of Research Meeting on Civil Engineering Planning. Vol. 56, No. 213, 2017

nallenges to consensus building>	<points challenges="" overcome="" to=""></points>
	Point 1: Establishment of a cooperative system with administrators through daily activities
Challenge 1: Consensus building on a project with the administration	Point 2: Official position of the project organization (e.g. urban redevelopment promotion corporation)
	Point 3: Public relations for the project through social experiments and other activities
Challenge 2: Consensus building on a project with local stakeholders	Point 4: Launching of a council including stakeholders
	Point 5: Consensus building through the examination of developing infrastructures
Challenge 3: Consensus building with road administrators	Point 6: Avoidance of problems by establishing proper operation rules and strict reinforcement of the rules
	Point 7: Thorough notification of the details of the project and traffic restrictions
Challenge 4: Consensus building with police and other authorities	Point 8: Establishment of project promotion organization including road administrators (police departments)
	Point 9: Verification of challenges through social experiments
Challenge 5: Avoidance of adverse effects on traffic	Point 10: Establishment of coordination and cooperative system with road administrators with an agreement on road management and other necessary aspects
Challenge 6: Establishment of implementation and operation rules	Point 11: Support by the administration to apply for the exclusive use of roads
	Point 12: Proper allocation of materials and items of road uses and the avoidance of blocking Braille blocks
Challenge 7: Coordination and reaching agreements among administrators	Point 13: Discussion of project operation methods with the participation of organizations and other stakeholders participating in road uses
	Point 14: Stakeholder meeting of different sections of the administration
Challenge 8: Cost allocation and continuous implementation of a project	Point 15: Exemption or reduction of road use fees
	Point 16: Coordination with CSR activities of private companies

Figure 1. Challenges to consensus building and points to overcome them