Creating Toyama City’s Management Structure through the Compact City Strategy
~ Compact town development with a focus on public transportation ~
Masashi Mori, Mayor of Toyama City
# Issues surrounding Toyama City

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>(1)</td>
<td>Depopulation and super-aging society</td>
</tr>
<tr>
<td>(2)</td>
<td>Decline in public transportation by depending excessively on cars</td>
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<td>(3)</td>
<td>Loss of the attraction of the city center</td>
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<td>(4)</td>
<td>Expensive administrative costs of managing the city</td>
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<td>(5)</td>
<td>Increase in CO2 emissions</td>
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<td>(6)</td>
<td>Similar public facilities due to the consolidation of municipalities</td>
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<td>(7)</td>
<td>Appropriate operation and maintenance of social capital</td>
</tr>
<tr>
<td>(8)</td>
<td>Difference between the average life span and healthy life expectancy</td>
</tr>
</tbody>
</table>
Toyama City’s basic policy for town development ~ Compact town development ~

To develop a **centralized compact town along public transportation** by revitalizing public transportation including railway tracks and concentrating various city functions along them, including residences, commerce, business operations, and culture.

<Concept image>
**City structure comprised of bunches and skewers** that Toyama City tries to create

- **Skewer**: Public transportation with services above a certain level
- **Bunch**: Walking distances linked with skewers

<3 pillars for realization>

1. **Revitalization of public transportation**
2. **Promotion of living in areas along railway lines**
3. **Revitalization of the city center**
Revitalization of Public Transportation
Review people’s lifestyle that excessively depends on cars and create towns where people can walk for daily life by forming LRT networks.

Revitalization of public transportation ~ Formation of LRT networks~

- Toyama Light Rail (opened in Apr. 2006)
- City train loop line (opened in Dec. 2009)
- The city train runs under the girder bridge of the Shinkansen (started in Mar. 2015)
Improvement of the Toyama Light Rail ~ Toyama Light Rail Toyamako Line (JR) ~

Effort to introduce the idea of private management of publicly established JR Toyamako Line, which was losing users, and revive it as the first full-scale LRT system in Japan.

<Overview of the rail>
- Opening: April 29, 2006
- Extended length: 7.6 km (rail line: 6.5 km, track: 1.1 km)
- No. of stops: 13
- No. of vehicles: 7 (2-car train)
- Time required: approx. 25 mins
  (Toyamaekikita - Iwasehama)

<Improvements in operation service>
Operation intervals, building new stations, introduction of low-floor vehicles, barrier-free design, introduction of IC cards, placing attendants, etc.

▲ Previous JR Toyamako Line
▲ Toyama Light Rail (Nickname: Portram)

Revival as the 1st full-scale LRT system in Japan
Improvement of the Toyama Light Rail ~ Overview of operation ~

- Improvements in operation service
  - Frequency: Every 30-60 mins → Every 15 mins
  - Operation: 5:00 – 21:00 → 5:00 – 23:00
  - Stations: 9 stations → 13 stations
  - Car Type: Train cars → Low-floor LRT Cars

- Placing attendants (from August 2010)

- Lowering vehicle floors and building barrier-free stops

- Feeder bus service

Frequency | Operation | Stations | Car Type
--- | --- | --- | ---
Every 30-60 mins | 5:00 – 21:00 | 9 stations | Train cars
Every 15 mins | 5:00 – 23:00 | 13 stations | Low-floor LRT Cars

Fare is set to 200 JPY for any trip.
Effects of improving the Toyama Light Rail (Portram)  
Opened in April 29, 2006

- The number of users has increased drastically from before the opening of LRT:
  
  **about 2.1 times** on weekdays and **about 3.4 times** on weekends

- The number of elderly users on weekdays has increased. (Change in lifestyle)

![Comparison of the no. of users per day between until Mar. 2017 and before opening](chart)

- Weekdays: 4,791/day (**about 2.1 times**)
- Weekends: 3,511/day (**about 3.4 times**)

![Number of Users on Weekdays (by time, per day)](chart)

![Number of Users on Weekdays (by age group, per day)](chart)
Questionnaire on the Toyama Light Rail

Questionnaire on Toyama LRT (Portram)

Kwansei Gakuin University, Department of Economics, Utsunomiya Lab
(Japan Transportation Policy Research Association, Low-Carbon Transportation Research Group)
(Toyama City, Transportation Policy Bureau)

Please circle your answers and send back in the attached envelope by January 23rd.

1. Please let us know any changes in your daily life because of the Toyama LRT.

1-1. Actions
   a. More frequent shopping.  b. More participation in hobbies and club activities.  c. More participation in local festivals and events.  d. More participation in volunteers, NPOs, local activities.  e. More frequent entertainment such as watching plays and sports.  f. More frequent trips outside.  g. More opportunities to read books and magazines in the trains.  h. Less use of private vehicles.  i. Less occasions to use others’ private vehicles.  j. No significant change.  k. Other (______________________________________)

1-2. Interaction with Others
   a. More frequent meetings with friends.  b. More frequent meetings with family and relatives.  c. Increased interaction with neighbors.  d. More new friends.  e. No significant change.  f. Other (______________________________________)

(Source: Lecture material "Transportation and Town Development in Regional Cities (January 13, 2016)" by Kiyohito Utsunomiya, Kansai University)
Has the Toyama Light Rail changed “your actions”?

Answers to the “Actions” section in the previous questionnaire on Toyama LRT (%)

<table>
<thead>
<tr>
<th>[By age]</th>
<th>Total</th>
<th>By Age</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>&lt;50</td>
</tr>
<tr>
<td></td>
<td>% within non-blank entries</td>
<td>% within collected answers</td>
</tr>
<tr>
<td>Experienced some kind of change</td>
<td>54.3</td>
<td>64.1</td>
</tr>
<tr>
<td>Of the above, those who show active participation</td>
<td>(23.4)</td>
<td>(12.8)</td>
</tr>
<tr>
<td>No significant change</td>
<td>40.8</td>
<td>28.2</td>
</tr>
<tr>
<td>Other (none of the above)</td>
<td>4.9</td>
<td>7.7</td>
</tr>
<tr>
<td>a. More frequent shopping</td>
<td>10.4</td>
<td>7.7</td>
</tr>
<tr>
<td>b. More participation in hobbies and club activities</td>
<td>4.2</td>
<td>0.0</td>
</tr>
<tr>
<td>c. More participation in local festivals and events</td>
<td>5.7</td>
<td>2.6</td>
</tr>
<tr>
<td>d. More participation in volunteers, NPOs, etc.</td>
<td>1.1</td>
<td>0.0</td>
</tr>
<tr>
<td>e. More frequent entertainment such as sports.</td>
<td>15.3</td>
<td>10.3</td>
</tr>
<tr>
<td>f. More frequent trips outside</td>
<td>18.5</td>
<td>20.5</td>
</tr>
<tr>
<td>g. More reading books and magazines in the train</td>
<td>0.0</td>
<td>5.1</td>
</tr>
<tr>
<td>h. Less use of private vehicles</td>
<td>25.3</td>
<td>33.3</td>
</tr>
<tr>
<td>i. Less occasions to use others’ private vehicles</td>
<td>9.3</td>
<td>10.3</td>
</tr>
<tr>
<td>j. No significant change</td>
<td>39.3</td>
<td>28.2</td>
</tr>
<tr>
<td>j. Other</td>
<td>8.5</td>
<td>15.4</td>
</tr>
</tbody>
</table>

The figure for “I actively participate in various activities now.” is the total number of respondents who chose any of b to e.

(Source: Lecture material "Transportation and Town Development in Regional Cities (January 13, 2016)" by Kiyohito Utsunomiya, Kansai University)
Has the Toyama Light Rail changed “interactions with others”?

Answers to the “Interactions with Others” section in the previous questionnaire on Toyama LRT (%)

<table>
<thead>
<tr>
<th>[By age]</th>
<th>Total</th>
<th>By Age</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>&lt;50</td>
</tr>
<tr>
<td>----------</td>
<td>-------</td>
<td>--------</td>
</tr>
<tr>
<td>Experienced some kind of change</td>
<td>30.1</td>
<td>27.0</td>
</tr>
<tr>
<td>No significant change</td>
<td>66.5</td>
<td>67.6</td>
</tr>
<tr>
<td>Other (none of the above)</td>
<td>3.3</td>
<td>5.4</td>
</tr>
<tr>
<td>% within non-blank entries</td>
<td></td>
<td></td>
</tr>
<tr>
<td>% within collected answers</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- a. More frequent shopping | 20.0  | 20.5   | 5.9   | 18.2  | 26.7   |
- b. More participation in hobbies and club activities | 4.7   | 0.0    | 2.9   | 3.9   | 7.5    |
- c. More participation in local festivals and events | 3.6   | 2.6    | 0.0   | 4.5   | 4.8    |
- d. More participation in volunteers, NPOs, etc. | 6.2   | 2.6    | 7.4   | 5.2   | 7.5    |
- e. More frequent entertainment such as sports. | 63.3  | 64.1   | 82.4  | 67.5  | 53.5   |
- f. More frequent trips outside | 4.5   | 10.3   | 0.0   | 3.2   | 5.9    |

(Source: Lecture material "Transportation and Town Development in Regional Cities (January 13, 2016)" by Kiyohito Utsunomiya, Kansai University)
The opening of the Toyama Light Rail has prompted relatively many people to actively participate in various activities.

⇒ It has built social capital of **bonding** by which people meet with their friends and acquaintances more often.

The elderly get involved with their families and relatives more often in addition to their friends and acquaintances, while having more problems with new acquaintances.

— This suggests that high-quality public transportation builds social capital of **bridging** for the elderly.

Many of relatively younger people responded “I use my car less often now”, while having more opportunities to meet with their friends and acquaintances and make new acquaintances.

(Source: Lecture material "Transportation and Town Development in Regional Cities (January 13, 2016)" by Kiyohito Utsunomiya, Kansai University)
City Train Looping Project ~ Improvement of Centram ~

To revitalize the city center and make the downtown area more accessible, some city train lines have been extend.

- First attempt to separate infrastructure from operation in Japan
- Improvement along with road space to create an attractive townscape

<Overview of the rail line>
- Opening: December 23, 2009
- Extension: approx. 0.9 km (loop line: approx. 3.4 km)
- Stops: 3 stops newly built in the extended section
- Vehicles: Introduction of new low-floor 3-car vehicles

▲ City train loop line (Nickname: Centram)
Attributes of loop line users (by sex, age, and purposes)

- Approx. 60% of loop line users are female. Female users are on the increase.
- The number of users aged 60 or older (+23% on weekdays, +51% on weekends) has increased outstandingly. People aged 60 or older use the loop line more often for shopping, private use (+31%), and sightseeing (+78%).
Form LRT networks by connecting the city train running in the south of Toyama Station and the Toyama Light Rail running in the north under the girder bridge of Toyama Station, concurrently with the development of the new section of the Hokuriku Shinkansen Line.

- **1st phase:** Lay city train tracks under the girder bridge of the Shinkansen concurrently with the opening of the new section of the Hokuriku Shinkansen Line.
- **2nd phase:** Connect the city train and the Toyama Light Rail concurrently with the elevation of existing tracks.
Tram North-South Connection Project ~ Building a convenience stop ~

Build a tram stop under the girder bridge of the Shinkansen (in front of the Shinkansen ticket gates) (for the first time in Japan)

<Stop under the girder bridge>
- Only about 38 meters from the Shinkansen ticket gates (The tram is just in front of ticket gates.)
- Users can ride the tram even in rain or snow.
- It enables barrier-free access from the ticket gates.

⇒ Transit has been greatly improved.
A positive spiral is created, which influences and changes towns and people positively.

Changes in public awareness
(Creation of civic pride)
Increase in residents in the central area of town
(Retention/increase in permanent residents)

Changes in the lifestyles of the elderly
Increase in young people going out to the city center
(increase in opportunities to go out)

Improvement of city mobility
incl. the improvement of the LRT etc.

Selected town
→ Highly sustainable city

Revitalization of the city center
(Creation of activities/events, private investment)

Revitalization of regional economy
(including the promotion of tourism)

Improvement of the convenience and promotion of the use of public transportation
(Increase in users = increase in the operator's profits)

Improvement of townscape and attraction
Promotion of Living along Public Service Railway Lines
Setting living promotion districts in the downtown area/along public service railway lines and the target no. of residents

Setting living promotion districts in the downtown area/along railway lines

- Downtown area: approx. 436 ha
- Districts for promoting living along railway lines: approx. 3,440 ha

*Around 19 public transportation routes that start at Toyama Station
  - Around railway and track stations (500-meter radius)
  - Around bus stops (300-meter radius)

Offer a subsidy to high-quality housing constructors and citizens who plan to build or purchase houses in the living promotion districts in the downtown area and along railway lines.

<Target no. of residents in convenient districts along railway lines>

<table>
<thead>
<tr>
<th>Year</th>
<th>No. of residents in the downtown area &amp; convenient districts along railway lines</th>
<th>Promotion through public transportation revitalization measures or living promotion measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>117,560</td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>155,092</td>
<td></td>
</tr>
<tr>
<td>2025 estimate</td>
<td>162,180</td>
<td>Promotion through public transportation revitalization measures or living promotion measures</td>
</tr>
</tbody>
</table>

-约28%
-约42%
Promotion of living along public service railway lines ~ Machinaka Living Promotion Project ~

To promote living in the city center, offer a subsidy to high-quality housing constructors or citizens who plan to build or purchase houses or rent a residence.

**Support to constructors**

- (1) Subsidy for building residential complexes [¥500,000/complex] (¥1 M until 2017)
- (2) Subsidy for building quality rental housing [¥1.2 M/complex]
- (3) Subsidy for remodeling business/commercial buildings to residential complexes [¥1 M/complex]
- (4) Subsidy for developing stores, medical and welfare facilities in residential complexes [¥20,000/m²]
- (5) Subsidy for building disposer waste disposal systems [¥10,000/complex]
- (6) Subsidy for developing housing sites [¥700,000/complex]

**Support to citizens**

- (1) Subsidy for loans for purchasing detached houses or apartment houses [¥500,000/house]
- (2) Subsidy for paying rents by moving to the downtown area [¥10,000/month (for 3 years)]
- (3) Subsidy for renovation [¥300,000/house]


Total: 1,074 cases, 2,685 units
To promote living in living promotion districts along railway lines, offer a subsidy to high-quality housing constructors or citizens who build or purchase houses.

Support to constructors

1. Subsidy for building residential complexes ¥350,000/complex (¥700,000 until 2017)
2. Subsidy for building local quality rental housing (housing for the elderly with services) ¥700,000/complex
3. Subsidy for building quality rental housing ¥700,000/complex
4. Subsidy for developing housing sites ¥500,000/lot

Support to citizens

1. Subsidy for building or buying detached houses/condominiums ¥300,000/unit
2. Additional subsidy for housing for two generations ¥100,000/unit
3. Additional subsidy for moving from other districts ¥100,000/unit


Total: 746 cases, 1,824 units
Revitalization of the City Center
Significance of the revitalization of the city center from a financial perspective

Breakdown of Toyama City’s city tax (Original budget in FY 2018)

[City tax: approx. 72.7 billion]

Breakdown of fixed asset tax & city planning tax by area (FY 2018)

<table>
<thead>
<tr>
<th></th>
<th>Percentage of area</th>
<th>Fixed asset tax + city planning tax</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urbanized areas</td>
<td>5.8%</td>
<td>75.2%</td>
</tr>
<tr>
<td>Of which, the city center</td>
<td>0.4%</td>
<td>22.4%</td>
</tr>
<tr>
<td>Others</td>
<td>94.2%</td>
<td>24.8%</td>
</tr>
</tbody>
</table>

Concentrated investment in the city center is also reasonable and effective in returning taxes to citizens.
Development of new event venues in the central commercial district

Building Grand Plaza  Opened in September 2007

The city has developed a weather-resistant multipurpose square that functions as the center of events, considering the weather in the snowy cold region.

The square is used for events on 82.5% of a year (weekends: 100%, weekdays: 81.3%). (2017)

- Operated by: Toyama City
- Construction period: May 2006 – Aug. 2007
- Project cost: approx. ¥1.52 billion
- Overview of facility area: approx. 1,400 m² (65 m × 21 m)
  Ceiling height: approx. 19 m
  Large video system: approx. 277 inches
Flower Tram Model Project

To provide a flowery, bright space and create a prosperous city with flowers, exempt passengers who ride the tram after purchasing flowers at the designated flower shops from fares.

**Period:**
From November 2012

**Details:**
- Users are given a free pass when purchasing a bouquet.
- Show the bouquet to a driver when getting off the tram and give the free pass.

**Flower shops:**
26 shops in total along the tram line

**No. of users:**
- 2013: 598
- 2014: 1,290
- 2015: 1,759
- 2016: 2,036
- 2017: 1,821

I bought flowers and took the tram on a day when something nice happened. Another good thing happened.
Citizen cyclist sharing system

The city has started a new community cycle system, in which citizen cyclists can rent a bicycle freely from 23 stations in the city center anytime throughout the year and return it to any station.

*At the end of 2017, three more stations were set up on the campus of University of Toyama, in the Kureha Kyuryo multipurpose square, and in the Toyama Municipal Folk Craft Village. This has improved access to the Gofuku District and increased convenience by allowing cyclists to travel more distance from the city center.

<Overview of the system>
- Service started: Mar. 20, 2010
- Operated by: Cyclocity Inc.
- No. of bicycles: 255
Toyama City Machinaka Tourist Information Center / Samurai Experience

The center provides experience services attractive to tourists, including wearing a Japanese armor and horse riding.

Opened in Toyama Castle Park in March 21, 2018

[Simple experience of Kabuto (helmet) and Jinbaori (surcoat)] available everyday at ¥500

[Real Japanese armor wearing experience] available on Sat, Sun, and holidays at ¥3,000

[Horse riding experience wearing a real Japanese armor] ¥3,500*

[Horse riding experience wearing a battle surcoat] ¥1,000*

[Feeding experience] ¥100* *April – November (3-5 times a month)
Toyama Kirari (complex comprising Glass Art Museum & the library)  
(Opened Aug. 22, 2015)

The city has built a complex in the city center that offers Glass Art Museum and the Toyama City Public Library.

The transparent facade applied by delicate shading is open to the city.

The spiral passage feels warmth by using local timber and natural materials.

Toyama Kirari public facility  **No. of visitors since opening: 1.85 million** (as of March 31, 2018)
Creating an attractive townscape

Hanging baskets and banners have been installed to create a townscape.
Creating an attractive cityscape ~ Hanging flower baskets~
Face to Face Citizen Services
There are many elderly people in the city center.
Analysis of city functions

Approx. 98.9% of citizens live within a radius of 2 kilometers from government offices*.

- Government offices: Proportion of the population within 2 km from the city hall

<table>
<thead>
<tr>
<th>Population within 2 km</th>
<th>Proportion (%)</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toyama City</td>
<td>413,349</td>
<td>98.9</td>
</tr>
<tr>
<td>Downtown area</td>
<td>21,543</td>
<td>100.0</td>
</tr>
<tr>
<td>Downtown area and living promotion districts along railway lines</td>
<td>161,027</td>
<td>99.9</td>
</tr>
<tr>
<td>Living promotion districts along railway lines</td>
<td>139,484</td>
<td>99.9</td>
</tr>
<tr>
<td>Districts excl. the downtown area and living promotion districts along railway lines</td>
<td>252,322</td>
<td>98.3</td>
</tr>
</tbody>
</table>

(Calculated based on basic resident register information as of June 30, 2017)

*Government offices:
(1) City hall: 1
(2) Administrative service center: 4
(3) Core district center: 2
(4) District center: 73
Total: 80 offices

District center:
Located in almost every elementary school district, it functions as a local agency of the city, where Toyama City officials are stationed at. It issues various certificates, including issuing a copy of family register, resident registration, seal registration, resident's card, and a certificate of tax payment, provides administrative services, including pension programs and national health insurance, and provides administrative information. It gives support to local activities organized by various bodies including self-governing promotion bodies as it has community center functions.
Analysis of city functions

~ Welfare: Proportion of the population within 2 km from community general support centers ~

■ Approx. 87.6% of citizens live within a radius of 2 kilometers from community general support centers.

| Proportion and population within 2 km from community general support centers |
|-----------------------------------|-----------------|-----------------|
| Toyama City                       | 366,045         | 87.6%           |
| Downtown area and living promotion districts along railway lines | 158,991 | 98.6 |
| Downtown area                     | 21,543          | 100.0           |
| Living promotion districts along railway lines | 137,448 | 98.4 |
| Districts excl. the downtown area and living promotion districts along railway lines | 207,054 | 80.7 |
| Population within 2 km            | Population     |
| 417,856                            |
| 161,197                            |
| 21,543                             |
| 139,654                            |
| 256,659                            |

(Calculated based on basic resident register information as of June 30, 2017)

No. of community general support centers: 32
(largest no. among core cities)

Community general support center:
Its establishment has been stipulated in the Long-Term Care Insurance Act. Community general support centers conduct comprehensive activities, including general consulting, the prevention of cruelties, and preventive care management, to improve local citizens’ health, welfare, and medical treatment. At the centers, public health nurses, chief care managers, and social workers work together by utilizing their expertise.
Analysis of city functions

Approx. 98.9% of citizens live within a radius of 2 kilometers from city community centers.

City community center etc.:
(1) Downtown area: 7
(2) Districts along railway lines: 18
(3) Districts along railway lines (non-use): 7
(4) Other districts: 59
Total: 91

Proportion and population within 2 km from city community centers

<table>
<thead>
<tr>
<th>Area</th>
<th>Population within 2 km</th>
<th>Proportion (%)</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toyama City</td>
<td>413,358</td>
<td>98.9</td>
<td>417,856</td>
</tr>
<tr>
<td>Downtown area and living promotion districts along railway lines</td>
<td>161,037</td>
<td>99.9</td>
<td>161,197</td>
</tr>
<tr>
<td>Downtown area</td>
<td>21,543</td>
<td>100.0</td>
<td>21,543</td>
</tr>
<tr>
<td>Living promotion districts along railway lines</td>
<td>139,494</td>
<td>99.9</td>
<td>139,654</td>
</tr>
<tr>
<td>Districts excl. the downtown area and living promotion districts along railway lines</td>
<td>252,321</td>
<td>98.3</td>
<td>256,659</td>
</tr>
</tbody>
</table>

(Calculated based on basic resident register information as of June 30, 2017)
Approx. 80.3% of citizens live within a radius of 2 kilometers from libraries.*

Proportion and population within 2 km from libraries

<table>
<thead>
<tr>
<th>Library</th>
<th>Population within 2 km</th>
<th>Proportion (%)</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toyama City</td>
<td>335,402</td>
<td>80.3</td>
<td>417,856</td>
</tr>
<tr>
<td>Downtown area and living promotion districts</td>
<td>153,008</td>
<td>94.9</td>
<td>161,197</td>
</tr>
<tr>
<td>Downtown area</td>
<td>21,543</td>
<td>100.0</td>
<td>21,543</td>
</tr>
<tr>
<td>Living promotion districts along railway lines</td>
<td>131,465</td>
<td>94.1</td>
<td>139,654</td>
</tr>
<tr>
<td>Districts excl. the downtown area and living</td>
<td>182,394</td>
<td>71.1</td>
<td>256,659</td>
</tr>
<tr>
<td>promotion districts along railway lines</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(Calculated based on basic resident register information as of June 30, 2017)

*Library: (1) Main library: 1  
(2) Community library: 6  
(3) Branch library: 18  
Total: 25
Effects of Compact Town Development
Effects of compact town development

~ Increase in people moving in ~

[Change in social increase/decrease (moving in—moving out) in the city center (downtown)]

People moving in has been outnumbering those moving out since 2008.

*Calculated based on basic resident register information as of June 30 every year

[Change in social increase/decrease (moving in—moving out) in living promotion districts along railway lines]

- The number of people moving in still continues to exceed that of people moving out since people moving in outnumbered in 2018.

*Calculated based on basic resident register information as of June 30 every year
Effects of compact town development ~ Increase in the no. of schoolchildren in the city center ~

- The number of schoolchildren in the city center **increased by 183 (21.8%)**. (2007-2017)
- The proportion of schoolchildren in the city center to that in Toyama City **increased by 1.29 points**. (2007-2017)

[Change in the no. of schoolchildren in Toyama municipal elementary schools and the city center (Shibazono & Chuo Elementary School Districts) ]

*Source: Basic Research on School*
Changes in population of the same age (males & females) (those born in Apr. 2, 1969 to Apr. 1, 1970)

The no. of people recovered to 98% of the no. of people when they were 17.

No. of people in their 30s increased.
No. of people in their 40s increased further.
No. of people decreased once.
Effects of compact town development ~ Recovery of population ~

Changes in population of the same age (males) (those born in Apr. 2, 1969 to Apr. 1, 1970)
Effects of compact town development ~ Recovery of population~

Changes in population of the same age (females) (those born in Apr. 2, 1969 to Apr. 1, 1970)

Changes in population of the same age (total no. of females aged 48 in Toyama City as of March 31, 2018)

The no. recovered to 99.5% of the no. of people when they were 17.
Effects of compact town development  ~ Maintaining population~

1. The total population of Toyama City is declining as is the case in Japan and Toyama Prefecture.  
2. In Toyama City, while the total population is declining due to natural attrition (birth-death) with the aging population, people moving in have been outnumbering people moving out in recent years.  
3. Toyama City’s depopulation is slower than Toyama Prefecture as a whole.

---

[Comparison of population change (for a year from January 1, 2016 to December 31, 2016)]

<table>
<thead>
<tr>
<th></th>
<th>Population on January 1, 2017</th>
<th>No. of increase/decrease</th>
<th>Increase/decrease rate (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Japan</strong></td>
<td>125,583,658</td>
<td>▲308,084</td>
<td>▲0.24</td>
</tr>
<tr>
<td><strong>Toyama Prefecture</strong></td>
<td>1,059,931</td>
<td>▲6,532</td>
<td>▲0.61</td>
</tr>
<tr>
<td><strong>Toyama City</strong></td>
<td>412,493</td>
<td>▲1,204</td>
<td>▲0.29</td>
</tr>
<tr>
<td>excl. Toyama City</td>
<td>647,438</td>
<td>▲5,328</td>
<td>▲0.82</td>
</tr>
</tbody>
</table>

*Source: Toyama City materials *excl. foreigners

[Demographics in Toyama City (for a year from January 1, 2016 to December 31, 2016)]

<table>
<thead>
<tr>
<th>No. of births</th>
<th>No. of deaths</th>
<th>No. of people moving in</th>
<th>No. of people moving out</th>
<th>Total no.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,220</td>
<td>4,626</td>
<td>9,775</td>
<td>9,573</td>
<td>▲1,204</td>
</tr>
</tbody>
</table>

Natural attrition: 1,406  
Social increase: 202 (people moving in outnumbered people moving out.)

*Source: Toyama City materials *excl. foreigners

---

1. The total population of Toyama City is declining as is the case in Japan and Toyama Prefecture.  
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</table>

*Source: Toyama City materials *excl. foreigners

[Demographics in Toyama City (for a year from January 1, 2016 to December 31, 2016)]

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<thead>
<tr>
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</tbody>
</table>

Natural attrition: 1,406  
Social increase: 202 (people moving in outnumbered people moving out.)

*Source: Toyama City materials *excl. foreigners
## Effects of compact town development

### Increase in people moving in from other prefectures

*Total increase/decrease between Jan. and Dec. as of the end of every December*

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
<th>Birth</th>
<th>Death</th>
<th>Natural attrition</th>
<th>Moving in</th>
<th>Moving out</th>
<th>Social increase/decrease</th>
<th>Of which, increase/decrease within Toyama Prefecture</th>
<th>Of which, increase/decrease in other prefectures</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>418,634</td>
<td>3,689</td>
<td>3,792</td>
<td>▲ 103</td>
<td>11,000</td>
<td>7,435</td>
<td>▲ 26</td>
<td>672</td>
<td>▲ 698</td>
</tr>
<tr>
<td>2007</td>
<td>418,194</td>
<td>3,530</td>
<td>3,947</td>
<td>▲ 417</td>
<td>10,743</td>
<td>7,408</td>
<td>▲ 6</td>
<td>669</td>
<td>▲ 720</td>
</tr>
<tr>
<td>2008</td>
<td>417,991</td>
<td>3,548</td>
<td>4,017</td>
<td>▲ 469</td>
<td>10,524</td>
<td>7,052</td>
<td>132</td>
<td>852</td>
<td>▲ 720</td>
</tr>
<tr>
<td>2009</td>
<td>417,790</td>
<td>3,505</td>
<td>4,026</td>
<td>▲ 521</td>
<td>10,146</td>
<td>6,992</td>
<td>189</td>
<td>500</td>
<td>▲ 311</td>
</tr>
<tr>
<td>2010</td>
<td>417,734</td>
<td>3,499</td>
<td>4,235</td>
<td>▲ 736</td>
<td>9,969</td>
<td>6,890</td>
<td>582</td>
<td>508</td>
<td>74</td>
</tr>
<tr>
<td>2011</td>
<td>417,108</td>
<td>3,352</td>
<td>4,285</td>
<td>▲ 933</td>
<td>9,770</td>
<td>6,788</td>
<td>291</td>
<td>488</td>
<td>▲ 197</td>
</tr>
<tr>
<td>2012</td>
<td>421,963</td>
<td>3,356</td>
<td>4,396</td>
<td>▲ 1,040</td>
<td>10,786</td>
<td>7,610</td>
<td>996</td>
<td>585</td>
<td>411</td>
</tr>
<tr>
<td>2013</td>
<td>420,434</td>
<td>3,287</td>
<td>4,485</td>
<td>▲ 1,198</td>
<td>10,897</td>
<td>7,729</td>
<td>333</td>
<td>303</td>
<td>30</td>
</tr>
<tr>
<td>2014</td>
<td>419,849</td>
<td>3,265</td>
<td>4,500</td>
<td>▲ 1,235</td>
<td>11,187</td>
<td>8,027</td>
<td>1,143</td>
<td>485</td>
<td>658</td>
</tr>
<tr>
<td>2015</td>
<td>419,123</td>
<td>3,322</td>
<td>4,564</td>
<td>▲ 1,242</td>
<td>11,537</td>
<td>8,433</td>
<td>1,060</td>
<td>334</td>
<td>726</td>
</tr>
<tr>
<td>2016</td>
<td>418,304</td>
<td>3,267</td>
<td>4,647</td>
<td>▲ 1,380</td>
<td>11,470</td>
<td>8,398</td>
<td>914</td>
<td>324</td>
<td>590</td>
</tr>
<tr>
<td>2017</td>
<td>418,045</td>
<td>3,142</td>
<td>4,754</td>
<td>▲ 1,612</td>
<td>12,707</td>
<td>9,473</td>
<td>1,723</td>
<td>356</td>
<td>1,367</td>
</tr>
</tbody>
</table>

*excluding deletions by the authority*
The average land price in Toyama Prefecture has been declining since 1993 (for 26 consecutive years).
In Toyama City, land prices rose for 4 consecutive years (average of all purposes).
In Toyama City, land prices rose by 0.2% year-on-year on average.
Land prices increased in 8 business districts, mainly around Toyama Station and along the loop line.
Land prices of 12 housing sites in the city increased.

Factors of the increase in land prices:

- Business districts: Expectations for North-South connection of the tram, revitalization of redevelopment by private sectors
- Residential areas: Convenience and proper prices of areas around the city center, progress of the Machinaka Living Promotion Project

[Reference] The land price survey (July 1, 2017) by Toyama Prefecture shows the benchmark land price for all purposes increased for 4 consecutive years. (Only Toyama City among Hokushinetsu cities)
Change in fixed asset tax & city planning tax (comparison between 2012 and 2017)

<table>
<thead>
<tr>
<th></th>
<th>Fixed asset tax</th>
<th>City planning tax</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>City center</strong> (Unit: \1,000)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td>4,782,978</td>
<td>920,163</td>
<td>5,703,141</td>
</tr>
<tr>
<td>2013</td>
<td>4,817,768</td>
<td>926,070</td>
<td>5,743,838</td>
</tr>
<tr>
<td>2014</td>
<td>4,839,661</td>
<td>929,845</td>
<td>5,769,506</td>
</tr>
<tr>
<td>2015</td>
<td>4,774,427</td>
<td>918,832</td>
<td>5,693,259</td>
</tr>
<tr>
<td>2016</td>
<td>4,873,546</td>
<td>1,123,954</td>
<td>5,997,510</td>
</tr>
<tr>
<td>2017</td>
<td>4,949,822</td>
<td>1,140,571</td>
<td>6,090,393</td>
</tr>
<tr>
<td>Deduct</td>
<td>166,844</td>
<td>220,408</td>
<td>387,252</td>
</tr>
<tr>
<td>(2017-2012)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Rate (%)</strong> (2017/2012)</td>
<td>103.5%</td>
<td>124.0%</td>
<td>106.8%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Fixed asset tax (incl. depreciable assets)</th>
<th>City planning tax</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Toyama city</strong> (Unit: \1,000)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td>28,728,653</td>
<td>3,165,910</td>
<td>31,894,563</td>
</tr>
<tr>
<td>2013</td>
<td>29,003,963</td>
<td>3,198,231</td>
<td>32,202,194</td>
</tr>
<tr>
<td>2014</td>
<td>29,317,127</td>
<td>3,244,354</td>
<td>32,561,481</td>
</tr>
<tr>
<td>2015</td>
<td>29,069,634</td>
<td>3,206,402</td>
<td>32,276,036</td>
</tr>
<tr>
<td>2016</td>
<td>30,048,113</td>
<td>3,913,318</td>
<td>33,961,431</td>
</tr>
<tr>
<td>2017</td>
<td>31,012,591</td>
<td>3,981,281</td>
<td>34,993,872</td>
</tr>
<tr>
<td>Deduct</td>
<td>2,283,938</td>
<td>815,371</td>
<td>3,099,309</td>
</tr>
<tr>
<td>(2017-2012)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Rate (%)</strong> (2017/2012)</td>
<td>108.0%</td>
<td>125.8%</td>
<td>109.7%</td>
</tr>
</tbody>
</table>

The figure calculated by multiplying the tax base at the beginning of April by the tax rate (incl. below the tax exemption limit and exemption from taxes)
Measures to extend healthy life expectancy
Growing need for preventive care

Changes in the proportion of aging population and the proportion of people certified as in need of nursing care/support

As of the end of every March
Growing need for preventive care

Proportions of aging population/proportions of people certified as in need of nursing care in main core cities (first insured person)

<table>
<thead>
<tr>
<th>City</th>
<th>Aging Rate</th>
<th>% of People Certified as Needing Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toyama</td>
<td>28.6%</td>
<td>18.4%</td>
</tr>
<tr>
<td>Aomori</td>
<td>28.7%</td>
<td>19.4%</td>
</tr>
<tr>
<td>Morioka</td>
<td>29.0%</td>
<td>20.4%</td>
</tr>
<tr>
<td>Akita</td>
<td>27.7%</td>
<td>19.6%</td>
</tr>
<tr>
<td>Maebashi</td>
<td>26.6%</td>
<td>17.3%</td>
</tr>
<tr>
<td>Takasaki</td>
<td>25.4%</td>
<td>16.1%</td>
</tr>
<tr>
<td>Kanazawa</td>
<td>28.3%</td>
<td>19.6%</td>
</tr>
<tr>
<td>Nagano</td>
<td>27.6%</td>
<td>19.4%</td>
</tr>
<tr>
<td>Gifu</td>
<td>25.2%</td>
<td>18.6%</td>
</tr>
<tr>
<td>Otsu</td>
<td>29.2%</td>
<td>23.5%</td>
</tr>
<tr>
<td>Wakayama</td>
<td>26.5%</td>
<td>20.8%</td>
</tr>
<tr>
<td>Takamatsu</td>
<td>23.6%</td>
<td>18.6%</td>
</tr>
<tr>
<td>Nagasaki</td>
<td>25.1%</td>
<td>18.8%</td>
</tr>
<tr>
<td>Oita</td>
<td>29.7%</td>
<td>18.8%</td>
</tr>
</tbody>
</table>

National average proportion of aging population: 26.8%
National average proportion of people certified as in need of nursing care/support: 18.0%

No. of people certified:
- Toyama: 21,932
- Aomori: 16,077
- Morioka: 14,699
- Akita: 18,556
- Maebashi: 16,192
- Takasaki: 15,883
- Kanazawa: 22,604
- Nagano: 20,840
- Gifu: 21,221
- Otsu: 16,031
- Wakayama: 25,563
- Takamatsu: 23,596
- Nagasaki: 30,215
- Oita: 22,605

As of January 1, 2017
(March 31, 2017 for Toyama City)
Socializing is important for preventive care

The elderly who communicate with other people less than once a week have an about 1.4 times higher risk of needing nursing care or having dementia than those who communicate with other people every day.

Source: Research led by Masashige Saito, Associate Professor, Faculty of Social Welfare, Nihon Fukushi University
(Result of a follow-up survey of 12,085 people over 10 years from Oct. 2003)
In collaboration with transport operators, the city has introduced a discount program that reduces transportation fare to 100 yen per ride for commuting between all areas in the city and the city center for people 65 years or older. About 24% of elderly people have this commuting pass, and the program is used 2,733 times by about 1,400 passengers per day.

The project has brought outing opportunities to the elderly, revitalizing the city center and supporting transport operators.

**Applying for the pass**

Fee for users aged 65 or older: ¥1,000

**Use of the pass**

(1) Hours: 9 a.m. - 5 p.m.
(2) Sectors

[City buses] (from May 2004)

- All areas in the city
- City center district

[Toyama Chiho Railway] (from April 2008)

- All stations in the city

[Trams] (from April 2011)

- City train (incl. loop line), Toyama Light Rail

---

*Example* Use of city bus

Inotani → Toyama Ekimae

Regular fare: ¥1,160

Odekake pass: ¥100
Transportation in an aging society & Health Monitoring Survey Project

Production of elderly health improvement device "Odekakecchi"

- In collaboration with a consortium led by Kyoto University, the city has developed the small portable device “Odekakecchi,” which contains GPS, pedometer, and walking encouragement applications, producing 2,000 pieces. (using the 2015 subsidy for regional revitalization strategy)
- The city has elderly people carry the device to analyze transportation behavior and the purposes of movement around the downtown area.
- The city combines the device with GIS (geographical information systems), IC cards for public transport, and a variety of statistical data to utilize it for policy planning in various areas such as city planning, transportation, health, and welfare.

Overview of "Odekakecchi"

- Height: 68 mm × width: 49 mm × thickness 12 mm, weight: approx. 50 g
- The city has developed a tool containing GPS, pedometer, and walking encouragement applications.
- A pocket-sized device is easy for elderly people to carry.

(Data acquired on Odekakecchi)

- GPS data (behavior tracing data: latitude/longitude every 10 seconds, and time)
- Walking data (no. of steps, hours)
- Response data on health condition (1. Good, 2. OK, 3. Not good)
- Data on store visits
Transportation in an aging society & Health Monitoring Survey Project

**Utilization of data on "Odekakecchi"**

**Data collection**

[Accumulated data]
- GPS (positional information) data
- Number of steps
- Health condition
  etc.

[Combined data]
- User attributes (incl. sex, age, and area of residence)
- Data from public transportation IC cards
  etc.

**Data analysis and verification**

- Verification of access distance and time to stations or bus stops
- Hours to stay in the city center and stop-off points
- Effects of the walking encouragement applications
- Relation between outings and number of steps
- Utilization of data in GIS

**Examples of policy planning by using data**

- To arrange resting places effectively in the downtown area
- To improve the waiting environment at bus stops etc.
- To improve the walking environment
- To create a space for interaction with people in the community
- To take measures to prompt the elderly to go out more often

- Improvement of the environment at bus stops
- Appropriate arrangement of walkers
- Creating community gardens by using urban parks
Japan's first preventative care facility using hot spring water has been established at the former site of Hoshii-cho Elementary School.

- The facility provides various preventive care programs combining ground exercise therapy, thermal therapy, personal care, etc. with a focus on aquatic exercise therapy.
- Donations from citizens were used for its development, and management and operations are carried out by designated administrators from the private sector.
Locating resources such as Kadokawa Care Prevention Center in the city center as hubs has formed a walkers’ network to enable safe, secure, and comfortable living for the elderly, and to enhance their opportunities for outings and interaction.

"Walkable Zone Community Workshop" composed mainly of University of Toyama implements efforts using walking aid carts as public tools.

In a walking aid cart, the city has installed a tablet terminal with a push notification function that tells a walking distance, walking hours, and store information, and started field tests to turn walking aid carts into IoT, with the aim to create a system so that the elderly can enjoy walking.
Creating high-quality, attractive civic life <creating outing opportunities for the elderly>

**《Mago to Odekake Project》** In order to facilitate opportunities for outings for elderly people and to nurture family ties through interaction among generations, **admission fees are completely exempted** for elderly persons visiting participating facilities with their grandchildren (or great-grandchildren). *(Implemented also in other municipalities in Toyama Prefecture)*

<table>
<thead>
<tr>
<th>Period</th>
<th>From July 2012</th>
</tr>
</thead>
</table>
| Participating facilities | • Participating facilities in Toyama City  
16 facilities including Family Park, Toyama Science Museum, Toyama Folk Museum, Toyama Municipal Folk Craft Village, Yao Owara Museum, Former Mori Residence, Ecorink, and Glass Art Museum |
| Eligible persons | Grandparents and their grandchildren or great-grandchildren entering the facility together |
| No. of visitors  | 2011: 616,529 (before the introduction of this project)  
2017: 662,144 (incl. 35,169 grandparents and grandchildren)  
The number of visitors has increased by about 7.4%. |
Creating high-quality, attractive civic life 〈creating social capital〉

**Community garden project**

Facilitate the renovation of urban parks in the city center into community gardens in order to restore local communities by creating opportunities for outings for elderly people and sharing the enjoyment of the harvest with the people of the community.

**Implementation sites** (7)
Shibazono-cho 2-chome Park
Minami-shinmachi Park
Nakano-shinmachi Park
Shirogane-cho Park, etc.

**In-service**
April 2013

**Size**
Approx. 25 m² per site
“Toyama Rakuno Gakuen” has been established to back up farmers by deepening knowledge of cultivating farm products through lectures or practical training, and to develop people involved in agriculture.

**<Support for learning farming techniques>**

As of March 2018

<table>
<thead>
<tr>
<th>Course Type</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farming challenge course</strong></td>
<td>Enhance techniques through practical activities for those who are eager to become a farmer.</td>
</tr>
<tr>
<td><strong>Farming course for companies</strong></td>
<td>&lt;Held once a year&gt; Help companies learn basic knowledge necessary to engage in farming.</td>
</tr>
<tr>
<td><strong>Farming supporter training course</strong></td>
<td>&lt;2-year training&gt; • Vegetable course • Fruit course</td>
</tr>
<tr>
<td><strong>Farming supporter training course</strong></td>
<td>&lt;1-year training&gt; • Wet-field course • Flowering course</td>
</tr>
<tr>
<td><strong>Home garden course</strong></td>
<td>&lt;1-year training&gt; A step-up course and a basic course focused on vegetables are held.</td>
</tr>
</tbody>
</table>

**No. of people who completed courses:** 879 (end of 2017)

**No. of registered farming supporters:** 735 (end of 2017)

**Total no. of farming supporters:** 3,176 (end of 2017)
Toyama Rakuno Gakuen

**Farming supporter training course**
- Vegetable course
- Fruit course
- Flowering course
- Wet-field course

- Planting cabbages etc.
- Thinning out pears
- Potting pansies
- Lecture on keeping soil in good condition

**Farming challenge course**
- [Pear course]
- OJT in a pear orchard
- Classroom lecture on cultivating individual crops
- Thinning out persimmons
- Thinning out pears
Establishment of Community General Care Centers
(Establishment of a urban community general care system)
“There are many elderly people in the city center.”
Sogawa Legato Square ~ Health center open to the community ~

- Multistory parking lot
- Lawson
- Pharma Mirai Kokando Drug Store
- Existing gymnastic hall
- Natural Cafe Kokando
- Gunze Sports Plaza
- Aoike Gakuen
- Toyama City Medical Association
- Nursing School
- Toyama City Machinaka General Care Center

Red: Public facilities
Blue: Private facilities

(Legato: Play smoothly without breaks between notes)
Machinaka clinic (enhanced home care support clinic)

Machinaka clinic gives support so that people in need of medical treatment can continue to live in their familiar hometowns.

[Eligible persons]
- Those who receive medical treatment at home and have difficulty going to hospital due to disease or injury
- Those who cannot receive visiting care from other hospitals or clinics due to geographic factors or the condition of diseases

[Designated areas] All areas in Toyama City

[Staff]
3 full-time doctors, 3 full-time nurses, and 1 social worker

[Features]
- Specialize in medical treatment at home (no outpatient service).
- Make house calls for 24 hours throughout the year.
- Support visiting care of the patient’s doctor.

[Consultation hours]
- 365 days (24 hours)

(As of the end of March)
No. of patients: 90
Total no. of visiting care: 630
Total no. of house calls: 264
Postnatal care support room

It helps postpartum mothers recover mentally and physically and live their new lives with their children at their ease.

[Eligible persons]
Mothers who have a resident's card issued by Toyama City and partner municipalities (Namerikawa City, Funahashi Village, Kamiichi Town, Tateyama Town) or are visiting their old home in Toyama City after their marriage and their children up to 4 months old if the mothers are worried about child-rearing or cannot be supported by their family

*The extension of the range of eligible persons in April 2018 has enabled those underlined to use the support.

[Services]
- Day care
- Short stay
- Classroom (10 pairs per class/held twice a week)

[Support hours] 24 hours (excl. Dec. 29 – Jan. 3)

[Staff] Midwives, public health nurses, social workers, psychiatric social workers, etc.

First municipal postnatal care facility in Japan

(As of the end of March)
No. of registered users: 212
Total no. of day care services: 207
Total no. of short stays: 305
Postpartum depression

Frequency: One person in 10 persons (10%)

Factors:
- Change in hormone balance
- Lack of sleep
- Mothers have to carry out child-rearing by themselves due to the trend toward nuclear families.
- Neighbors give no support.
- Income decreases because they left their jobs.
- They are worried because they raise children for the first time.
- Others

Symptoms:
- They have lost motivation.
- They do not respond to children even if they cry.
- They cannot create attachment for their children well.
- They treat their children cruelly or neglect them.

Children may have mental problems.

Change in social structure
### Fees for using postnatal care houses in Japan (abstract)

<table>
<thead>
<tr>
<th>Prefecture</th>
<th>Clinic/Center</th>
<th>Stay</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hokkaido</td>
<td>Naebo Ladies Clinic</td>
<td>1 day</td>
<td>¥21,600</td>
</tr>
<tr>
<td>Fukushima Prefecture</td>
<td>Commune Maternity Hospital</td>
<td>2 days, 1 night</td>
<td>¥20,000</td>
</tr>
<tr>
<td>Ishikawa Prefecture</td>
<td>Hiro Maternity Hospital</td>
<td>2 days, 1 night</td>
<td>¥16,000</td>
</tr>
<tr>
<td>Tokyo</td>
<td>Musashino University Postnatal Care Center</td>
<td>2 days, 1 night</td>
<td>¥65,800</td>
</tr>
<tr>
<td></td>
<td>Aqua Birth House</td>
<td>2 days, 1 night</td>
<td>¥28,000</td>
</tr>
<tr>
<td></td>
<td>St. Luke’s Maternity Clinic</td>
<td>2 days, 1 night</td>
<td>¥58,000</td>
</tr>
</tbody>
</table>

Fees for using many of the facilities across Japan are between ¥20,000 and 60,000 per day.

Facilities are too expensive to use even if mothers want to use them.
Fees for using postnatal care support room

<table>
<thead>
<tr>
<th>Option</th>
<th>Available Hours</th>
<th>Meals etc</th>
<th>User Fee</th>
<th>Standard Fee</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day Care</td>
<td>9:30-19:00</td>
<td>Lunch, Dinner, 2 Snacks</td>
<td>4,900 JPY</td>
<td>8,100 JPY</td>
<td>Up to twice per week</td>
</tr>
<tr>
<td></td>
<td>9:30-13:00</td>
<td>Lunch, 1 Snack</td>
<td>1,800 JPY</td>
<td>3,000 JPY</td>
<td></td>
</tr>
<tr>
<td></td>
<td>13:00-19:00</td>
<td>Dinner, 1 Snack</td>
<td>3,100 JPY</td>
<td>5,100 JPY</td>
<td></td>
</tr>
<tr>
<td>Stays</td>
<td>9:30-9:30 (24h)</td>
<td>Day 1: Lunch, Dinner, 2 Snacks</td>
<td>1 Day (24h)</td>
<td>7,200 JPY</td>
<td>Up to 6 consecutive nights per use</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Day 2: Breakfast</td>
<td></td>
<td>12,000 JPY</td>
<td></td>
</tr>
<tr>
<td>Classroom</td>
<td>10:00-12:00</td>
<td>1 Snack</td>
<td>800 JPY</td>
<td>800 JPY</td>
<td>Up to twice a month</td>
</tr>
<tr>
<td></td>
<td>13:30-15:30</td>
<td>1 Snack</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- User fee is applied to mothers who have a resident's card issued by **Toyama City or a partner municipality**. (However, it is necessary to apply if they have a resident’s card issued by a partner municipality.)
- Standard fee is applied to mothers who are visiting their old home in **Toyama City** after their marriage.
- The same amount of user fee is applied to mothers who have **twins** or more children.
- Mothers who use day care or short stay services are **exempted from municipal tax, and single-parent families and households on welfare** are given a subsidy. (depending on municipalities)
Sick child nursing with a pick-up service (Sick child nursery room)

When children are unwell, they are nursed and cared on behalf of their guardians if guardians cannot nurse their children due to work.

[Eligible persons]
Children who have been given a patient referral document by a doctor stating that they can be nursed at a sick child nursery room, and live in Toyama City or a partner municipality (Namerikawa City, Funahashi Village, Kamiichi Town, Tateyama Town).

◎ Pre-school children aged 6 or older (children aged 1 or older for the pick-up service):

10 children

*The extension of the range of eligible persons in April 2018 has enabled those underlined to use the support.

[Open] Monday to Friday (closed on Saturdays, Sundays, holidays, Dec. 29 - Jan. 3)

[Nursing hours] 7:30 – 19:00

The pick-up service was started at nurseries in the Nishida area for the first time in Japan (October 2016).

(As of the end of March)
No. of registered users: 654
Total user no. of sick child nursing service: 814
Total user no. of pick-up service: 7
Image of sick child nursery room

Sick child nursing service

1. Home
   Sick or convalescent children

2. See a family doctor

3. Sick Child Nursery
   Nursing care by nursery teachers or nurses

Sick child nursing with a pick-up service

1. Nursery etc.
   Unwell children

2. Pick up at a nursery

3. See a family doctor

4. Sick Child Nursery
   Nursing care by nursery teachers or nurses
Fee etc.

Fee for using a sick child nursery room: \2,000 per day

+ 1/4 of taxi fare
(in case of using sick child nursing with a pick-up service)

[Subsidies]
- \1,000 subsidy per use to single-parent families
- \2,500 subsidy per use to families exempted from municipal tax
- \5,000 subsidy per use to households on welfare
Children development support room

Children who are likely to have mental or physical development delay are given support from an early stage, including consultations and training, to promote seamless support to disabled children and their guardians.

[Eligible persons] Children who are likely to have a developmental delay from infancy and their guardians

[Services] (1) Children development support service
(2) Disabled children consultation support service
(3) Consultation support service for children with developmental disabilities
(4) Infant development support & consultation support service
(5) Networking service for business operators

[Open] Monday to Saturday (closed on Sundays, holidays, Dec. 29 - Jan. 3)
[Service hours] 8:30 – 17:00

[Staff] Nursery teachers, child instructors, social workers, occupational therapists, physical therapists, speech-language hearing therapists, clinical psychologists, public health nurses, nurses, etc.

From April 2018, people living in Namerikawa City, Funahashi Village, Kamiichi Town, and Tateyama Town can use services (1) to (3).

(As of the end of March)
Total no. of consultations: 5,379
Total no. of users: 10,942

Namerikawa City, Funahashi Village, Kamiichi Town, and Tateyama Town
Children who are likely to have mental or physical development delay are given support from an early stage, including consultations and training, to promote seamless support to disabled children and their guardians.
[Objective]

Quality of Life (QOL)

Economy

A. Income and Employment
   - Industrial Agglomeration
   - Population Agglomeration

B. Life and Culture Opportunities
   - Educational/Cultural Opportunities
   - Health / Medical Opportunities
   - Shopping / Services Opportunities
   - Entertainment / Travel Opportunities

C. Comfort
   - Housings
   - Urban Landscape
   - Natural Environment
   - Local Identity
   - Comfort and Safety in Mobility
   - Timeliness

D. Safety
   - Natural Disaster Risks
   - Building & Facilities Disaster Risks
   - Pollution Risks
   - Traffic Accident Risks
   - Resources
   - Public Order

E. Environmental Friendliness
   - Industrial Stress
   - Household Stress
   - Transport-based Stress
   - Heat Island

Given Condition = Sustainability

<Domestic>
- Low Fertility
- Aging
- IT Revolution

<international>
- Asian Growth
- Econ. Globalization
- IT Revolution

Source: Yoshitsugu Hayashi, November 14, 2014, Lecture at Nagoya University_Smart Shrink
Toyama City is perfect for giving birth to children, rearing them, and still living in when people will need medical treatment or care.