



**SUSTAINABLE
DEVELOPMENT
GOALS**

Overview City and Programs

Presenter:

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I. Overview of Koriyama City



Geography

- **The central city area is formed in a basin**
(Center of commercial area, including neighboring municipalities)
- **Suburbs are a grain belt with rice paddies**
- **Abukumagawa River**
(repeated flooding and water damage)
- **Lake Inawashiro (City's water source)**

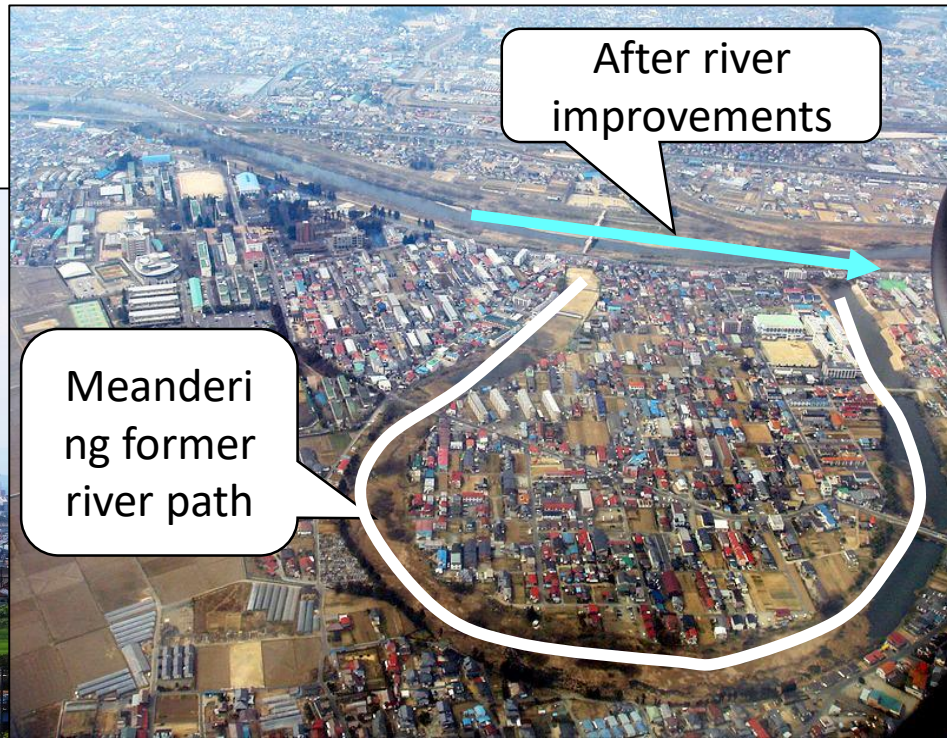
Climate

- **Annual average temperature: 12.8° C**
- **Annual precipitation: 1,321 mm**

2019



View of the city center from suburbs



Flood control at Abukumagawa River

I-3. Koriyama City as seen with data (1) Koriyama



Source: Koriyama City Handbook 2020

- (1) The population pyramid has a spiral shape (aging population and declining birth rate are in progress).
- (2) In terms of population, the natural dynamics are slightly decreasing, social dynamics are slightly increasing, and the overall population is somewhat decreasing.
- (3) The percentage of population by industry in 2015 was 71% for tertiary industries and 25% for secondary industries.
- (4) The number of farmers decreased from 7,638 in 2000 to 3,611 in 2020. (Persons involved with farming are aging.)
- (5) Product sales were approx. 1,403 billion JPY (approximately 12.68 billion USD) in 2016.
(Center of commercial area including neighboring cities and towns)
- (6) The value of manufactured goods shipped was approx. 711 billion JPY (approximately 6.41 billion USD) in 2017.

Although Koriyama City has developed as a commercial and industrial city, the population is expected to decline due to the aging population and declining birthrate, as with other regional cities in Japan.

I-3. Koriyama City as seen with data (2) Koriyama



(1) Number of schools and nursery schools in Koriyama City (2019)

Nursery schools: 75 Kindergartens: 31 Elementary schools: 55
Junior high schools: 27 Compulsory education schools: 2
Senior high schools: 14 University, etc., 4

(2) Number of hospitals and clinics in Koriyama City (2019)

Hospitals: 22 General clinics: 240 Dental clinics:
171

Comparison with other cities

- Number of hospital beds and medical workers (per 100,000 population)

City name	Number of beds (beds)	Number of physicians (people)	Number of dentists (people)
Koriyama	1,829.7	267.5	129.5
Iwaki	1,551.5	184.6	71.7
Akita	1,839.6	408.2	80.2
Nagano	1,380.0	257.1	82.7

(Source: Chuukakushi Handbook, released March 2020)

Table 1

The number of hospital beds, physicians, and dentists is about the same or more than cities of a similar size.

I-3. Koriyama City as seen with data (3) Koriyama



•Number of road routes and actual length by type As of April 1, 2020

Table 2

Road type	Road name	Number of routes	Actual length
		(route)	(km)
City road	Class 1, 2	8,979	3,314.6
	Others		
Prefectural road	Key regional roads	15	185.0
	General roads	26	144.9
	Sub-total	41	329.9
	Total	9,020	3,644.5

Highway	42.4 km
National route	97.4 km

Actual length of roads
Total
Approx. 3,784 km

Koriyama City is characterized by dispersed villages dispersed over a large area and long road distances.



II. Injuries and incidents in Koriyama City

Source: 4th “Community diagnosis on injuries and incidents” (Conducted in FY2020)

II-1. Number of fatalities from causes other than illness Koriyama



“Suffocation” is the leading cause for the elderly, and “Suicide” is the leading cause for ages 10 to 79.

Table 3

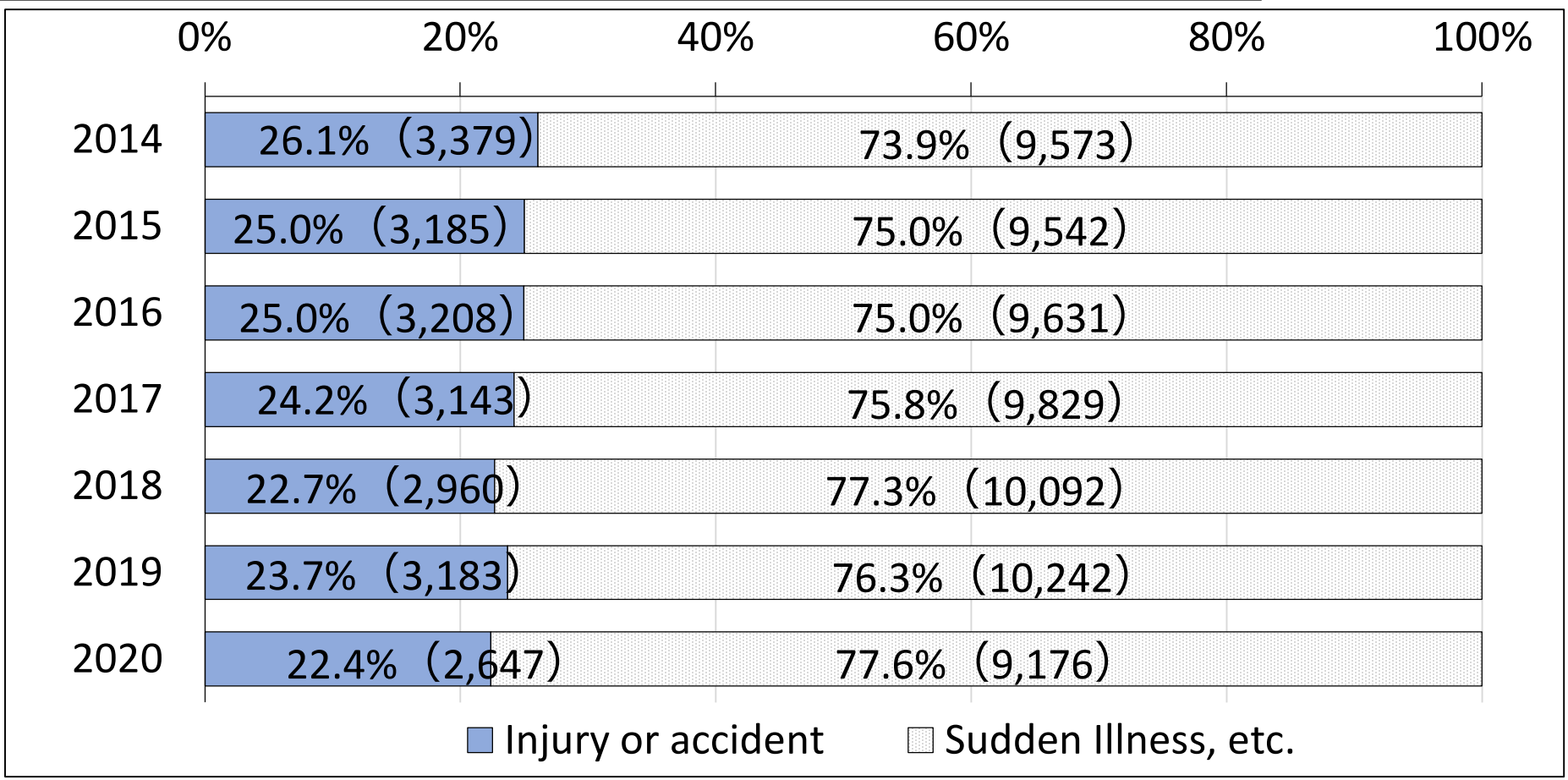
Age group	1st place		2nd place		3rd place		4th place		5th place	
Ages 0 to 9	Drowning, near-drowning	2 people	Smoke, heat, fire	1 people						
			Murder	1 people						
Ages 10 to 19	Suicide	7 people	Traffic accident	4 people	Poisoning	2 people	Drowning, near-drowning	1 people		
							Other causes	1 people		
Ages 20 to 29	Suicide	36 people	Traffic accident	7 people	Other causes	4 people	Falls and tumbles	3 people	Other unforeseen accident	2 people
									Murder	2 people
Ages 30 to 39	Suicide	55 people	Traffic accident	4 people	Drowning, near-drowning	1 people				
					Suffocation	1 people				
					Smoke, heat, fire	1 people				
					Poisoning	1 people				
Ages 40 to 49	Suicide	63 people	Traffic accident	13 people	Other unforeseen accident	9 people	Other causes	6 people	Falls and tumbles	2 people
									Drowning, near-drowning	2 people
									Suffocation	2 people
									Poisoning	2 people
Ages 50 to 59	Suicide	64 people	Traffic accident	14 people	Suffocation	7 people	Falls and tumbles	6 people	Smoke, heat, fire	5 people
							Other unforeseen accident	6 people		
Ages 60 to 69	Suicide	47 people	Other unforeseen accident	18 people	Suffocation	15 people	Traffic accident	14 people	Falls and tumbles	13 people
							Other causes	14 people		
Ages 70 to 79	Suicide	42 people	Suffocation	27 people	Other unforeseen accident	24 people	Falls and tumbles	20 people	Other causes	19 people
Ages 80 to 89	Suffocation	76 people	Falls and tumbles	52 people	Other unforeseen accident	47 people	Drowning, near-drowning	31 people	Other causes	28 people
							Suicide	31 people		
90 years and older	Suffocation	39 people	Other causes	26 people	Falls and tumbles	25 people	Other unforeseen accident	17 people	Drowning, near-drowning	8 people
Overall	Suicide	349 people	Suffocation	168 people	Other unforeseen accident	123 people	Falls and tumbles	121 people	Other causes	104 people

*The total number of deaths between 2014 and 2019 is totaled.

II-2. Situation of injuries as seen from emergency transports (1)

Trends in the percentage of injuries and accidents in Koriyama's emergency transports

Fig. 1



Source: Koriyama Regional Fire-Defense Union "2014 to 2020 Emergency Transport Data (National tables)"

The number of people transported by ambulance due to injuries and accidents continues to account for about 22 to 23% of all emergency transports.

II-2. Situation of injuries as seen from emergency transports (2)

Number of emergency transports in Koriyama City
Number of people and percentage by reason

Total between 2014 and 2020 for all age groups
n=21,705

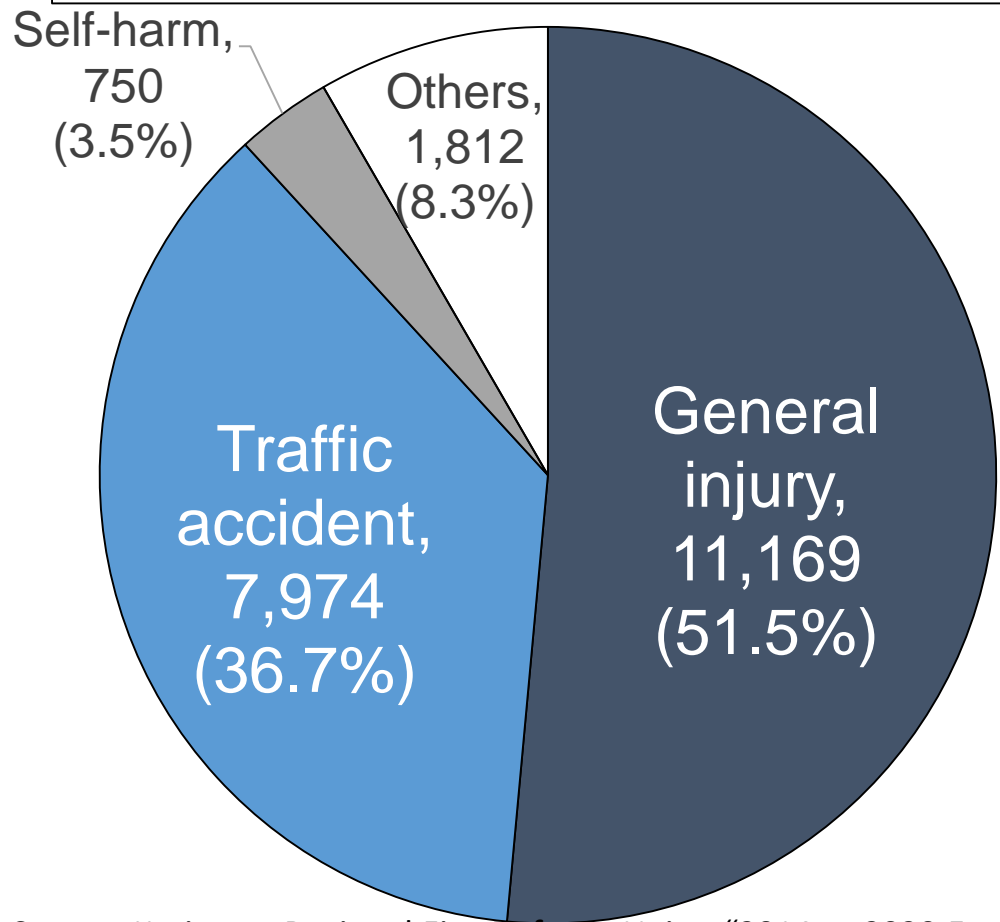


Fig. 2

The total of “General injuries” and “Traffic accidents” is 88.2%.

- What are general injuries? General injuries refer to those not classified in other groups, including traffic accidents, assault, or self-harm injuries. Specifically, these refer to falls and tumbles, etc.

Source: Koriyama Regional Fire-Defense Union “2014 to 2020 Emergency Transport Data (National tables)”



Cause of emergency transport for injury or accident in Koriyama City by age group * Cumulative total for 2014 to 2020

Table 4

Ranking	Infants (0-6 y.o.)	Youth (7-17 y.o.)	Working generation (18-64 y.o.)	Elderly (>65 y.o.)
1	General injuries 787	Traffic accidents 914	Traffic accidents 5,096	General injuries 7,272
2	Traffic accidents 240	Athletic sports 465	General injuries 2,673	Traffic accidents 1,724
3	Assault 5	General injuries 437	Self-harm injuries 591	Self-harm injuries 122

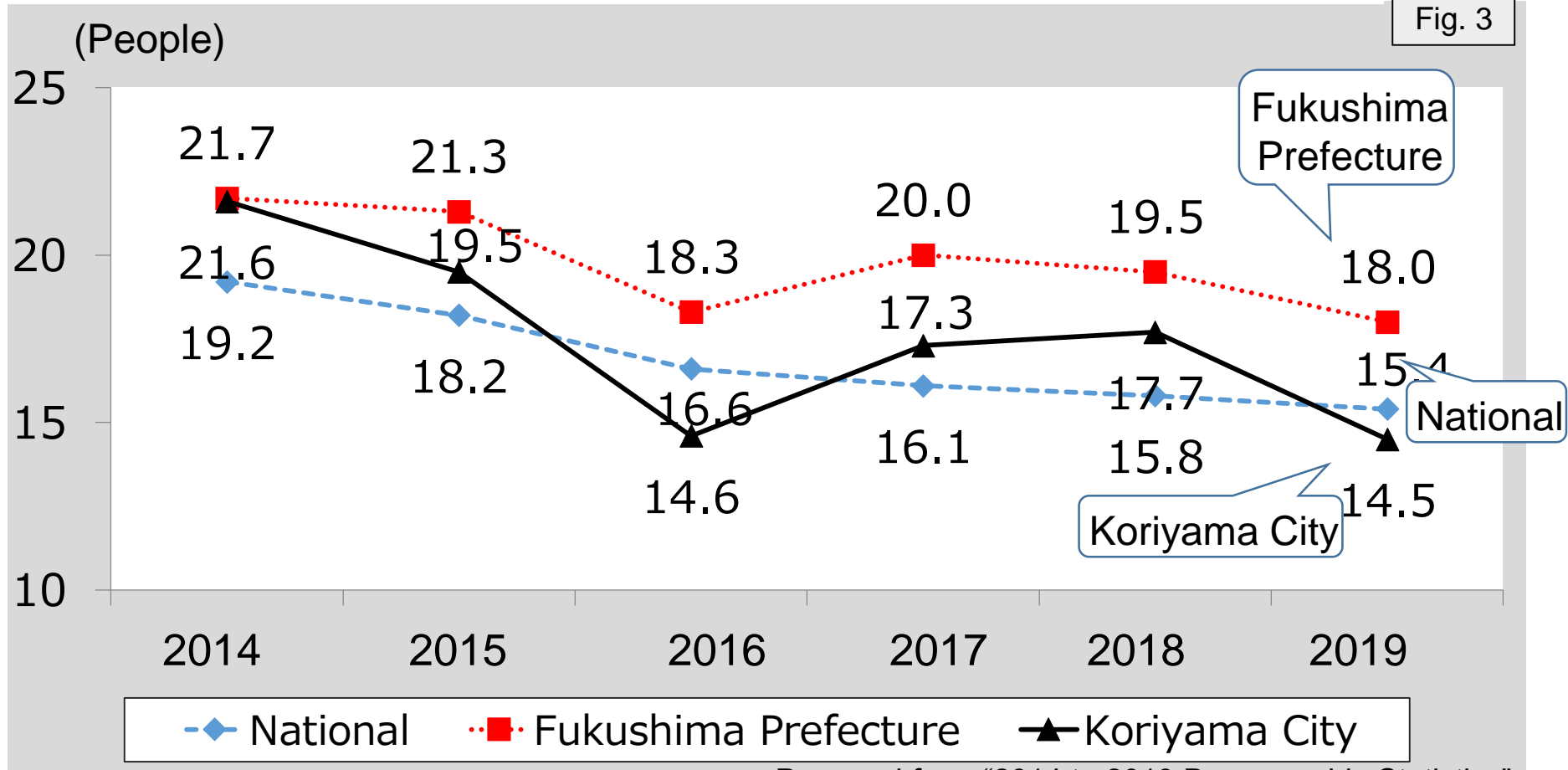
Source: Koriyama Regional Fire-Defense Union “2014 to 2020 Emergency Transport Data (National tables)”

General injuries are high among “infants” and the “elderly.”
Traffic accidents are high among “youth” and the “working generation.”



Trends in the number of suicides per 100,000 population

Fig. 3



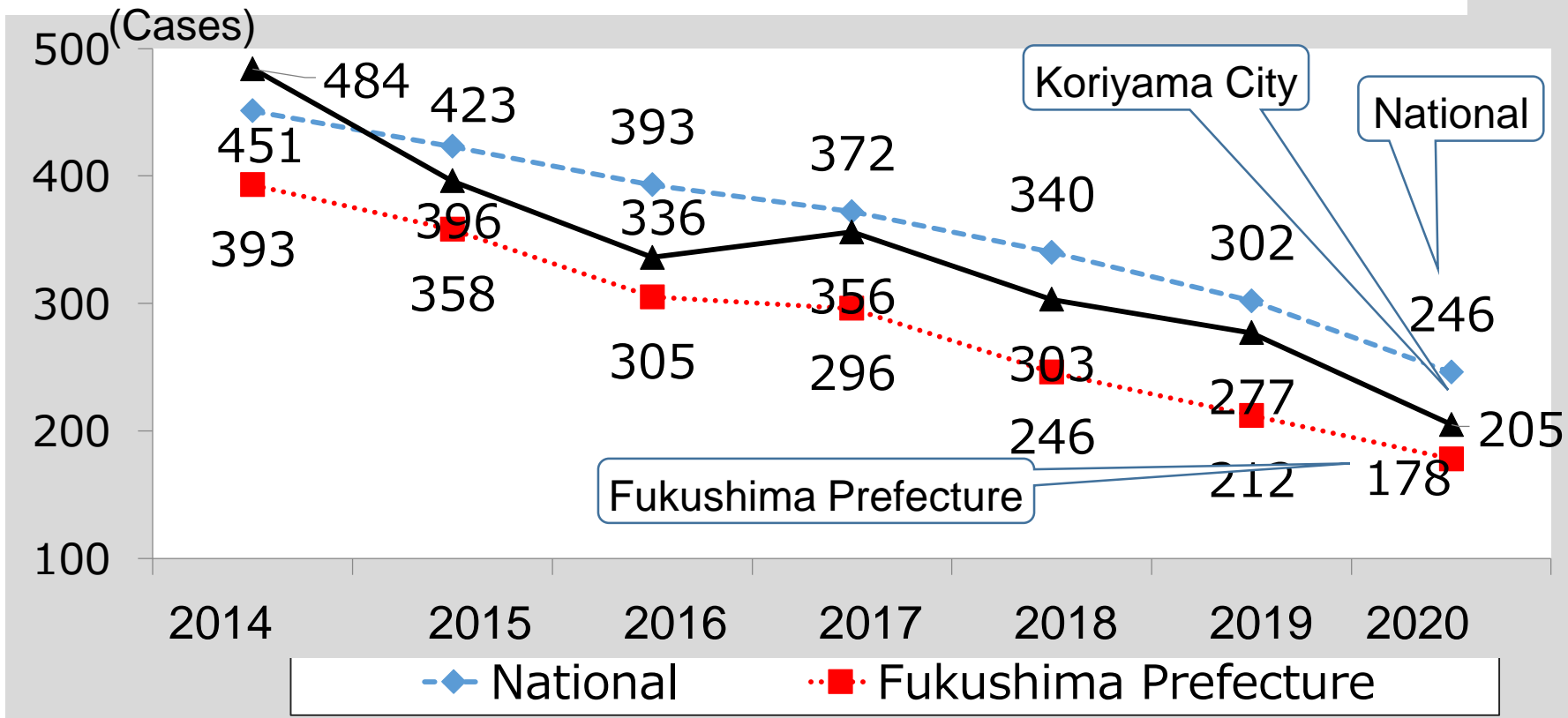
Prepared from "2014 to 2019 Demographic Statistics"

The number of cases has been decreasing since 2014 but is expected to increase nationwide after 2020 due to the impact of Covid-19.



Trends of number of traffic accidents (accidents resulting in injury or death) per 100,000 population

Fig. 4



Source: National Police Agency "2021 Police White Papers," Fukushima Prefectural Police Headquarters "2015 to 2020 White Papers on Traffic Safety," "2020 Summary of Traffic Accidents"

Until 2014, Koriyama had more accidents than national and Fukushima Prefecture. However, the number fell below the national level in 2015 and has continued downward.

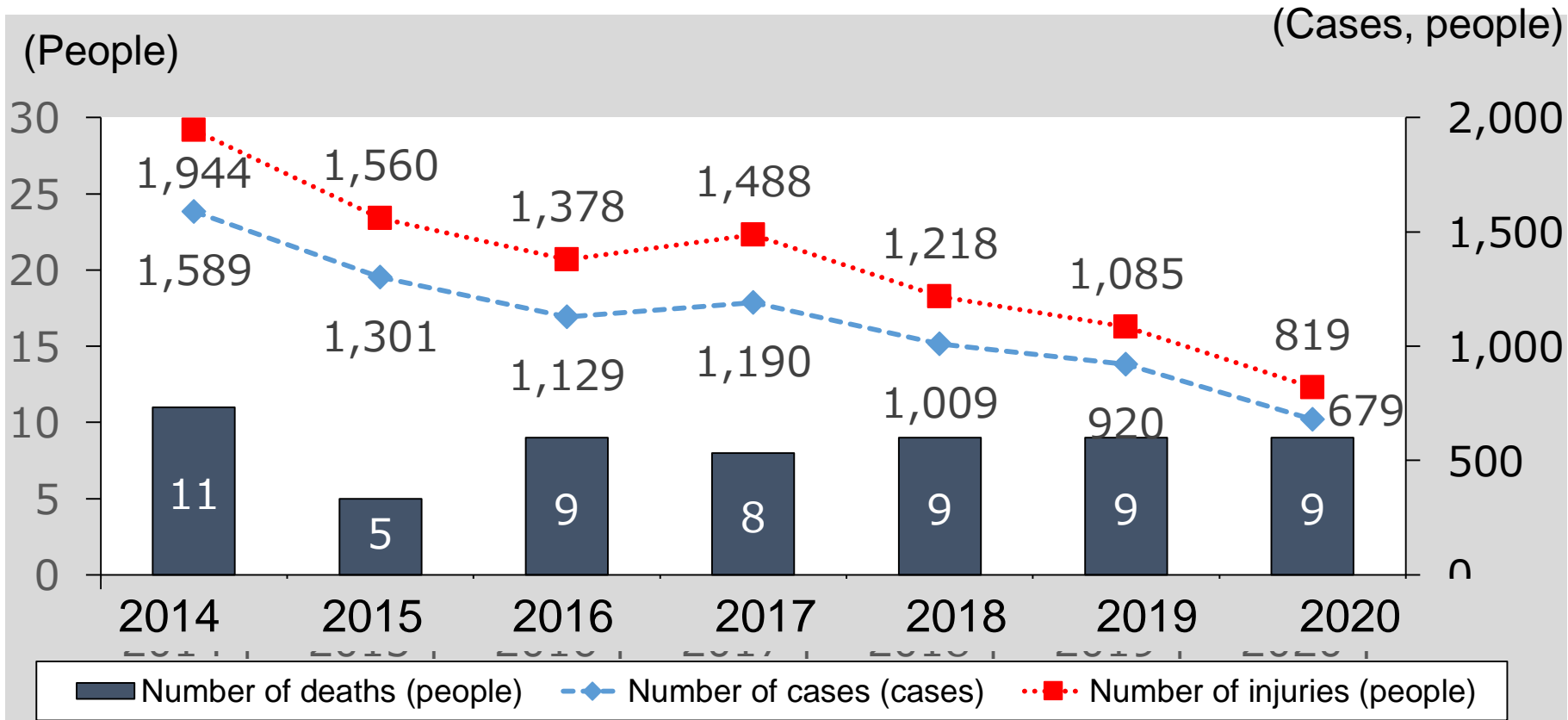
II-4. Situation of traffic accidents (2)

Koriyama



Fig. 5

Trends of number of traffic accidents (accidents resulting in injury or death) per 100,000 population



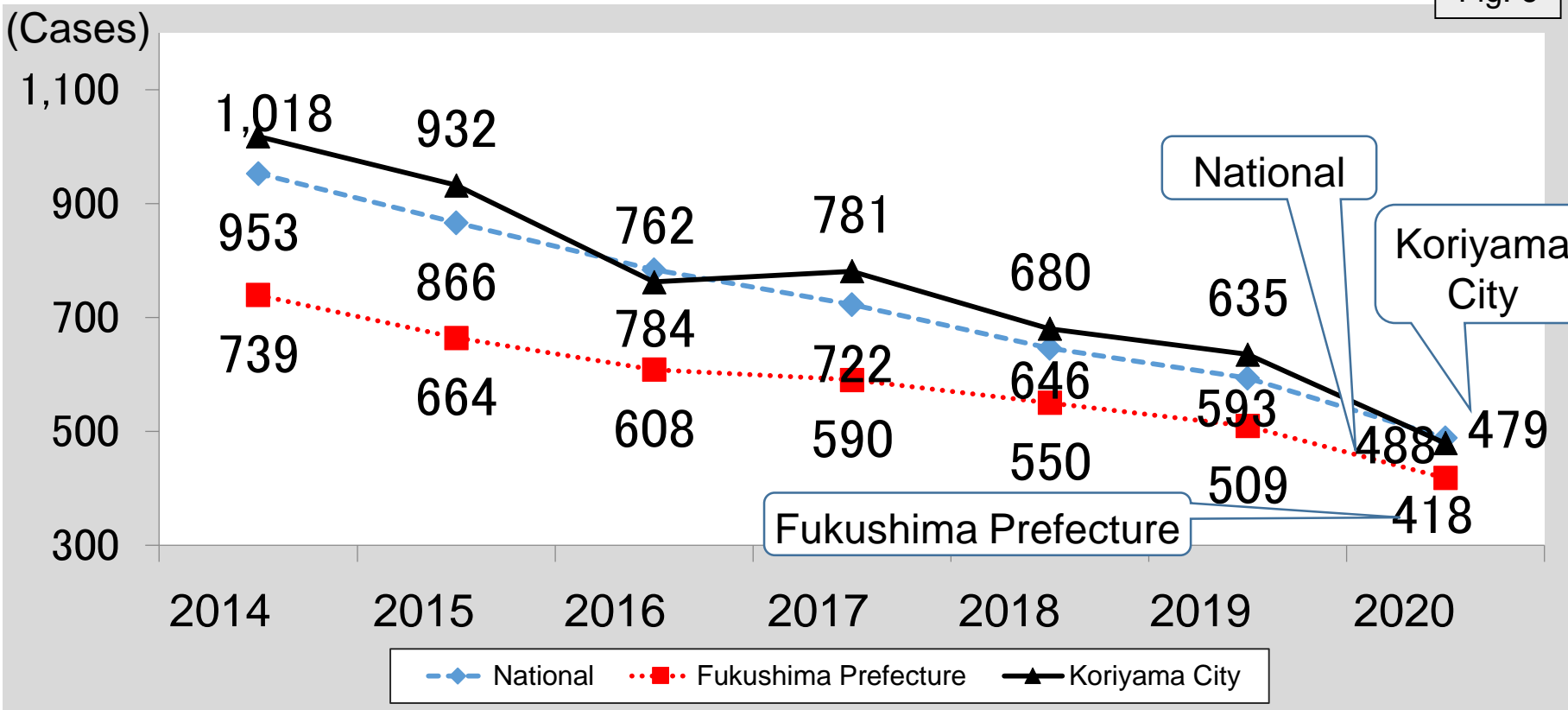
Source: Fukushima Prefectural Police Headquarters "2015 to 2020 White Papers on Traffic Safety," "2020 Summary of Traffic Accidents"

Traffic accidents in Koriyama City have been on a downward trend, decreasing from 1,589 in 2014 to 679 in 2020. This is a decrease of about 57% over the past six years.



Changes in the number of recognized criminal offenses per 100,000 population

Fig. 6



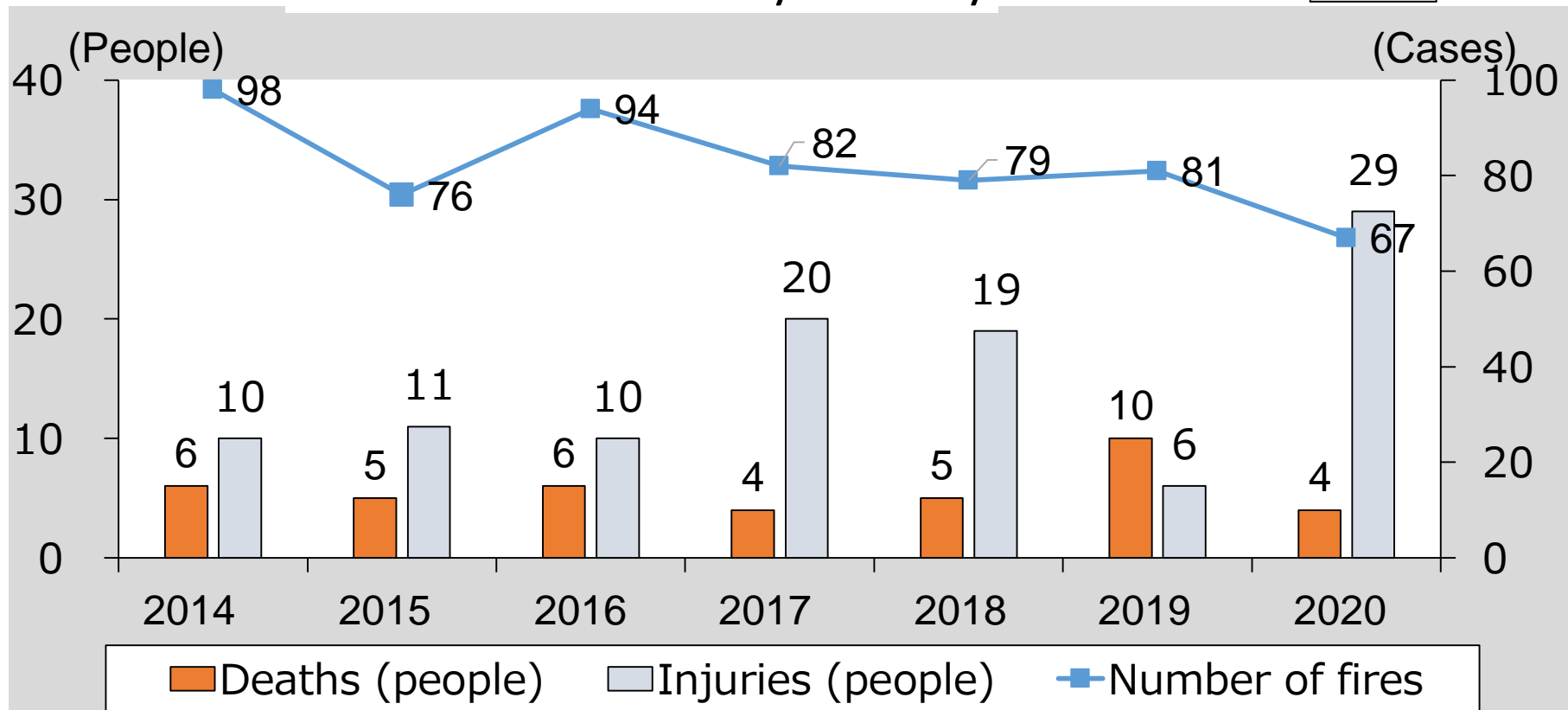
Source: National Police Agency "2015 to 2021 Police White Papers," Fukushima Prefectural Police Headquarters "2014 to 2020 White Paper on Community Safety"

The crime rate in Koriyama City is decreasing at a rate similar to that of the rest of Japan but remains higher than that of Fukushima Prefecture.



Trends of fires in Koriyama City

Fig. 7



Source: Koriyama Regional Fire-Defense Union “2015 to 2021 (2014 to 2020 version) Koriyama Fire Department Annual Report”

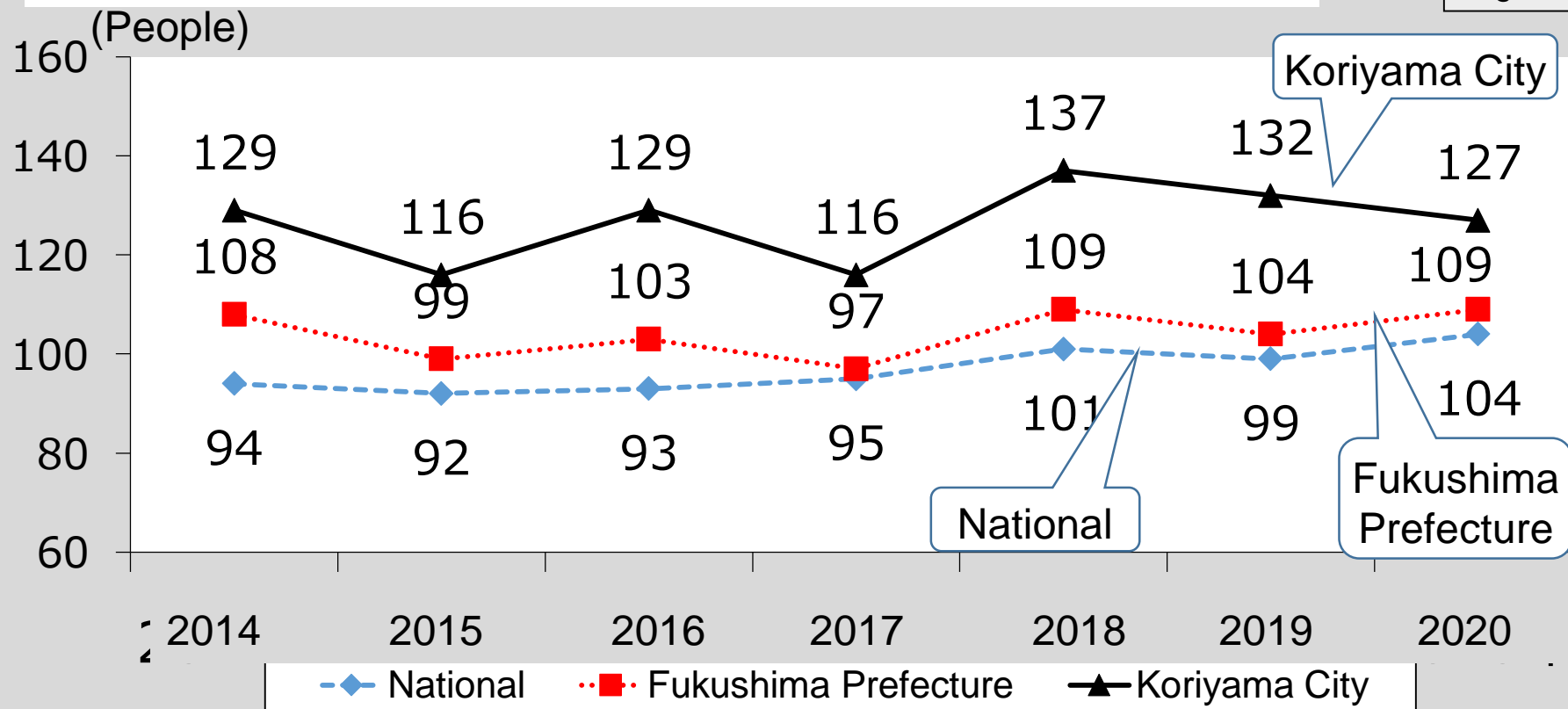
There are about 80 fires every year in Koriyama City. This number has been declining in recent years.

The number of deaths and injuries from fires was higher in 2017 and 2018 when there were many fires in residential buildings.



Trends in number of fatalities and injuries from workplace accidents per 100,000 population

Fig. 8



Source: Ministry of Health, Labour and Welfare, Labour Standards Bureau, Fukushima Labour Bureau and Koriyama Labour Standards Inspection Office, "Situation of Workplace Accidents (2014 to 2020)"

The number of workplace accidents in Koriyama City continues to exceed that of the rest of Japan and Fukushima Prefecture.



III. Situation of disasters

- Great East Japan Earthquake
- Accident at Tokyo Electric Power Company, Fukushima Daiichi Nuclear Power Plant
- Recovery from nuclear power plant disaster
- Disasters after SC Designation (after 2018)



Situation of damage

- Date and time: March 11, 2011 (Friday), 14:46
- Epicenter: Coast of Sanriku at a depth of 24 km
- Size of earthquake: Magnitude 9.0
- Seismic intensity in Koriyama City: Seismic intensity 6 lower (max. intensity 7 at Kurihara City, Miyagi Prefecture)
- Human damages: 1 death, 2 serious injuries, 2 minor injuries
- Damage to buildings and facilities

Table 5

	Total collapse	Partial collapse	Partial damage	Total
Residences	2,433	21,325	33,772	57,530
Stores, etc.	325	1,101	4,695	6,121
Total	2,758	22,426	38,467	63,651

Roads, bridges, etc.: 2,565 places

Collapse or cracking of riverbanks, etc. 40 places

Water supply:

Damage to water pipes and facilities: 1,060 places

Number of homes without water immediately after earthquake: Approx. 37,000 homes
(population disconnected from water, approx. 97,000 people)

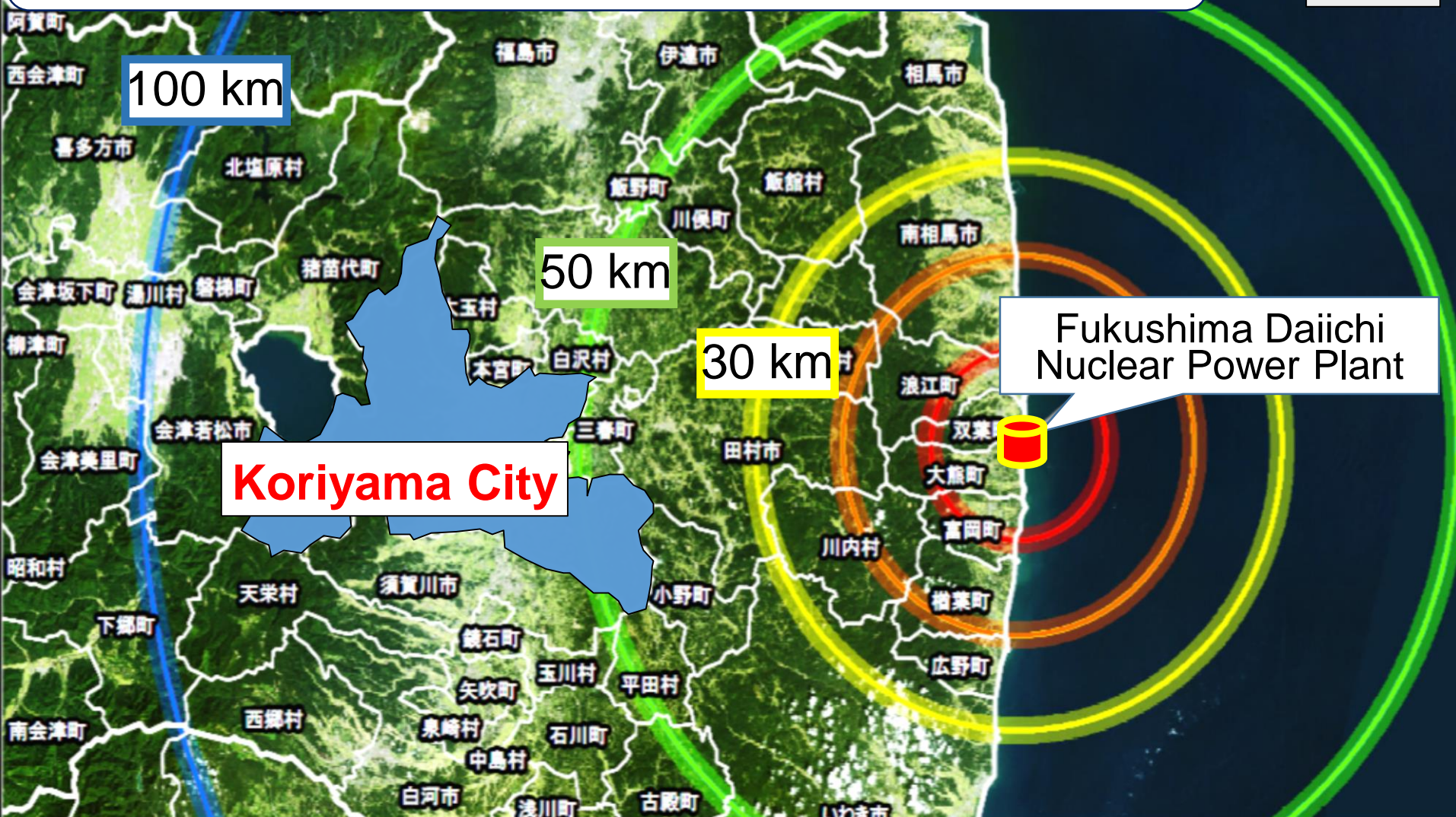
Sewage facilities: Total distance of damaged pipes 5,753 m Damage to manholes, etc. 779 places

The Great East Japan Earthquake was the first large-scale earthquake disaster for Koriyama City since the Japan Meteorological Agency started its observations. It caused tremendous damage.



Distance between Koriyama City and Fukushima Daiichi Nuclear Power Plant

Fig. 9





Impact of nuclear power plant accident on citizens' lives *Main items

- The radiation level is several 10s of times higher than the pre-accident level.
- There were no scientific theories on the values of health hazards caused by radiation, and residents were extremely anxious.
- The interruption of transportation caused a shortage of gasoline and other daily commodities.
- The children's outdoor activities were limited.
- Families were separated due to the voluntary evacuation of children.

There have been no health hazards caused by radiation so far.

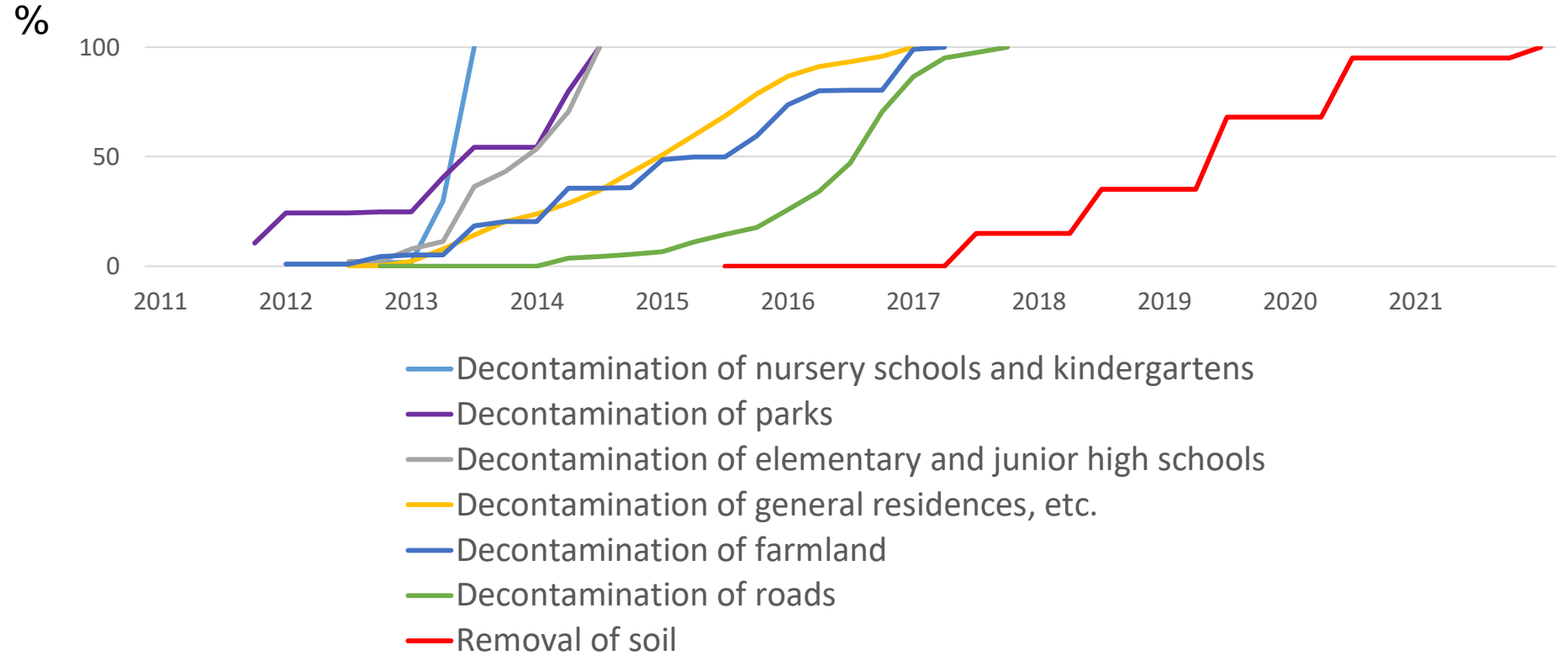
We were encouraged by the generous support we received from people in Japan and around the world during our reconstruction efforts while battling the invisible enemy of radioactive substances.



• Decontamination and removal of soil

Fig. 10

Status of decontamination and removal



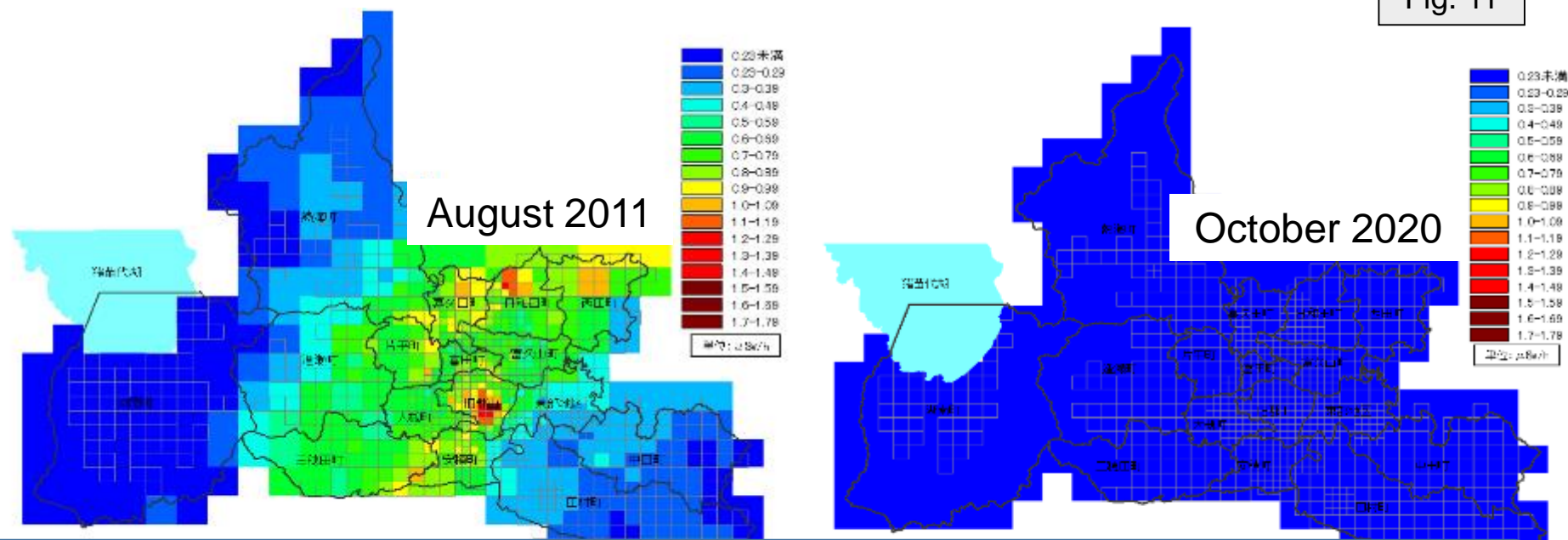
Decontamination work to remove topsoil contaminated by radioactive substances was completed by March 2018.

Transportation of the removed soil generated by the decontamination work to the interim storage facility will be completed by the end of March 2022.



Changes in airborne radiation levels in Koriyama City

Fig. 11



Airborne radiation levels in Koriyama City have been significantly reduced compared to immediately after the accident due to weathering effects from rain, wind, etc., physical attenuation due to the half-life of radioactive substances, etc., and decontamination implemented so far. The current average value is stable at about 0.1 μSv/h.

	2014	2016	2018	2020
Concerns about nuclear disasters	65.1%	34.8%	30.1%	18.1%



Reiwa 1 East Japan Typhoon (Typhoon Hagibis)

Typhoon No. 19 of 2019 made landfall in Japan on October 12. It caused record-breaking rainfall and extensive damage in the Kanto and Koshinetsu regions.

Rainfall in Koriyama City was recorded at 95.0 mm/hour and 942.4 mm/day on the 13th. 3,973 citizens evacuated.

Situation of damage

Table 6

Deaths	6 people
Total collapse	1,306 places
Major partial collapse	1,921 places
Partial collapse	4,651 places
Flooding above floor level	6,542 places
Flooding under floor level	847 places
Industrial and agricultural losses	36.19 billion JPY
Crop damage, etc.	3,006.63 million JPY





2021 Fukushima Earthquake

Late at night on February 13, 2021, the largest earthquake since the Great East Japan Earthquake struck.

- Date and time: February 13, 2020 (Saturday) 23:07
- Epicenter: Coast of Fukushima Prefecture at depth of 55 km
- Size of earthquake: Magnitude 7.3
- Seismic intensity in Koriyama City: Seismic intensity 6 lower
(max. intensity 6 at Zao-machi, Miyagi Prefecture)
- Injuries: 13 people

Table 7

Damage to residential homes	
Total collapse	10 buildings
Major partial collapse	17 buildings
Medium partial collapse	77 buildings
Partial collapse	292 buildings
Partial damage	4,285 buildings
Water disconnection	50 homes



Koriyama Municipal Chuo Library where a wall collapsed



IV. Safe Community Activities



Major Challenges for Koriyama City

1. Recovering from the Great East Earthquake and eliminating damage caused by hurtful rumors
2. Traffic accidents, crimes, and suicides, etc., at higher rates than national and Fukushima Prefecture rates
3. Responding to super-aging society

The City focused on the activities of municipalities in Japan promoting the Safe Community program and decided that the Safe Community program would be a necessary method for the City as it works to recover from the Great East Earthquake.

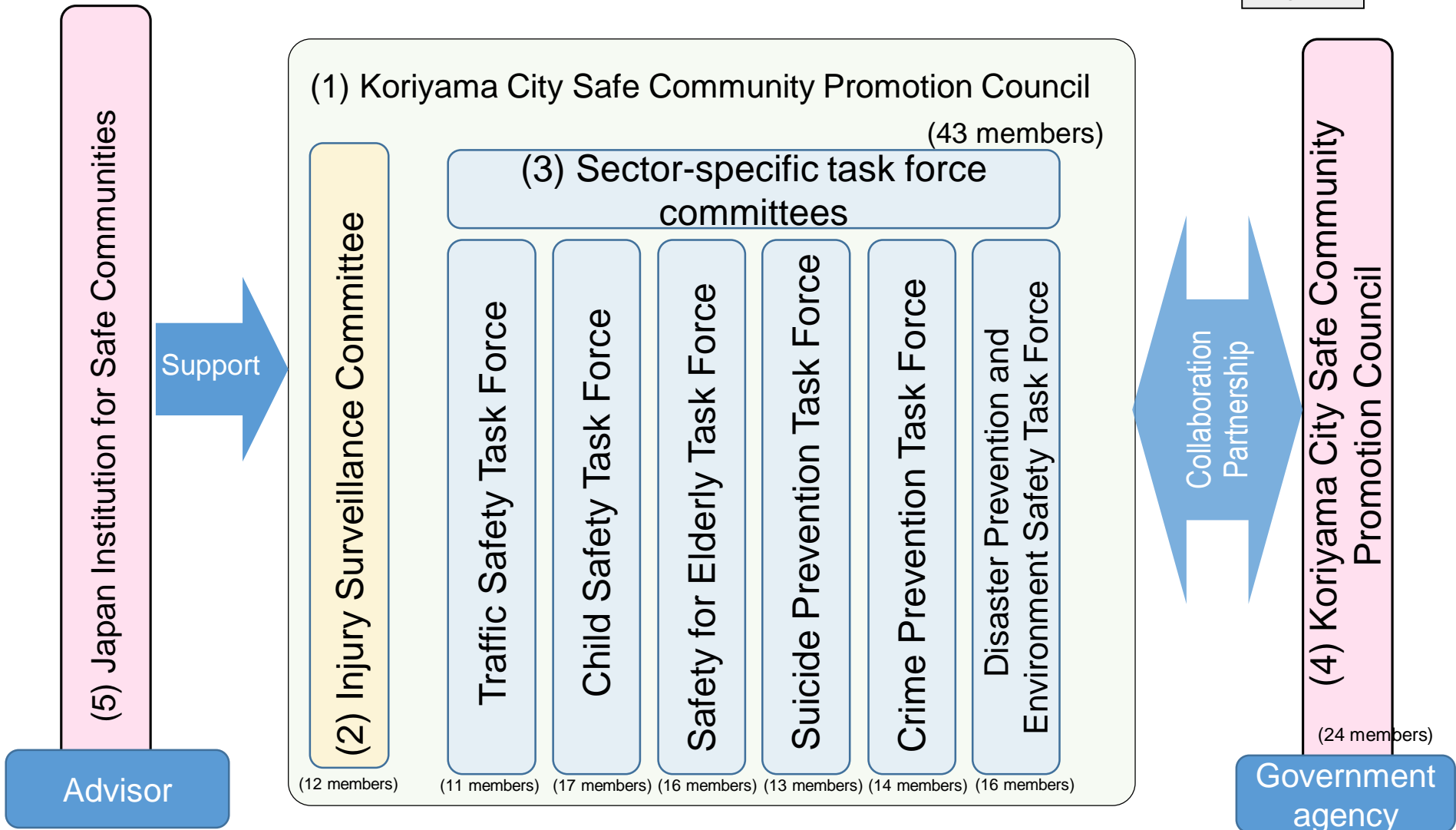
On November 4, 2014, Masato Shinagawa, Mayor of Koriyama City declared the city's participation in the Safe Community Program.

International Designation as Safe Community received on February 2, 2018



Fig. 12

Indicator 1: Partnership and collaborations, governed by a cross-sectional group



(City-wide SC promotion body transcending the boundaries of sectors)

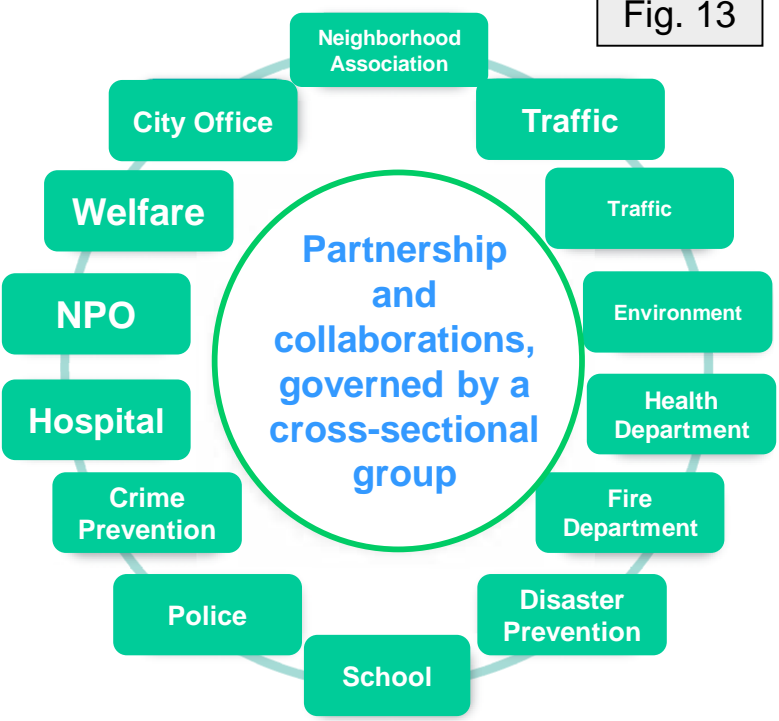
Date of establishment: May 26, 2015

No. of members: 43 groups and agencies (representatives) Mayor is Council chair

Composition: City activity organizations, resident neighborhood associations, educational groups, business unions, government, Police, etc.

Roles: Decision of policy, promotion of activities, education, etc.

Fig. 13





(Specialized groups that collect, analyze, and verify data)

Date of establishment: May 26, 2015

Number of members: 12

Composition: Doctors, university professors (Technology Department), Health Department, Police, Fire Department, Labor Bureau, etc.

Role: Collect, analyze, and provide data regarding injuries and accidents, etc.
Verification of Safe Community activities, etc.



Interim reports from task forces in each sector



Study of data used as basis for countermeasures, etc.



(Specialized groups that resolve challenges in each sector)

Date of establishment: July 8, 2015

A. Traffic Safety Task Force	12 members	D. Suicide Prevention Task Force	11 members
B. Child Safety Task Force	15 members	E. Crime Prevention Task Force	15 members
C. Safety of Elderly Task Force	16 members	F. Disaster Prevention and Environment Safety Task Force	14 members



Guidance by video from Y. Shiraishi (JISC)

IV-4. Utilizing existing programs for Safe Community activities



Indicator 2: Studying partnerships and improvements from a Safe Community viewpoint to cover both genders, and all ages and environments, etc.

Table 8

Sector	Child (Ages 0-14)	Youth (Ages 15-24)	Adults (Ages 25-64)	Elderly (Ages 65-)
Home	Childcare consultations Seminars, Home visits to support childcare	Volunteer training	Guidance to improve lifestyle habits	Preventive care exercises
Schools	Evacuation drills Patrols and inspections of school routes		Seminars for working adults	Seminars for elderly
Work Place	Support, such as childcare leave	Labor consultations Mental health support Evacuation drills First aid seminars		
Transportation	Instruction on streets Traffic safety classes	Seminars at driver's license renewal Traffic rule violation crackdown and guidance Traffic safety classes, Call for safety driving over the radio, etc.		
Public	Revision of laws and ordinances; Improvement, maintenance, and management of road environment; Traffic restrictions; Installation of traffic lights; Incorporation of barrier-free designs (elimination of steps); Earthquake-proofing of buildings; Installation of AED and organization of seminars			
Suicide	Bullying consultations	Gatekeeper training seminars; Suicide prevention consultations		
Violence and abuse	Cooperation and sharing of information of related agencies; Consultations by phone and in person			
Crime prevention	Apprehension of criminals; Crime prevention patrols; Public awareness of crime prevention facilities			



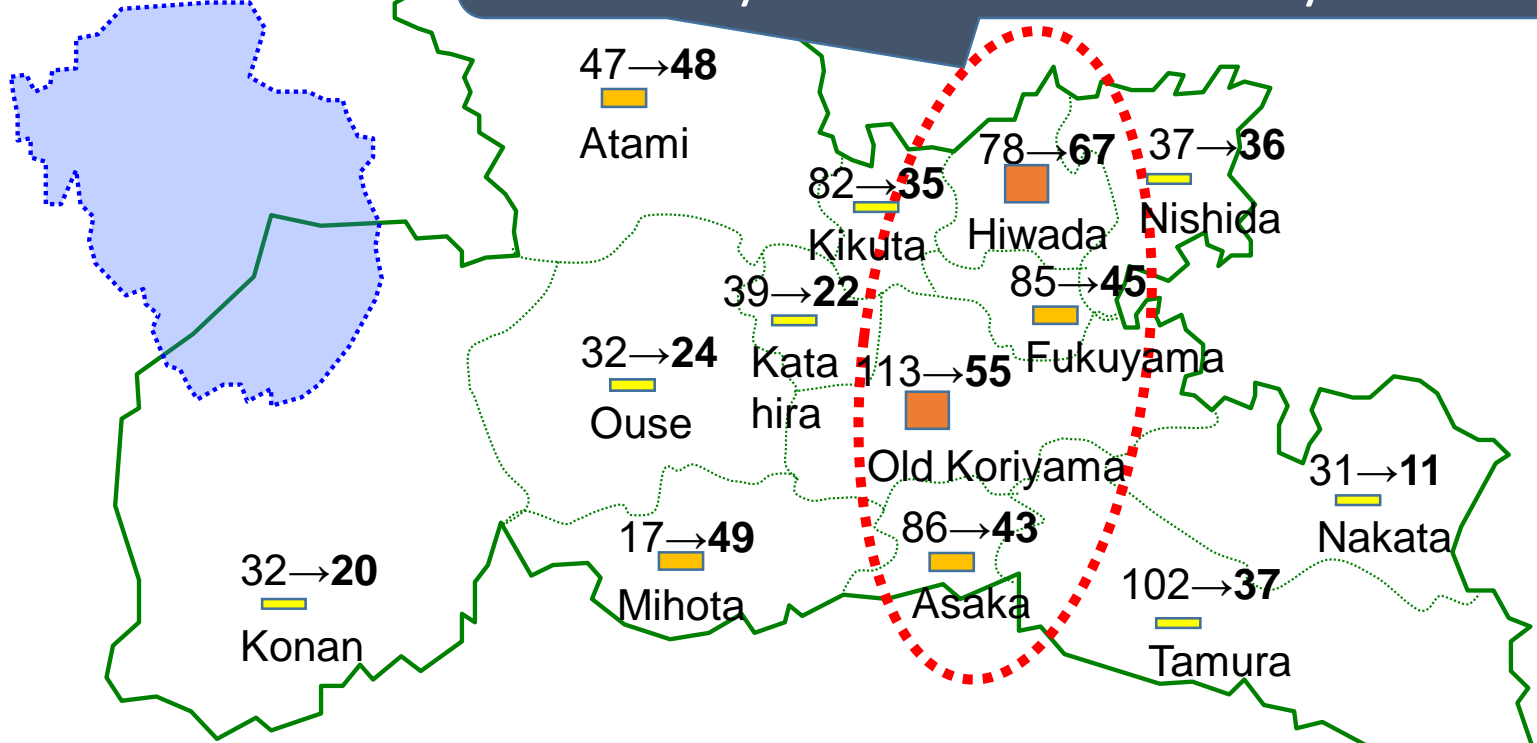
Indicator 3: Targeting high-risk groups and environments

Example of activities

Number of known criminal offenses per 10,000 population
Comparison of 13 districts: FY2015 → 2020

Fig. 14

Districts with high crime rates were identified. This analysis is conducted each year.



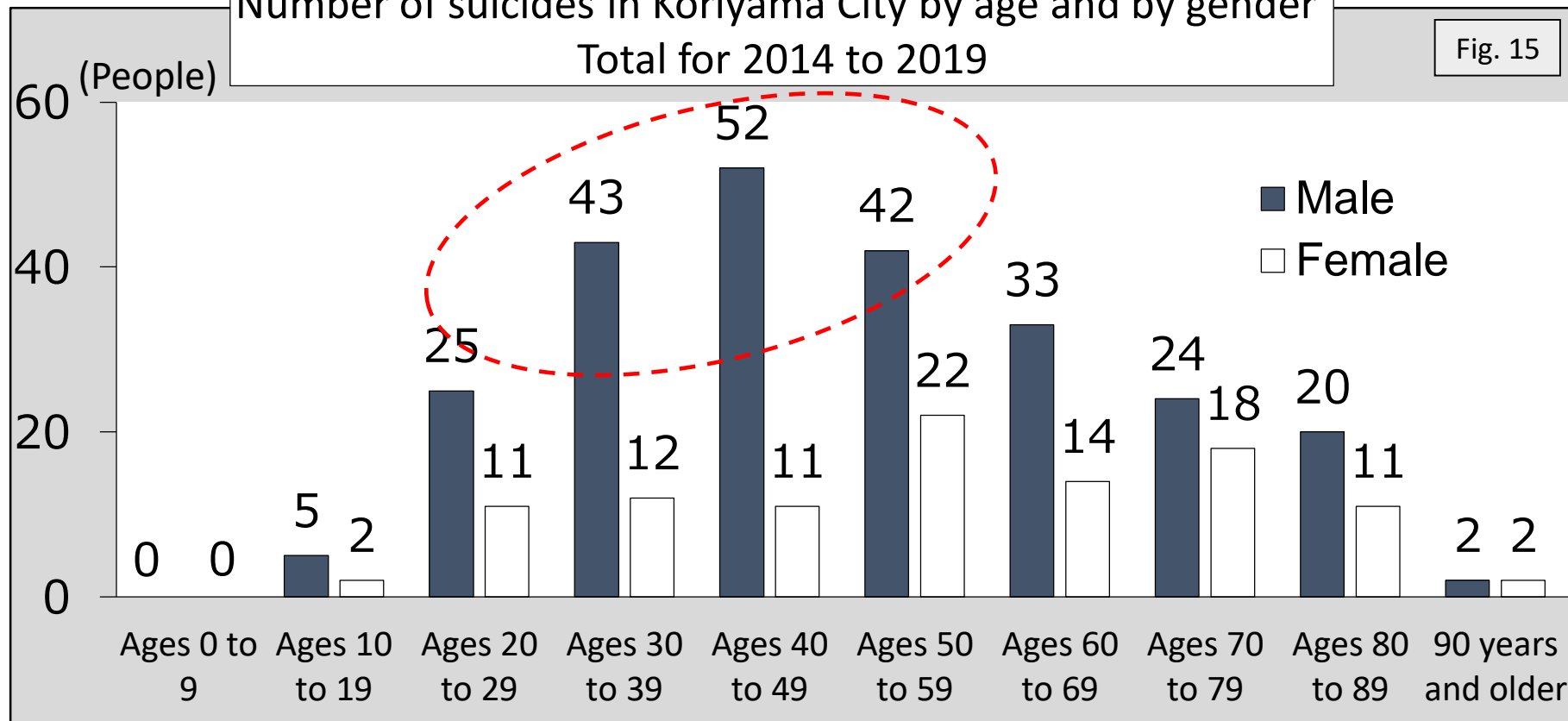
IV-6. Selection of priority challenges based on data analysis



Indicator 4: Programs based on available evidence

Number of suicides in Koriyama City by age and by gender
Total for 2014 to 2019

Fig. 15



Prepared based on Demographic Statistics for 2014 to 2019 (Report on Causes of Death)

There are many suicides by men in their 30s to 50s. This has been set as a priority challenge for the Suicide Prevention Task Force.



Indicator 5: Programs that document the frequency and causes of injuries

Fig. 16

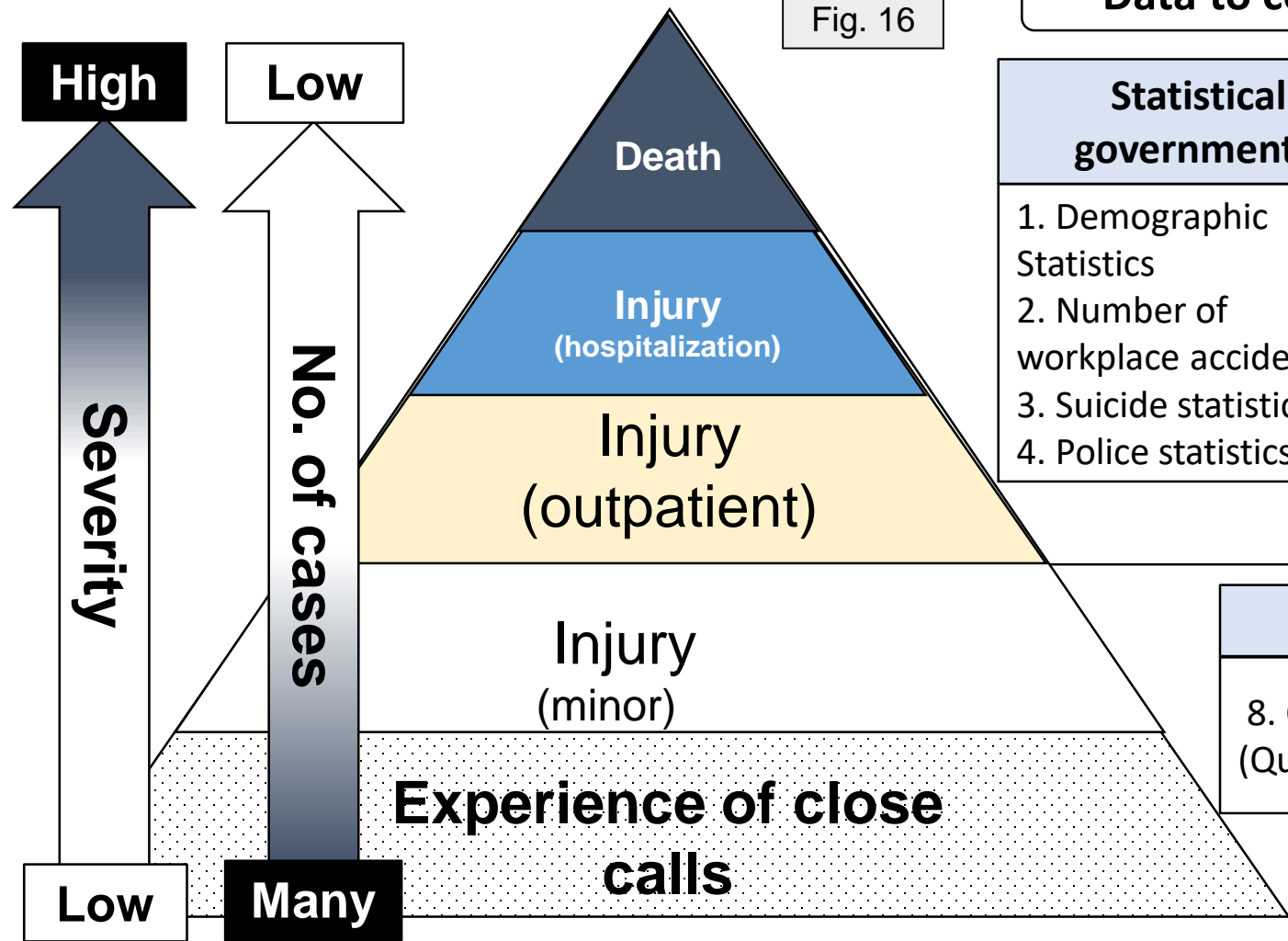
Data to collect and analyze

Statistical data from national government, prefecture, and city

- | | |
|----------------------------------|------------------------------------|
| 1. Demographic Statistics | 5. White Paper on Traffic Safety |
| 2. Number of workplace accidents | 6. White Paper on Community Safety |
| 3. Suicide statistics | 7. Emergency Transport Data, etc. |
| 4. Police statistics | |

Questionnaire survey

- | |
|---|
| 8. Citizen awareness survey (Questionnaire) |
|---|



IV-8. Measurement of activity performance, and setting of evaluation indicators, etc.

Indicator 6 Evaluation measures to assess their programs, processes, and effects of change

The sector-specific task forces use the PDCA cycle to measure and evaluate their activities' performance, apply their findings, and make improvements.

The short-term, mid-term, and long-term indicators are set to measure and evaluate the effect of the program.

Example of activity performance measurement and evaluation indicator (Traffic Safety Task Force)

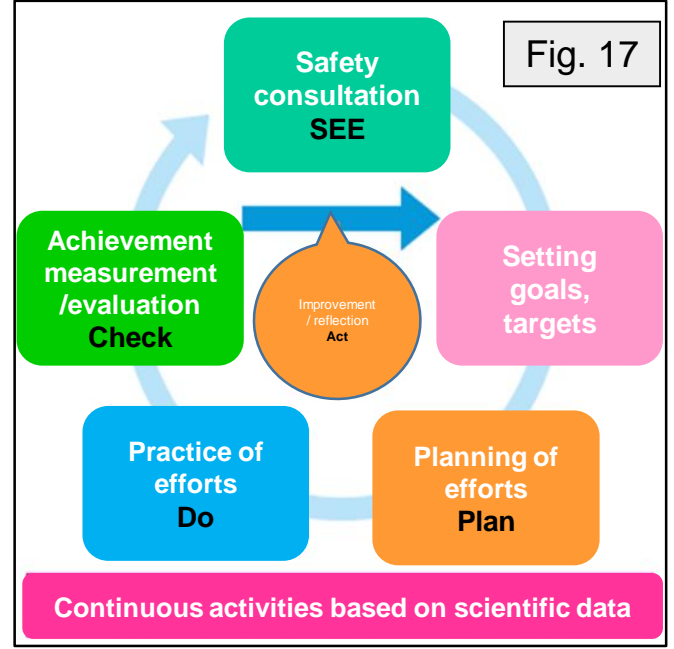


Table 9

Priority challenge	Program	Activity indicator	Performance indicator		
			Short-term	Mid-term	Long-term
There are many bicycle accidents involving senior high school students.	Prepare, distribute, and promote traffic accident hotspot map	No. of copies distributed	Senior high school students' awareness of accident hotspots Senior high school students' awareness of the dangers of bicycle accidents	Changes in senior high school student's awareness of traffic safety	Number of bicycle accidents involving senior high school students



Indicator 7 Ongoing participation in national and international SC networks

2018

- On-site evaluation (Sakae-ku, Yokohama City, Kameoka City, Kurume City, Matsubara City)
- Pre-on-site guidance (Towada City)
- Designation ceremony (Sakae-ku, Yokohama City, Kameoka City, Kurume City, Matsubara City)
- 9th Asian District Safety Community Conference in Atsugi

2019

- On-site evaluation (Saitama City, Towada City)
- Pre-on-site guidance (Chichibu City, Atsugi City)
- Designation ceremony (Saitama City)

2020

- On-site evaluation (Online: Kagoshima City)
- Pre-on-site guidance (Online: Tsuru City)
- Safe Community Online Seminar (Naan, Thailand)

2021

- On-site evaluation (Online: Tsuru City, Atsugi City, Chichibu City)
- Pre-on-site guidance (Online: Toshima City)
- Designation ceremony (Online: Kagoshima City, Tsuru City, Atsugi City, Chichibu City)



Lecture by Mayor of Koriyama City
(Asia Conference)



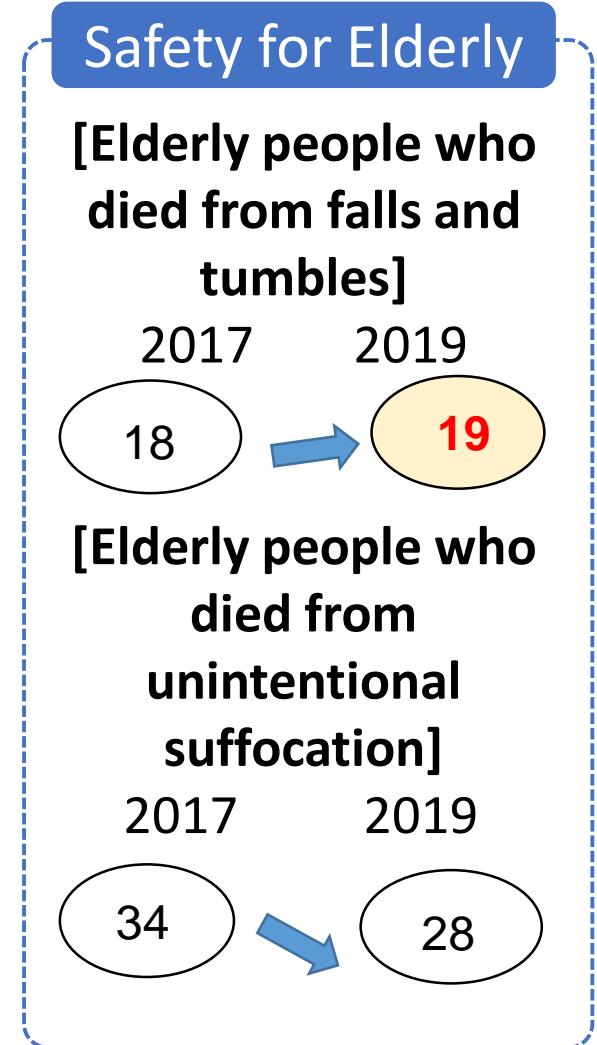
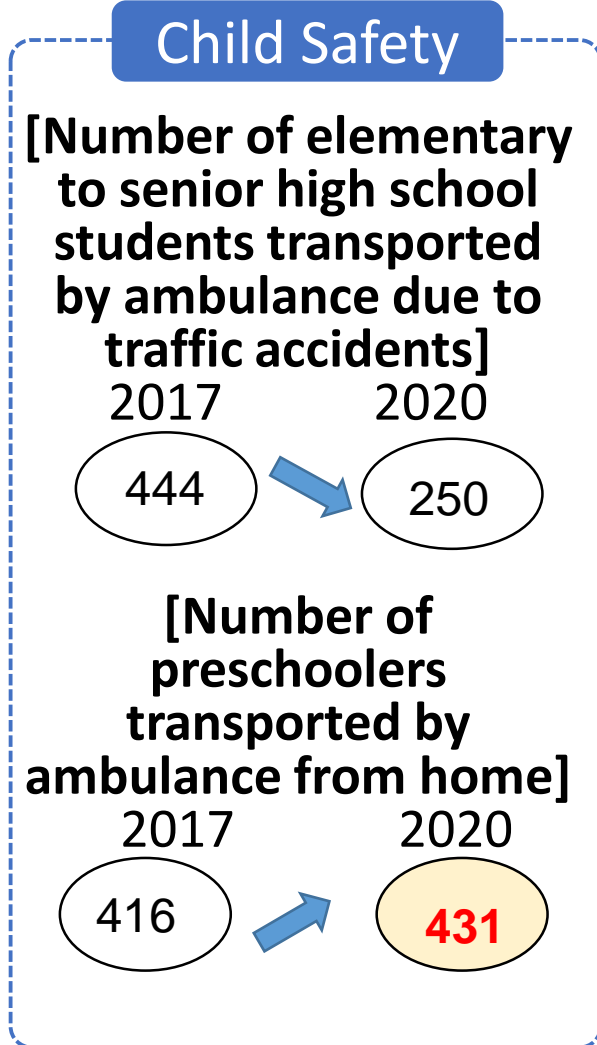
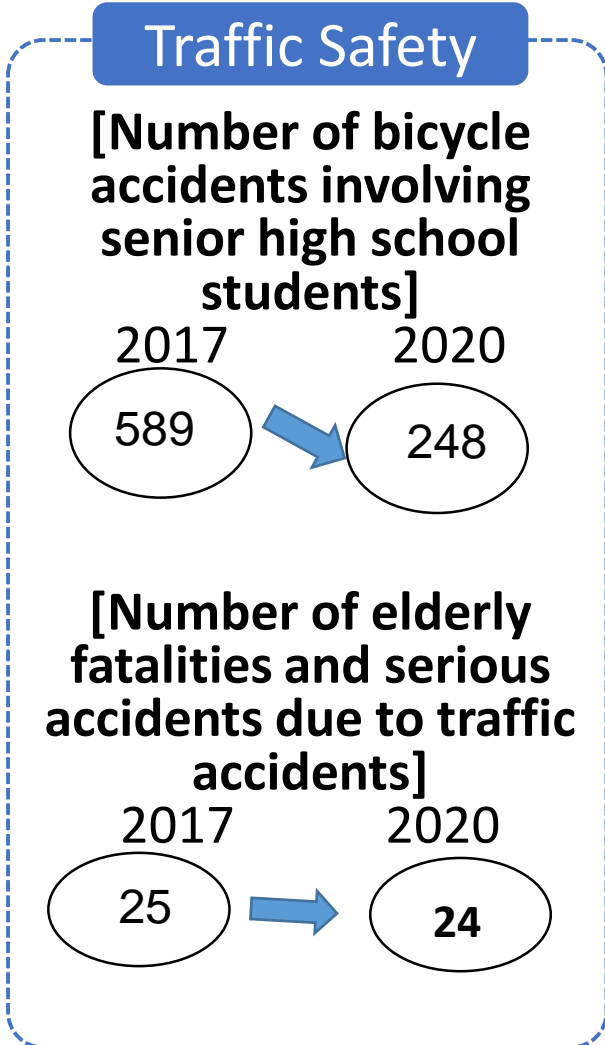
V. Performance after Designation

V-1. Situation of priority challenges addressed by each task force



Fig. 18

- Comparison of data at the time of certification and most recent data (per 100,000 population), Red figures indicate areas that have deteriorated.

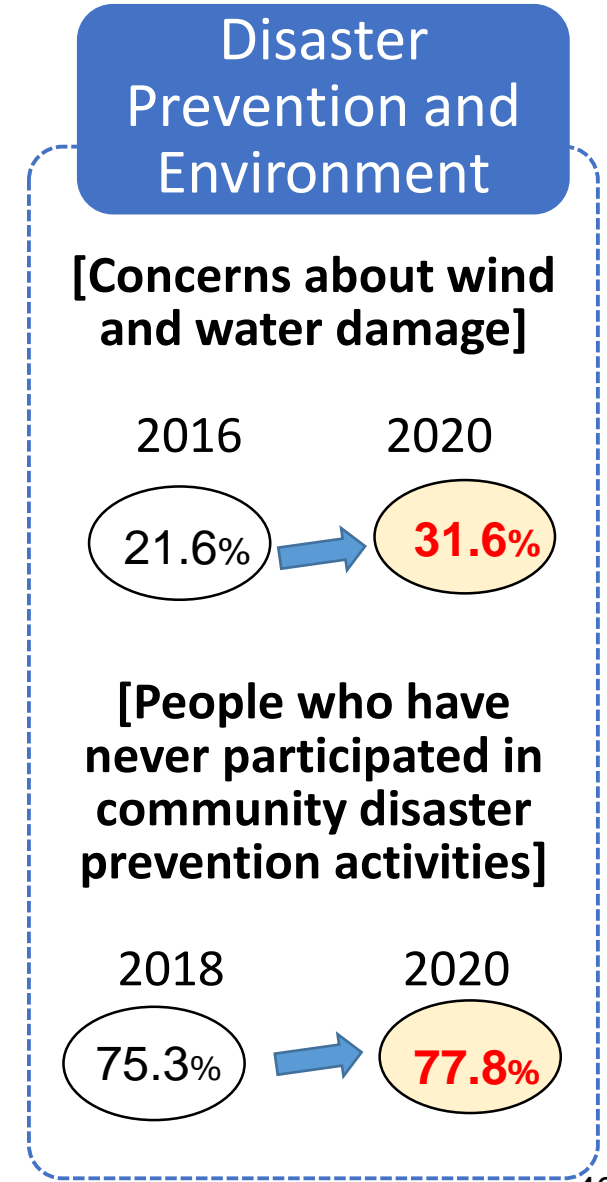
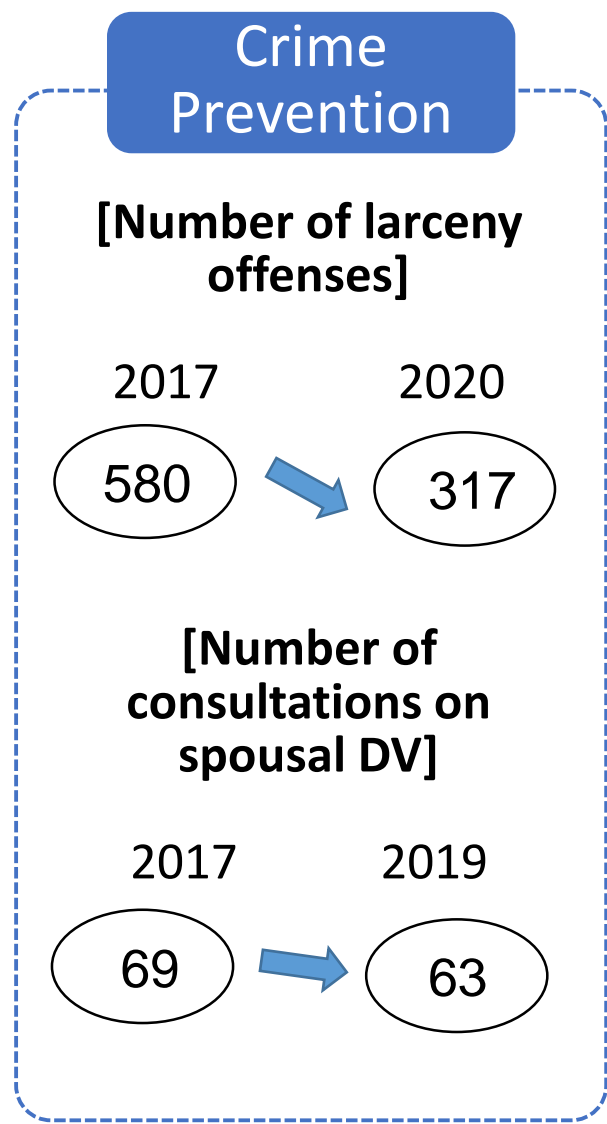
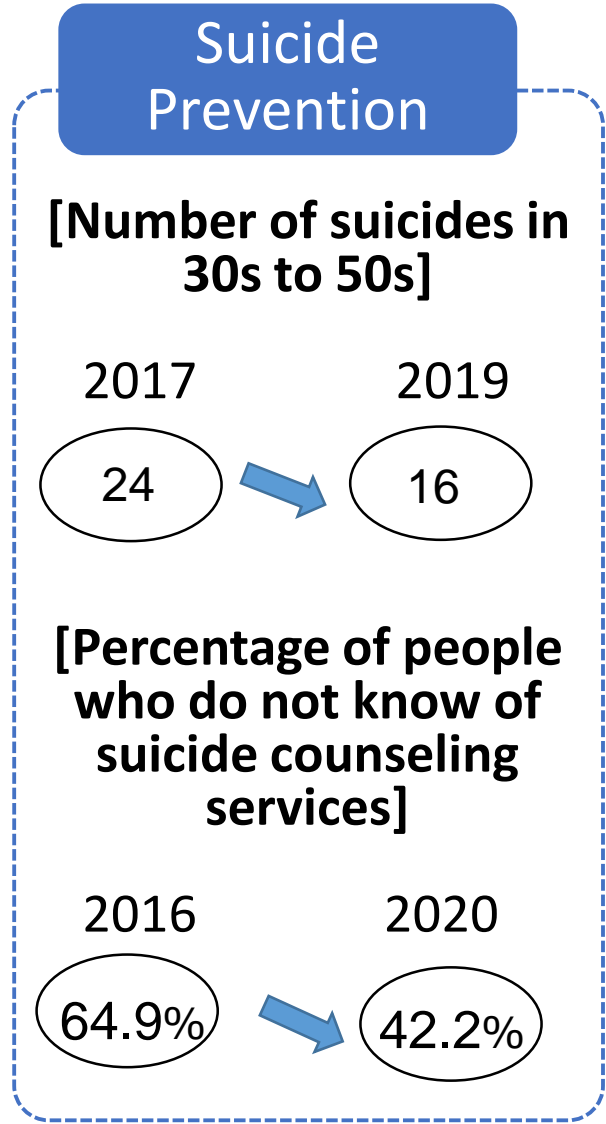


V-1. Situation of priority challenges addressed by each task force



Fig. 18

- Comparison of data at the time of certification and most recent data (per 100,000 population), Red figures indicate areas that have deteriorated.





(1) SC explanation meetings in districts and regions

From 2018 to 2020
Explanation of projects
such as community-visit
lectures **233 meetings**
Total number of people
who have participated in SC
activities **65,850 people**



In each district, 25
organizations, including
federations of
neighborhood associations,
carry out activities
following the principles of
the SC program.

(2) Collaboration with businesses promoting SC activities

Since 2019, Koriyama
City has promoted the
activities of companies
and organizations
working on SC on its
website and in its
newsletter.
Registered businesses:
47 groups



(3) Safe Community Award

Since 2019, Koriyama City
has recognized companies
and organizations that are
implementing excellent
SC activities in the
community.

2019: 18 groups

2020: 18 groups



As of the end of September 2021, 108 organizations in the city are promoting activities following the principles of the Safe Community program.

V-5. Activity schemes: Disseminating information through citizen participation

Koriyama



The Safe Community Festival is held every February with citizen participation to commemorate the Safe Community International Designation that was acquired on February 2, 2018.

Due to the spread of Covid-19, the third festival in 2021 was held digitally with video presentations from the City's website.





VI: Long-term programs

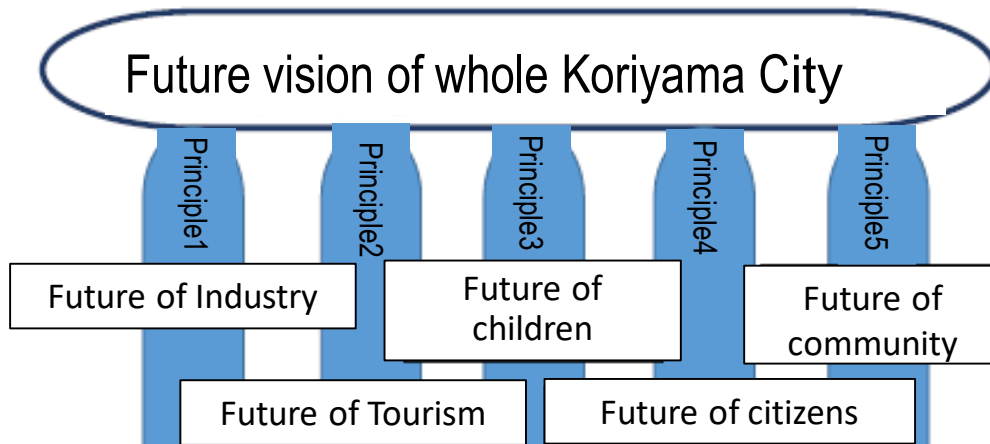


The Safe Community program is positioned as a fundamental initiative in the “Koriyama City Community Development Fundamental Policy,” the general plan for Koriyama City.

From 2018, information on 89 projects related to Safe Communities in each Department is shared, and projects are promoted through cross-departmental mutual cooperation based on the data.

[Overall view of Koriyama City Community Development Fundamental Policy]

Fig. 20



Priorities in Policies
I . Promotion of DX as a society
II Implementation of SDGs philosophy
III . program Promotion with back casting approaches
IV . Environmental improvement including zero-carbon
V . Collaboration among sections and between city and community

Cross spectral approaches: Further Resilience and Creation

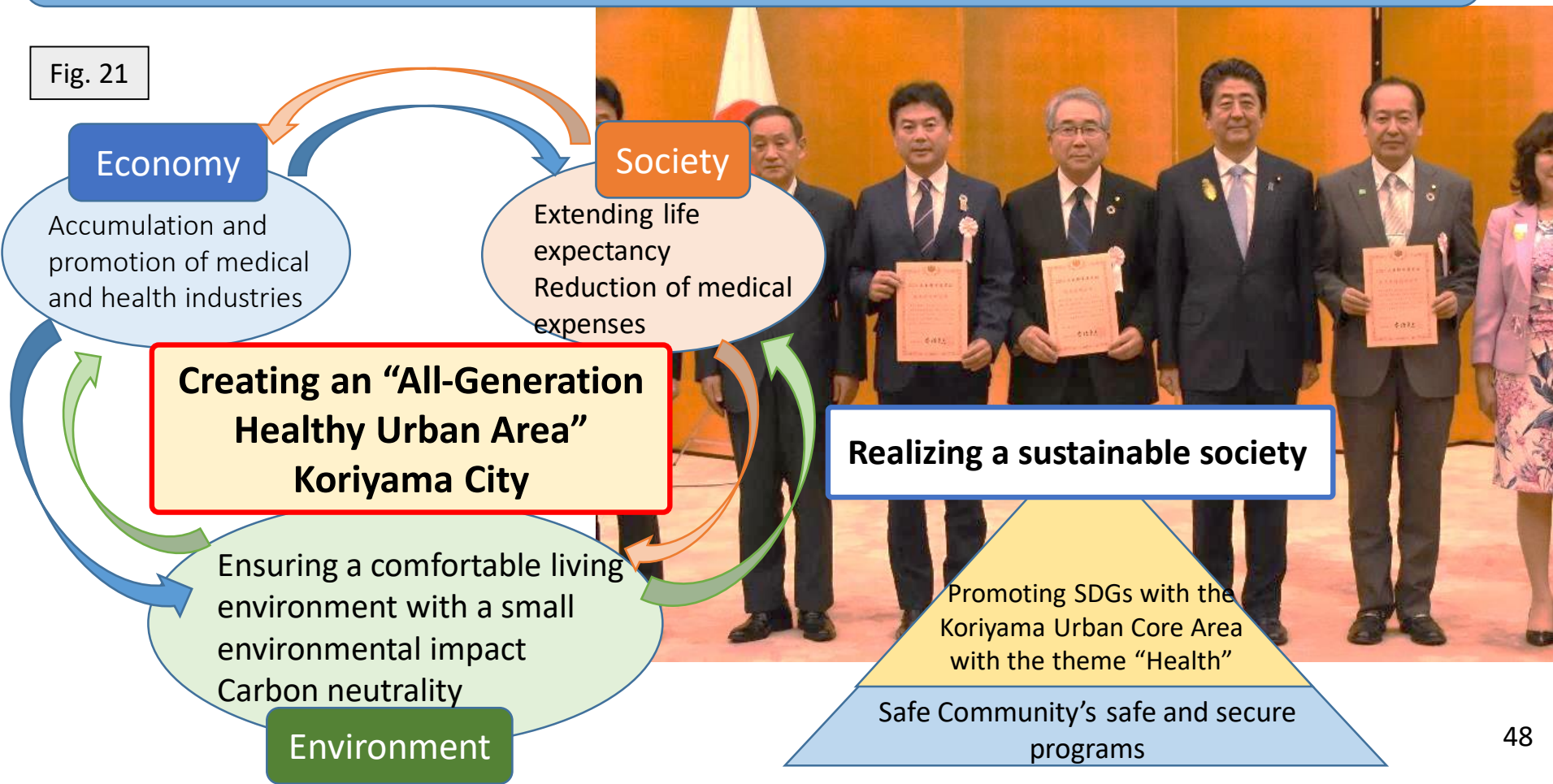
Foundational initiatives: Improving administrative efficiency (Kaizen, promoting ICT use, **Promotion of Safe Community activities**, Digital City Hall)

Promotion of Cooperative Central Urban Concept



Based on the safe and secure community development of Safe Community initiatives, Koriyama City was the first city in Miyagi Prefecture to be selected as a “SDGs Future City” by the Japanese government on July 1, 2019. With “health” as the keyword, we have taken a lead in developing a sustainable city in cooperation with neighboring municipalities in the areas of “economy,” “society,” and “environment.”

Fig. 21





VII. Future challenges and prospects



We must analyze the status of priority challenges and examine the future promotion system with focus on future challenges that are highly foreseeable with backcast thinking.

Proceeding with study (Step1)

Fig. 22

(1) Identify and analyze the status of Task Forces' priority challenges

Traffic Safety	Number of elderly traffic fatalities and injuries	UP	<ul style="list-style-type: none">• Inconvenience after returning driver's license• Weakness, declining physical strength• Impact of Covid-19• Effect of government request to stay at home• Increase in elderly households• Increase in persons living alone• Weakening interpersonal relationships• Poor economy, poverty• Slander on the Internet• Worries about daily life and work• Isolation, loneliness• Major natural disaster
Child Safety	Number of preschoolers transported by ambulance	UP	
Safety for Elderly	Number of fatalities from falls or tumbles	UP	
Suicide Prevention	Suicides are increasing		
Crime prevention	Consultations regarding domestic violence are increasing		
Disaster Prevention and Environmental safety	Concerns about wind and water damage	UP	

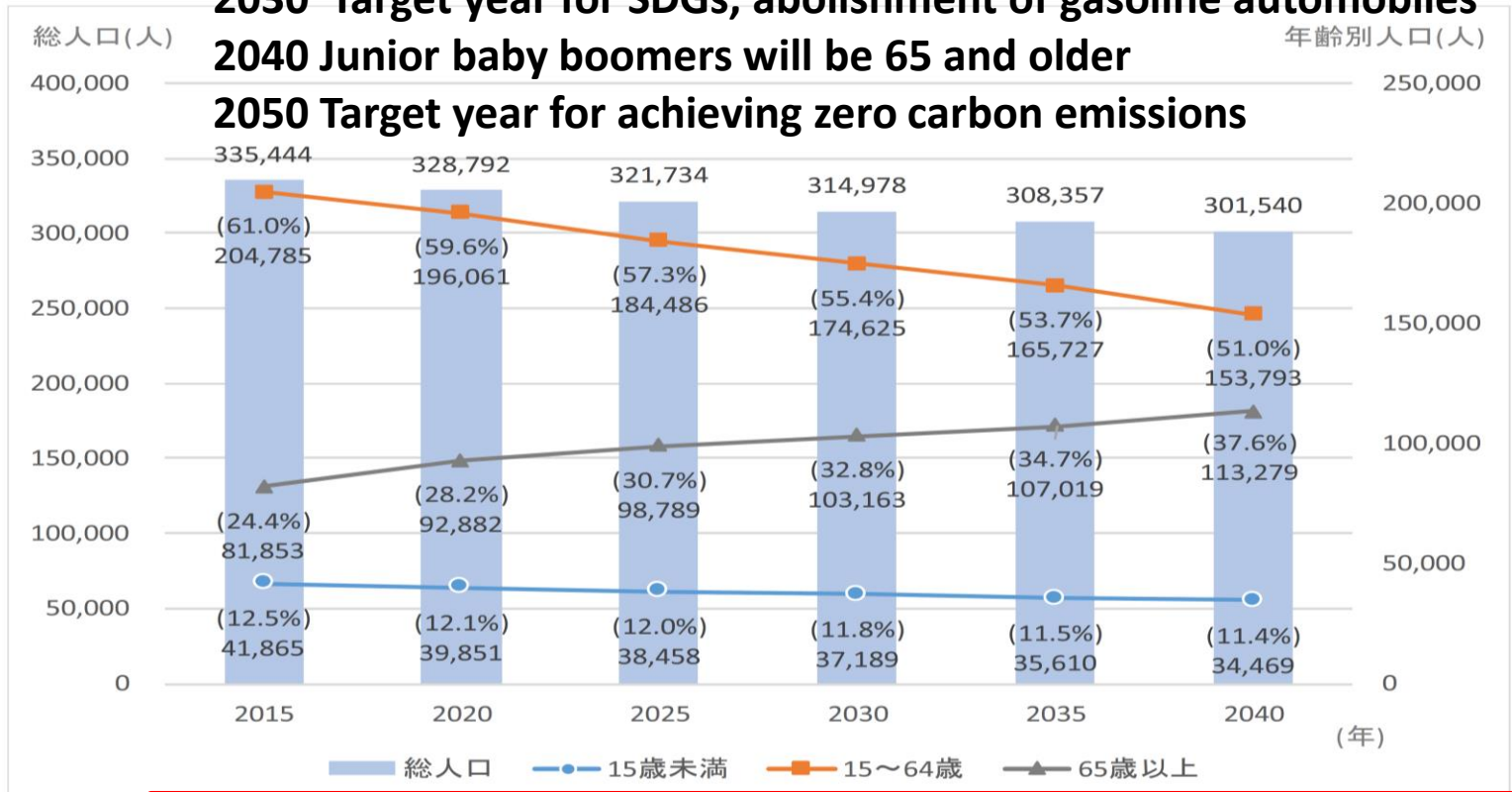


Fig. 23

Proceeding with study (Step2)

(2) Foresight with backcast thinking Study highly foreseeable future challenges

- 2025 Baby boomers will be 75 and older**
- 2030 Target year for SDGs, abolishment of gasoline automobiles**
- 2040 Junior baby boomers will be 65 and older**
- 2050 Target year for achieving zero carbon emissions**



Current problems are discussed while focusing on future challenges, and the type of promotion system to solve these challenges is studied.

VII-1 Future challenges (2): Adapting to changes in social climate



[Feedback at first review meeting, etc.]

Table 9

Sector	Member	Content of feedback
Traffic Safety	Traffic Safety Association	Administrators of national and prefectural roads should participate in field surveys of intersections where many accidents occur.
Child Safety	Municipal approved nursery school	How about promoting the program to parents who visit for their children's medical checks? Can we borrow the child abuse prevention DVD lent out by the City?
Child Safety	Private approved nursery school	Child abuse is a crime. The program should call for "Prevention of Child Abuse Crimes" to make a strong statement. Abuse is often conducted under the pretense of "discipline." Seminars or correct discipline should be held.
Safety of Elderly	Federation of Neighborhood Associations	As the population ages and more people leave the Neighborhood Association, the effectiveness of the measures taken so far through the community will be lost. Measures should be considered based on future projections of elderly households.

VII-1 Future challenges (2): Adapting to changes in social climate

[Feedback at first review meeting, etc.]



Table 9

Sector	Member	Content of feedback
Crime Prevention	Council for Promotion of Healthy Development of Youth	Measures against domestic violence should be combined with education to raise awareness and shelter measures to protect the abused.
Disaster Prevention and Environment	Council for Promotion of Healthy Development of Youth	Community development is needed because the Neighborhood Association community is declining and the number of participants in disaster prevention lectures is low.
Disaster Prevention and Environment	Independent Disaster Response Group Liaison Council	Since there have been many natural disasters, concerns about disasters should be shared throughout the City through information gathering and data analysis so that countermeasures can be implemented.
Covid-19	Labor Standards Association	Preventing the spread of Covid-19 infection must be a priority.



Koriyama City is a city where “all citizens play an active role” in creating the future.

Fig. 23

No one will be left behind
Realizing a sustainable society



Thank you for listening.



Koriyama City
Image character
Gakuto-kun

Image character
Gakuto-kun's little sister
Onpu-chan

— 東北のウィーン —

楽都郡山