

光大都市圏近郊の歴史的市街地中心部における観光と住環境の関係変容  
— 京都府宇治市中宇治地区を対象として —

Transformation of Relationship Between Tourism Activities and  
Residential Environment in the Center of a Historical Suburban City of  
a Tourism Metropolitan:

A Case Study of Naka-Uji District, Uji City, Kyoto Prefecture

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Metropolitan can influence populations, industries, physical space, living environment, and more of its suburban. Suburbs serve as a buffer space between urban and towns, carrying a series of problems in urban development. Kyoto is one of the metropolitans in Japan which is famous for its long history. Uji, located on the outskirts of Kyoto, has also prospered in tourism because of its long history and the World Heritage Byodoin Temple. Through historical data, ancient map surveys, and statistics, this research concludes that metropolitans play a decisive role in the tourism development of their surrounding suburbs and that their policies about the development of the tourism industry will affect the tourism activities in its suburban and then impact on the number, layout, use of buildings and living environment in the suburbs.

### 1 Background

Tourism developed gradually after World War II. Since most of the historical and cultural heritage is in the suburbs, tourists flock to the suburbs. After the 1970s, because of the reappearance of the wave of returning to metropolitans, the population in the metropolitans increased. The increase in the urban population affected tourism development in the suburbs. Meanwhile, the construction of infrastructures such as railway lines and arterial roads also provides a foundation for tourism development.

With the development of the tourism industry, the local tourist service facilities in the suburbs have gradually improved, attracting more tourists. Tourists will affect tourist destinations, and tourists driving private cars may affect local traffic and the environment. For example, there are more and more tourists coming to the suburbs, and the popularity of cars has allowed more people to drive private cars to travel. The increased number of cars coming to suburbs has forced suburban residents to build more parking lots to meet their parking needs. Simultaneously,

the increase of vehicles will affect the local environment, causing some damage to the natural environment. The increase in tourists also affects the local commercial structure and residents' daily lives. The abundance of the natural environment is considered an essential component of attractiveness in suburban tourism areas. However, in many tourist areas, increased tourism demand has supported the development, resulting in the decline of the natural environment. Meanwhile, tourism can cause irreparable damage to the environment and host communities.

Zolfani, S. H., Sedaghat, M., Maknoon, R., & Zavadskas, E. K. researched on tourists' destinations can be divided into various topics such as market research and economics, culture and heritage, material saving, and so on. Satoshi Sugawara's research shows that shop owners in tourist destinations are opposed to the development of high-rise condominiums, and this has made apparent awareness of shared rewards among them. Chiba found that transportation is fundamental to tourism development. Naoto

Tanaka, Masashi Kawasaki, and Maasa Moritsu also researched the importance of transportation networks to tourism development in suburban areas.

There are also some policies related to suburb development such as <Act on Maintenance and Improvement of Traditional Scenery in Certain Districts> and regional revitalization in Japan.

## **2 Research Purpose**

Based on the literature review, this research is to clarify the relationship between suburban tourism and residents in different periods, as well as the relationship between the central city and its suburbs. After the Second World War, how the booming tourism industry and urban development affect the suburbs is precisely the question to be clarified in this paper.

## **3 Research Scope: Naka-Uji District**

Naka-Uji area in Uji city is the subject of the study. The selection of the case considers the following four factors:1. It is the suburbs of a tourism metropolis.2. The character of tourism resources in tourism metropolitan and suburbs is similar and will affect each other.3. It has new towns and the commute time from the central metropolis is less than 1 hour. 4. The tourism industry has developed well, and tourism accounts for a large proportion of local fiscal revenue.

### **3.1 Naka-Uji: As an Area Near a Historical Tourism City**

#### **3.1.1 In the Heian era**

Uji has been a specific occupation and hunting place for the nobles since ancient times, which has made Uji a famous tourism destination. Because it is on the outskirts of Heiankyo, the scenery centered on the Uji River attracted many people to visit.

The last ten chapters of the 1,000-year-old novel *The Tale of Genji* also confirm this. The last ten chapters of the book refer to the Uji River and the Asagiri bridge in Uji, which are representative locations in the Naka-Uji area.

#### **3.1.2 In Modern times**

Kyoto has one of the world's largest collections of UNESCO World Heritage Sites, 17 world heritage. Two of them are near the Naka-Uji area. Because of this relationship, Naka-Uji is still the most popular suburban nowadays. Tourists who travel to Kyoto city will also stop at Uji station or people have the plan to visit Kyoto city and Nara city also prefer to visit the Naka-Uji area.

### **3.2 Naka-Uji: As an Area Near Metropolitan**

3.2.1 close to the central cities of the Kinki region

Naka-Uji is in the center of the Kinki region. With Naka-Uji as the center, Joyo City of Kyoto Prefecture is within a radius of 10 kilometers, and Kyoto City and Otsu City, Shiga Prefecture are within a radius of 20 kilometers, Nara City is within a radius of 30 kilometers, Osaka City is within a radius of 40 kilometers. From these cities to the Naka-Uji area, taking a private car takes up to 45 minutes and one and a half hours by metro.

#### **3.2.2 Population increase after WW2**

Kyoto became a modern municipality during the second half of the 19th century. During and shortly after the war period, between 1940 and 1950 adjacent areas were incorporated into the municipality resulting in complex variations of area and population. In 1950, the area administered by the Kyoto municipal government was 536.45 km<sup>2</sup> in size and held a population of 1,101,854 inhabitants

### **3.3 Naka-Uji: As an Area Has a Long History**

Byodoin is a Buddhist temple in the city of Uji in Kyoto Prefecture, Japan, built in the late Heian period. It is jointly a temple of the Jōdo-shū (Pure Land) and Tendai-shū sects Ujigami Shrine is believed to be the oldest standing shrine in Japan. Although there is no official record of when it was first constructed, experts estimate that Ujigami Shrine was well established by 1060. It was closely linked to Byodoin Temple as its "guardian shrine".

Ujigami Shrine became recognized as a UNESCO World Heritage Site in 1994 together with other shrines and temples in the Kyoto area.

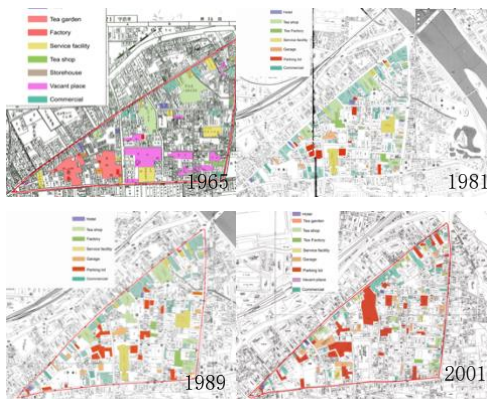
## **4 Relationship Between Tourism and The**

## Residential Environment in The Naka-Uji District Between 1963- 2009

### 4.1 The development of the residential environment in the Naka-Uji district

In 1965, there were still a lot of vacancies and two large pieces of tea fields in the Uji area. There are few retail stores in the total area. The land use form during this period is relatively simple. Since 1981, the tea garden disappears. more commercial buildings appeared in the Naka- Uji area, mainly along the shopping street. The shopping street is the way tourists commute from the train station to Byodoin and Uji river. Even tourism industry developed in this period, especially since 1981, the number of hotels in the Naka-Uji area has not increased. Naka-Uji has a strong preference as a commute tourism city, which means tourists prefer to stay overnight in Kyoto or Nara city.

Figure 1. Land use Map in Naka-Uji



### 4.2 Relationship between tourism and the local residential environment in the Naka-Uji district

Because more tourists are traveling with groups at this stage, there are several hotels in Uji that can accommodate large tourist groups and have won until now. More tourists driving private cars has led to an increase in the number of parking lots in Naka Uji. Initially, the parking lot in Naka Uji was more to serve the needs of local people, but after the increase of tourists, more parking lots were to meet the needs of tourists.

At this stage, the lives of local people and tourists have not crossed the shopping street. Because there are shops and hospitals on both sides of the shopping street, the transportation is convenient, and the shopping street night market tourists must pass by when they come to the Central Uji area for sightseeing. Therefore, this place has become where tourists and residents intersect.

### 4.3 The relationship between Kyoto city tourism and Uji city tourism

As the ancient capital of Japan, Kyoto City has many historical and cultural heritages that were not destroyed in the war, which also directly affects the protection of Uji heritage. Yes, Uji's historical heritage has been adequately protected from war damage. Therefore, Uji can also recover tourism more quickly after the war.

Kyoto City's rapid tourism revival plan after the war also benefited Uji. Once the tourism industry in Kyoto City is revived, the tourism industry in Uji City will gradually recover due to the influence of tourists from Kyoto.

Judging from the residential map, after the war, the construction of new towns in Kyoto City led to an increase in the population of Uji City and the Naka Uji area. Yes, the Naka Uji area was in the construction stage after 1963. In 1970, the Osaka Expo was held, which brought vitality to the tourism industry of the entire Kinki area. At the end of the 20th century, after the renovation and construction of the Naka Uji area were completed, the number of tourists in Uji City, especially the Naka Uji area, began to skyrocket. In the early days of Uji, tourism was mainly based on historical resources to attract tourists, so Byodo-in Temple was the most important tourist attraction. At this time, the Naka Uji area also began to build parking lots and opened more and more stores due to the arrival of tourists.

### 5 Relationship Between Tourism and Residential Environment in Naka-Uji District After 2009

### 5.1 The development of tourism in the Naka-Uji district after 2009

In 2008, which is the millennium of the Genji Monogatari, various events will be held, and information will be disseminated in collaboration with Kyoto Prefecture and Kyoto City, and the Genji Monogatari Museum will be renewed. However, since then, the number has temporarily decreased because of the 2011 Great East Japan Earthquake, the renovation work of major tourist destinations in Uji City and the Uji River, and the effects of typhoon disasters. Although it was seen, due to the completion of the renovation work of major tourist destinations and the increase in foreign tourists, the number reached a record high of 5,598,000 in 2015 and 5,587,000 in 2016.

Comparing the characteristics of tourists visiting Uji City between the 2016 survey and the 2011 survey, the proportion of men is decreasing, and the proportion of men aged 70 and over and those in their 20s is increasing. However, the percentage of people in their 30s and 60s is decreasing.

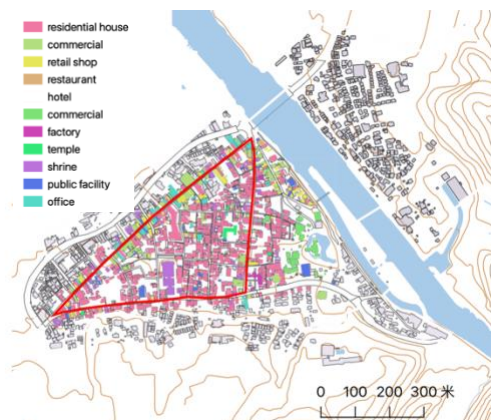
Comparing the 2016 survey and the 2011 survey by region, the percentage from Kinki Kansai increased, and the percentage of mica in terms of transportation increased to 30.9%, and JR and Keihan train railways. The percentage of users has decreased to 53%.

In terms of the time zone, the pick of the arrival time is around 10 o'clock, but the pick of the return is as early as 16 o'clock, daytime sightseeing is the main, and the number of tourists at night is very small. The situation. The average staying time in Uji is 3 hours and 34 minutes. In addition, the amount of tourism consumption per person has increased by 614 yen when comparing the 2016 survey and the 2011 survey.

A survey of facilities and areas that have been visited by about 1,460 people who visited sightseeing spots in Kyoto City revealed that 43.9% (about 640 people) had visited the Uji area.

### 5.2 Relations between tourism and the residential environment in the Naka-Uji district after the 2010s

Figure 2. Land Use Map in Naka-Uji in 2021



There is more overlap between the daily travel of residents and the travel routes of tourists, not just the shopping street and Omotesando. Because more and more tourists are becoming interested in the locals' way of life, they will walk into the residential area of the locals to experience the daily life of the locals, the roads they walk on, and the travel environment. At the same time, because there are roji and hokora in the middle Uji triangle, it is also more attractive to tourists, promoting tourists to go into the middle Uji triangle to explore more things related to the life of local people.

For residents, tourists entering the living environment of local people directly affect the distribution of commercial shops. In the past, shops and souvenir shops were located on both sides of the shopping street and Omotesando. Now, more and more restaurants and souvenir shops will choose to open in the interior space of Naka Uji, where the geographical location is not very good, and the accessibility is not very high.

### 5.3 The relationship between Kyoto city tourism and Uji city tourism after 2009

The most direct impact of Kyoto on Uji tourism is to bring tourists to Naka Uji. The number of tourists in the Naka Uji area changes with the number of tourists in Kyoto City. At the same time, because Kyoto has more hotels to choose from, fewer tourists stay overnight in Uji. Tourists generally choose to

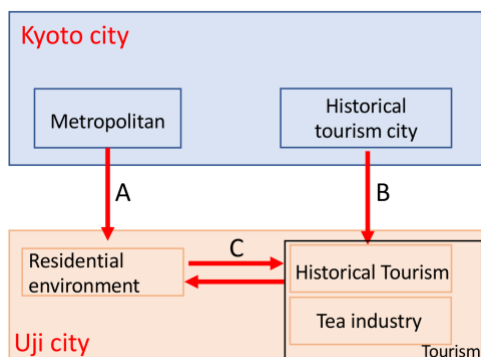
stay in Kyoto, which has more choices, and leave Uji after an average of three hours in Uji.

The difference between the tendency of tea in the entire Kyoto area and Uji City has been clarified.

In the Naka-Uji area, the number of visitors is 35.9% from Kyoto prefecture, 25.7% from Osaka prefecture, 12.5% from Nara prefecture, and 8.4% from Kanto, but in Uji city, the first place is 34.3% from Kanto. The age group is in the order of 40s, 60s, and 50s, and in Uji City, the 20s are the most visited, and many younger generations are visiting. As for the accommodation situation, 77.7% of the guests stay in the Kyoto area of Ocha, but 66.7% of the guests stay in Uji City. For the means of transportation to the survey point, 66% of the entire Kyoto area of tea is by car, but only Uji City and Yawata City are the best to visit by rail.

## 6 Conclusion

Figure 4. Three Relationships that be Discussed



The relationship that will be discussed in this paper can be divided into two different categories. One is the relationship between 'mother city' Kyoto and its 'affiliated city' Uji city, which is the A and B relationship in the figure. The other is the relationship between the tourism and residential space inner the Uji city, which is the C relationship in the figure.

A relationship is that Kyoto city as a metropolitan impact the population and residential space in Naka- Uji area, Uji city. B relationship means Kyoto city as a historical

city impacts the tourism in Naka- Uji area, Uji city C relationship represents that tourism industry in Naka- Uji area, Uji city impact the local residential space the development of tourism industry in the suburbs.

Figure 5. Main Feature of Naka-Uji in Different Period

	- 1960s	1960s-2009	2009-now
Tea industry	● ● ●	●	
Tourism industry	● ●	● ● ●	● ● ● ●
Bed town		● ● ●	

Figure 6. Strength of 3 Relationship Between Kyoto and Naka-Uji

	- 1960s	1960s-2009	2009-now
A relationship	weak	strong ( bed town)	balanced
B relationship	Strong (Imperial Household)	Getting stronger	strong
C relationship	Weak	general	strong

Uji has always served as a node city, connecting the two ancient capitals of Uji and Kyoto. After World War II, the development of tourism in Japan was stagnant because of the restriction of economic development in Japan, but because Kyoto was not affected by the war, some plans for tourism revival and development were started immediately after the war. Therefore, Kyoto was the first city and area in Japan to start to revitalize tourism in the post-war recovery. At the same time, due to the promulgation of the Kinki Area Improvement Act in 1963, the infrastructure of the entire Kinki area, including Kyoto Prefecture and Osaka Nara, was constructed, and many new towns were built in the suburbs to meet the housing pressure caused by the post-war population increase.

Policies and the needs of tourists always influence the development of a place. In the central Uji area it has attracted attention because of its own historical and cultural heritage, but because of the policy to develop a local tea culture, many shops, and souvenir shops in the central Uji area have made changes to tea-related products.

Tourists' travel mode, the scope of activities, and demand for tourist destinations have also changed the living environment of tourist destinations. Tourists drive their cars to tourist destinations, increasing the number of local parking lots. More and more tourists have increased the number of shops for tourists, and better and better shops serve the daily life of locals. At the same time, the development of tourism has also created more employment opportunities for the local area. The activities of tourists are closely related to the living environment of the residents of the tourist destination.

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