

整備優先度（グレード）の評価結果

| エリアの課題 | | 課題1：高いポテンシャルを有するエリアにおいて、土地利用の高度化がなされていない | | | | | | | | | | 課題2：都市骨格が形成されておらず都市機能の低下や都市活動への支障が生じている | | | | | | | | | | 課題3：都市構造上のボトルネックを有し都市活動に支障が生じている | | | 備考 | グレード評価 | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------|---------------|--|----------------------------------|------------------|------------------|-------|-------------------------|---------------|--------|--------|-------|---|------------|------------------------|----|---------|------------|-----------------------|------|------|--------|----------------------------------|-------|-------------------|-----------|-------------|-------------|-----------------------|--------------------|----|----------|----------|--|-----------------|---|---|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|
| 評価の視点 | | 視点1：土地利用の高度化への貢献 | | | | | | | | | | 視点2：都市の骨格形成への貢献 | | | | | | | | | | 視点3：ボトルネックの解消への貢献 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 対象エリア | 路線名 | 区間 | 土地利用方針への貢献 | | | | | 拠点間ネットワークへの貢献 | | | | | 骨格形成への貢献 | | | | | 市街地形成への貢献 | | | | | 合計(点) | 地域特性を踏まえ特に配慮すべき事項 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | No. | 計画幅員 | 土地利用関連計画等への貢献 | 拠点を繋ぐ | 土地利用の高度化への貢献(計画幅員15m以上) | | | | 拠点を繋ぐ | 計画幅員22m以上 | 鉄道駅が複数含まれる | 1日30本以上のバス系統が3路線以上含まれる | 小計 | 道路の適正配置 | DID地区に含まれる | 沿道土地利用への貢献(計画幅員11m以上) | | | | 道路網密度不足(2車線以上) | | | | | いずれかに該当する場合 | 計画的に整備された市街地等に含まれていない | 木造建物密集地・密集市街地に含まれる | 小計 | ボトルネック断面 | ボトルネック区間 | ミッシンググリック | | | | | | | | | | | | | | | | | | | |
| | | | | | | | 高度地区 | 現道なし | 現道2車未済 | 現道2車あり | | | | | | | | 現道2車+側道あり | 用途地域 | 現道なし | 現道2車未済 | 現道2車あり | | | 現道2車+側道あり | 3.5km/km2以下 | | | | | | | | 0.23km/千人/km2以下 | | | | | | | | | | | | | | | | | | |
| 1 右京区西部方面エリア | 18 御池通 | 1 | 22 | | 太秦天神川 | 1 | 11-20 | 3 | | | 1 | 1 | 1 | 1 | 8 | 3 | ○ | 住居・工 | 3 | | | | 1 | 1 | 1 | ○ | ○ | 9 | | | | 17 | | 1 | | | | | | | | | | | | | | | | | | |
| | | 2 | 22 | | 太秦天神川 | 1 | 11-20 | 3 | | | 1 | 1 | 1 | 1 | 8 | 3 | ○ | 住居・工 | 3 | | | | 1 | 1 | 1 | ○ | ○ | 9 | | | | 17 | | 1 | | | | | | | | | | | | | | | | | | |
| | | 3 | 22 | | | | | | | | 1 | 1 | | | 2 | 3 | ○ | 住居・工 | 3 | | | | 1 | 1 | 1 | ○ | ○ | 9 | | | | 11 | | 2 | | | | | | | | | | | | | | | | | | |
| | | 4 | 22 | | 嵯峨嵐山嵐山(京福)嵐山(阪急) | 1 | 11-20 | 3 | | | 1 | 1 | | 1 | 7 | 3 | ○ | 住居・工 | 3 | | | | 1 | 1 | 1 | ○ | ○ | 9 | | | | 16 | | 1 | | | | | | | | | | | | | | | | | | |
| | | 5 | 22 | | 嵯峨嵐山嵐山(京福)嵐山(阪急) | 1 | 11-20 | | | 1 | | 1 | 1 | | 1 | 5 | | ○ | 住居・工 | | | 1 | | | | | 1 | ○ | | 2 | | | 7 | ○ | 3 | | | | | | | | | | | | | | | | | |
| | | 6 | 22 | | 嵯峨嵐山嵐山(京福)嵐山(阪急) | 1 | 11-20 | | | 0 | | 1 | 1 | | 1 | 4 | | ○ | 住居・工 | | | 0 | | | | 1 | ○ | | 1 | | | | 5 | ○ | 3 | | | | | | | | | | | | | | | | | |
| | 60 丸太町通 | - | 20 | | 嵯峨嵐山嵐山(京福)嵐山(阪急) | 1 | 11-20 | | 2 | | | | | 1 | 4 | | ○ | 住居・工 | | 2 | | | | | | 1 | ○ | | 3 | | | | 7 | ○ | 3 | | | | | | | | | | | | | | | | | |
| | | 1 | 20 | | 太秦天神川 | 1 | 11-20 | | | 1 | | | 1 | 1 | 5 | | ○ | 住居・工 | | | 1 | | | | | 1 | ○ | ○ | 2 | | | | 7 | ○ | 3 | | | | | | | | | | | | | | | | | |
| | 21 梅津太秦線 | 1 | 20 | | 太秦天神川 | 1 | 11-20 | 3 | | | 1 | | 1 | 1 | 7 | 3 | ○ | 住居・工 | 3 | | | | 1 | 1 | 1 | ○ | ○ | 9 | | | | 16 | | 1 | | | | | | | | | | | | | | | | | | |
| | | 2 | 20 | | 太秦天神川 | 1 | 11-20 | 3 | | | 1 | | 1 | 1 | 7 | 3 | ○ | 住居・工 | 3 | | | | 1 | 1 | 1 | ○ | ○ | 9 | | | | 16 | | 1 | | | | | | | | | | | | | | | | | | |
| | | 1 | 25 | | | | | | | | 1 | 1 | | | 2 | 3 | ○ | 住居・工 | 3 | | | | 1 | 1 | 1 | ○ | ○ | 9 | 5 | | | 16 | | 1 | | | | | | | | | | | | | | | | | | |
| | 25 久世梅津北野線 | 2 | 22 | | | | | | | | 1 | 1 | | | 2 | 3 | ○ | 住居・工 | 3 | | | | 1 | 1 | 1 | ○ | ○ | 9 | | | | 11 | | 2 | | | | | | | | | | | | | | | | | | |
| | | 3 | 22 | | 北野白梅町 | 1 | -10 | | | | | | | 1 | 2 | | ○ | 低層 | | | | | 1 | 1 | 1 | ○ | ○ | 3 | | | | 5 | 道路整備にあたり京福電鉄の廃止が前提となる | | 4 | | | | | | | | | | | | | | | | | |
| | 48 葛野大路 | - | 27 | | 太秦天神川 | 1 | 11-20 | 3 | | | 1 | 1 | 1 | 1 | 8 | 3 | ○ | 住居・工 | 3 | | | | 1 | 1 | 1 | ○ | | 9 | | | 3 | | | 20 | | 1 | | | | | | | | | | | | | | | | |
| | 29 高辻通 | 1 | 11 | | | | | | | | | | | | 0 | | ○ | 住居・工 | 3 | | | | 1 | 1 | 1 | ○ | | 6 | | | | 6 | | | 3 | | | | | | | | | | | | | | | | | |
| 2 | | 11 | | | | | | | | 1 | | | | 1 | 3 | ○ | 住居・工 | 3 | | | | 1 | 1 | 1 | ○ | ○ | 9 | | | | 10 | | | 2 | | | | | | | | | | | | | | | | | | |
| 61 葛野西通 | - | 22 | 事業化に向けた準備を進めていることから、「グレード1」として評価 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 30 西小路通 | 1 | 16 | | 西大路西京極 | 1 | 21- | 4 | | | 1 | | | 1 | 7 | | ○ | 住居・工 | 3 | | | | 1 | 1 | ○ | | 5 | | | | 3 | | | 15 | | 1 | | | | | | | | | | | | | | | | | |
| | 2 | 16 | | 西院 | 1 | 21- | 3 | | | 1 | | 1 | 1 | 7 | | ○ | 住居・工 | | (2) | | | | | | | 0 | | | | | | 7 | 阪急京都線との立体交差区間の道路勾配の基準を満たすためには、既存道路の付替等、既存の周辺市街地への影響が大まかい | | 4 | | | | | | | | | | | | | | | | | |
| 33 嵯峨嵐山駅南通 | - | 11 | | 嵯峨嵐山嵐山(京福)嵐山(阪急) | 1 | | | | | 1 | | | 1 | 3 | | ○ | 住居・工 | | 2 | | | 1 | | 1 | ○ | | 4 | | | | | 7 | | | 3 | | | | | | | | | | | | | | | | | |
| 73 嵐山経原線 | 1 | 11 | | 嵐山(京福)嵐山(阪急) | 1 | | | | | 1 | | | | 2 | | ○ | 住居・工 | | | 1 | | | | 1 | ○ | | 2 | | | | | 4 | ○ | | 3 | | | | | | | | | | | | | | | | | |
| | 2 | 11 | | 嵐山(京福)嵐山(阪急) | 1 | | | | | 1 | | | | 2 | | ○ | 商・準工 | 4 | | | | 1 | | 1 | ○ | | 6 | | | | | 8 | | | 3 | | | | | | | | | | | | | | | | | |
| 68 馬代通 | - | 11 | | 北野白梅町 | 1 | | | | | | | 1 | 2 | | | ○ | 低層 | | | | | | | 1 | ○ | | 1 | | | | | 3 | ○ | | 3 | | | | | | | | | | | | | | | | | |
| 15 木辻通 | 1 | 11 | | 円町 | 1 | | | | | | | 1 | 2 | | | ○ | 住居・工 | | 2 | | | 1 | 1 | 1 | ○ | | 5 | | | | | 7 | | | 3 | | | | | | | | | | | | | | | | | |
| | 2 | 11 | | 北野白梅町 | 1 | | | | | | | 1 | 2 | | | ○ | 低層 | | | | | 1 | 1 | 1 | ○ | | 3 | | | | | 5 | | | 3 | | | | | | | | | | | | | | | | | |
| 32 嵯峨中通 | - | 11 | | 嵯峨嵐山 | 1 | | | | | | | 1 | 2 | | | ○ | 低層 | | | | | 1 | 1 | 1 | ○ | ○ | 3 | | | | | 5 | | | 3 | | | | | | | | | | | | | | | | | |
| 2 西京方面エリア | 13 山陰街道 | 1 | 15 | | 桂 | 1 | -10 | | | | | 1 | 3 | | | ○ | 住居・工 | | | 0 | | | | 1 | ○ | | 1 | | | | | 4 | ○ | | 3 | | | | | | | | | | | | | | | | | |
| | | 2 | 15 | | 桂 | 1 | 11-20 | 2 | | | 1 | | 1 | 5 | 3 | ○ | 商・準工 | 3 | | | | 1 | 1 | 1 | ○ | | 9 | | | | | 14 | | | 1 | | | | | | | | | | | | | | | | | |
| | 36 牛ヶ瀬馬場線 | - | 11 | 1 | 向日町 | 1 | | | | | 1 | | | 3 | 3 | ○ | 商・準工 | 4 | | | | | 1 | 1 | ○ | | 9 | | | 3 | | | | 15 | | | 1 | | | | | | | | | | | | | | | |
| | | 4 御陵山崎線 | 1 | 15 | | 洛西口 | 1 | -10 | | | | | | 1 | 2 | | | ○ | 低層 | | | | | 1 | 1 | 1 | ○ | | 3 | | | | | 5 | | | 3 | | | | | | | | | | | | | | | |
| | | | 2 | 15 | | 桂 | 1 | -10 | | | | | | 1 | 2 | | | ○ | 低層 | | | | | 1 | 1 | 1 | ○ | | 3 | | | | | 5 | | | 3 | | | | | | | | | | | | | | | |
| 3 | | | 15 | | 桂 | 1 | -10 | | | | | | 1 | 2 | | | ○ | 低層 | | | | | 1 | 1 | 1 | ○ | | 3 | | | | | 5 | | | 3 | | | | | | | | | | | | | | | | |
| 4 | | | 12 | | 桂 | 1 | | | | | 1 | | 1 | 3 | | | ○ | 低層 | | | | | 1 | 1 | 1 | ○ | | 3 | | | | | 6 | | | 3 | | | | | | | | | | | | | | | | |
| 5 | 12 | | | | | | | | | | | | 0 | | | ○ | 低層 | | | | | 1 | 1 | 1 | ○ | | 3 | | | | | 3 | | | 3 | | | | | | | | | | | | | | | | | |
| 56 外環状線 | 1 | 38 | | | | | | | | | | | 0 | | | | | | | | | 1 | 1 | | | 2 | | | | | | | 2 | | | 3 | | | | | | | | | | | | | | | | |
| | 2 | 22 | | | | | | | | | | | 0 | | | ○ | 住居・工 | | | 1 | | | | 1 | ○ | | 2 | | | | | 2 | ○ | | 3 | | | | | | | | | | | | | | | | | |
| | 3 | 22 | | | | | | | | | | | 0 | | | ○ | 住居・工 | | | 0 | | | | 1 | ○ | | 1 | | | | 1 | ○ | | 3 | | | | | | | | | | | | | | | | | | |
| | 4 | 22 | | | | | | | | 1 | 1 | | 2 | | | ○ | 商・準工 | | | 1 | | | 1 | ○ | | 2 | | | | | 4 | ○ | | 3 | | | | | | | | | | | | | | | | | | |

