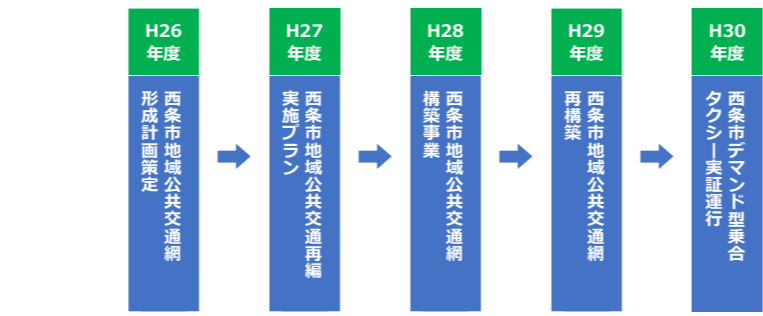
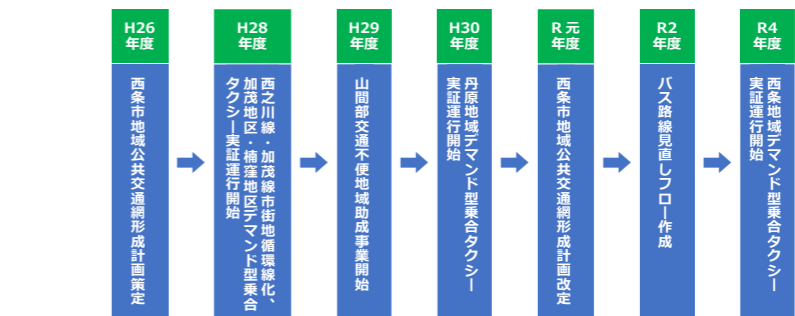
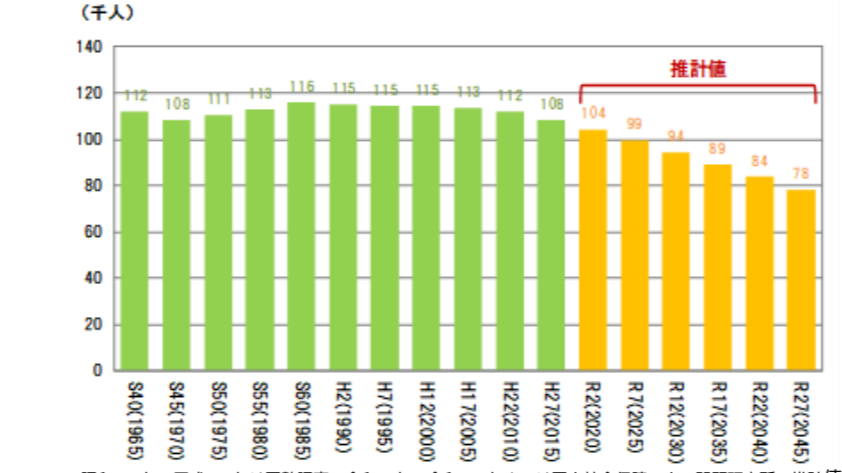
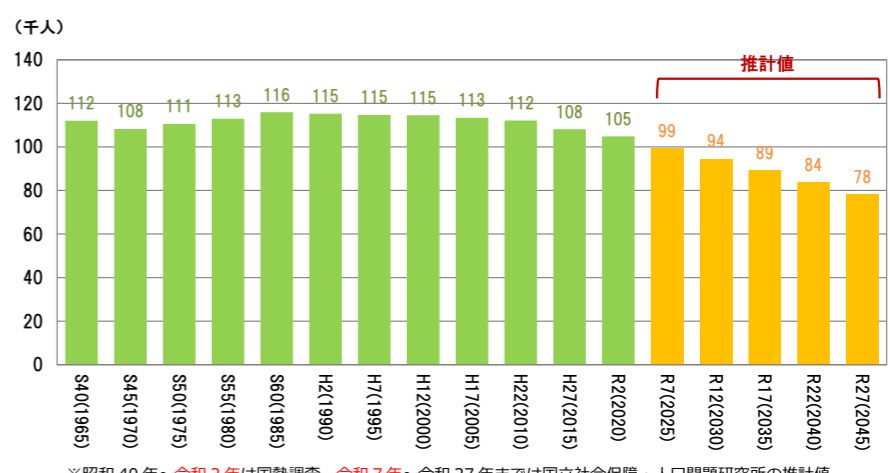
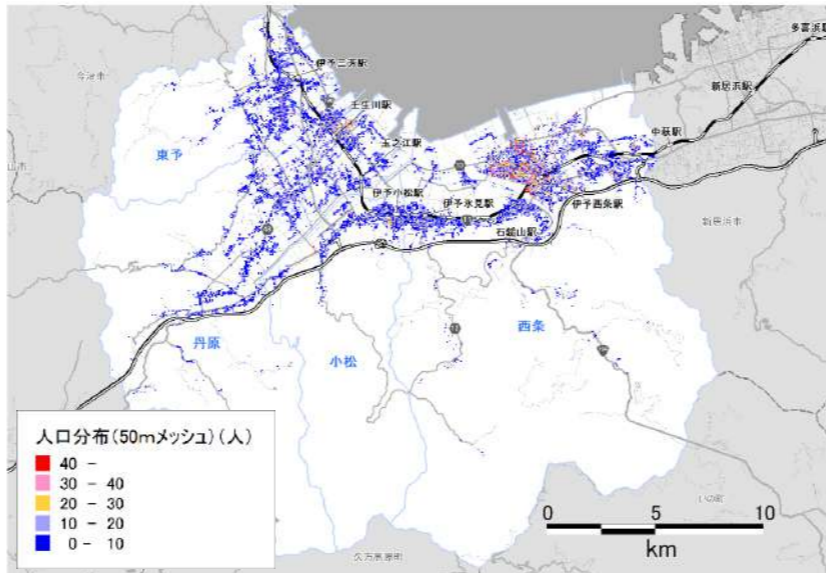
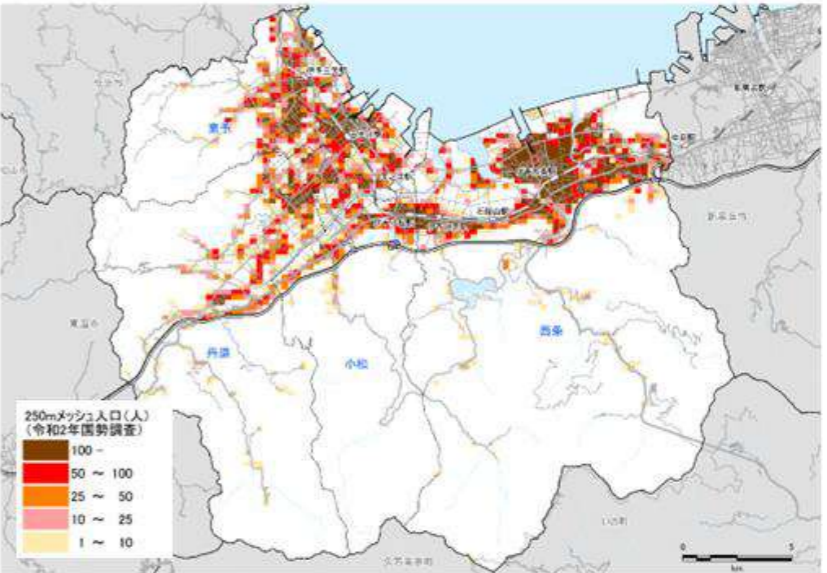
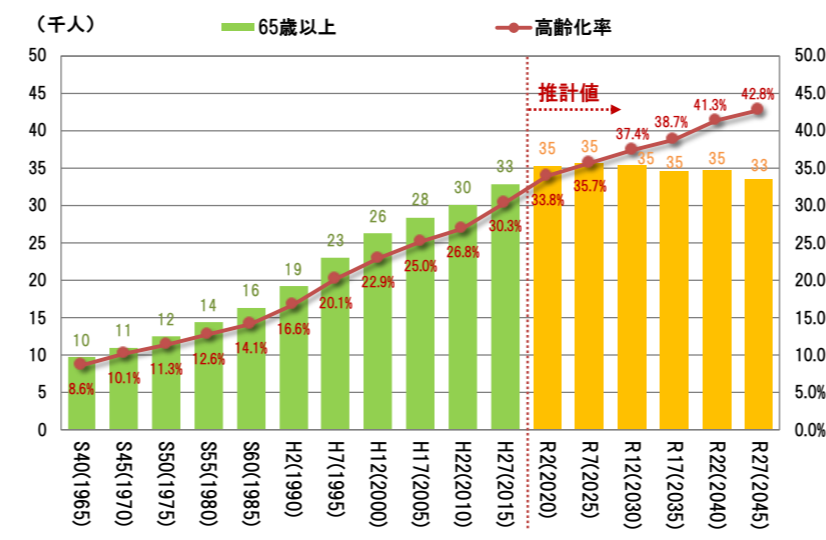
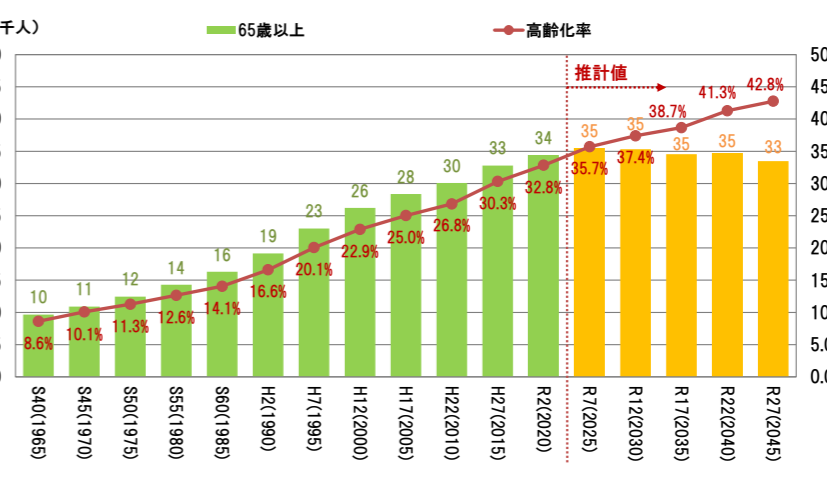
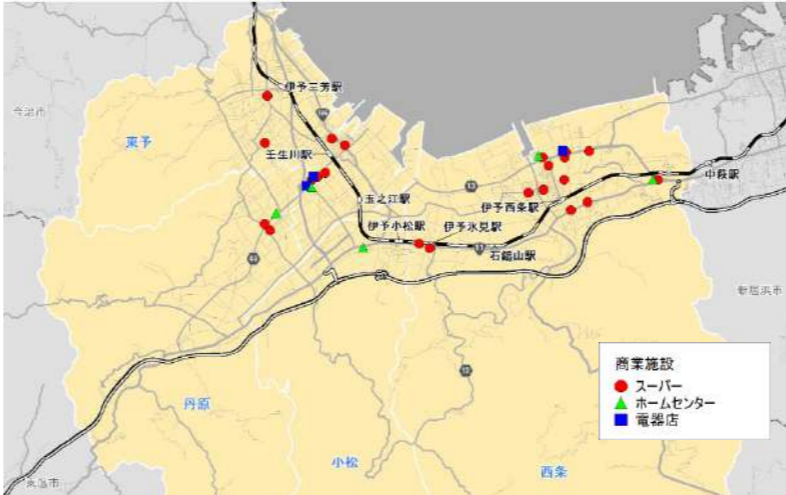
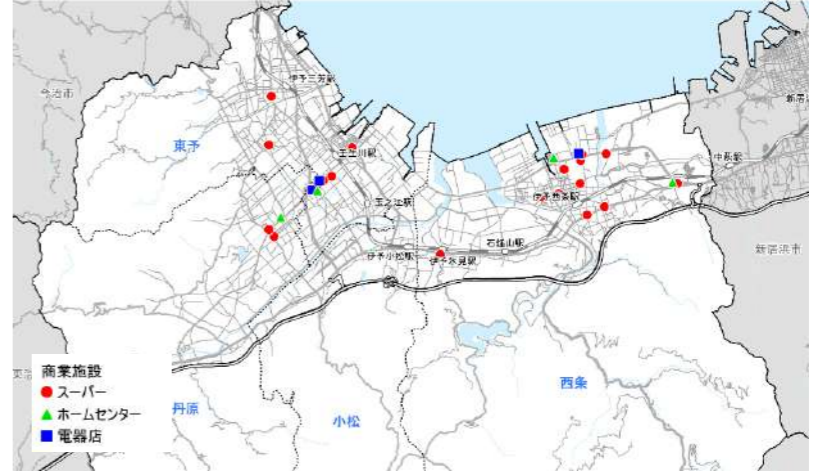
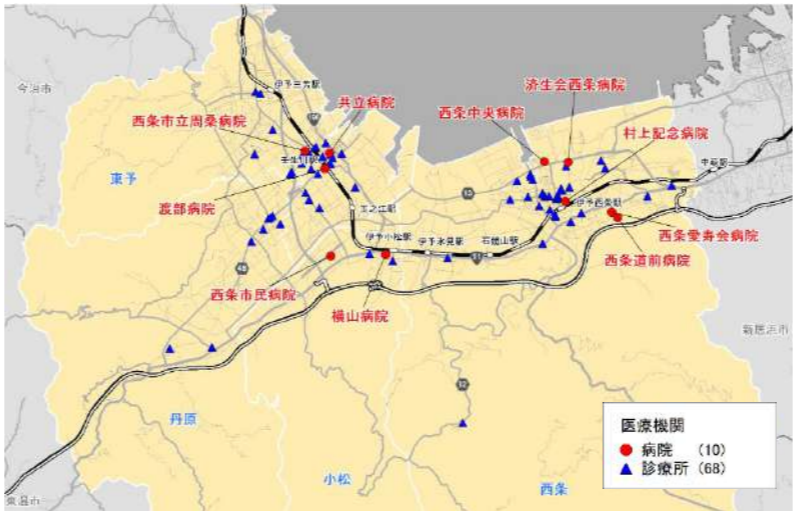
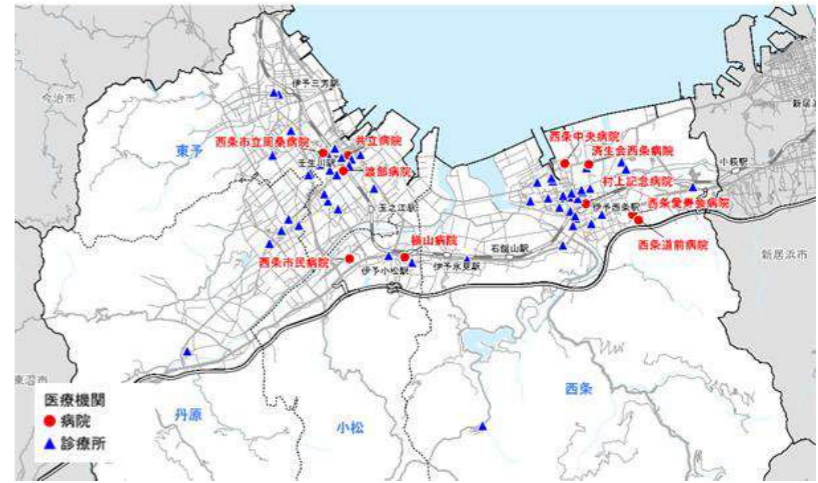




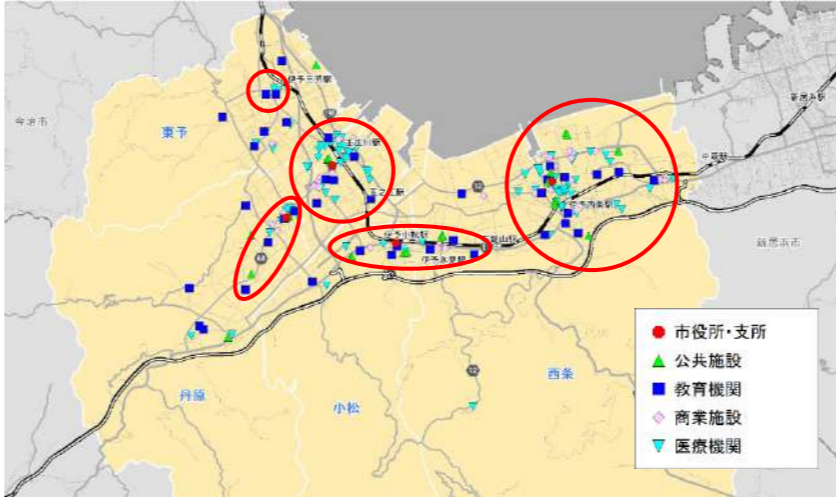
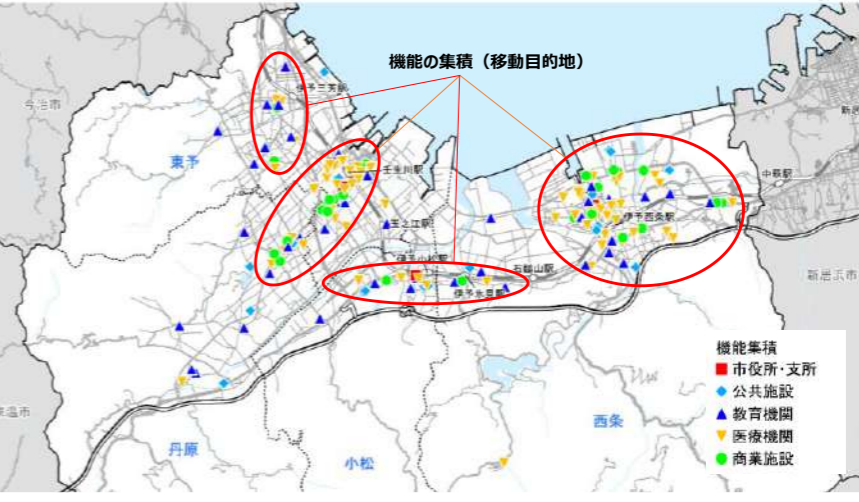
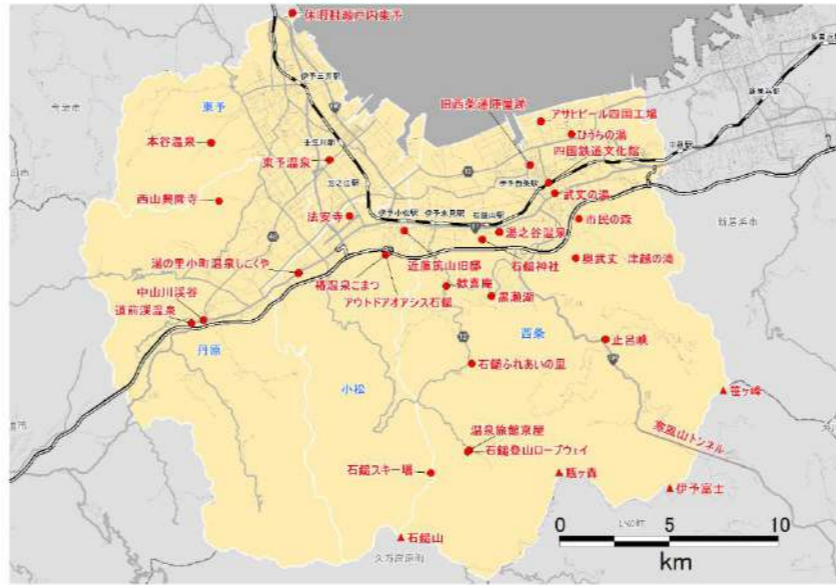
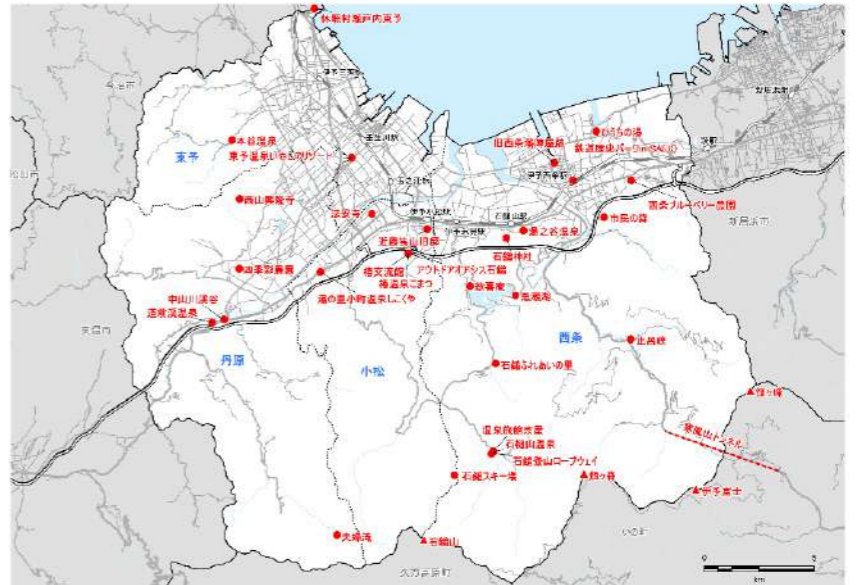
西条市地域公共交通計画（案） 新旧対照表

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） |
|-----|---|--|---|--|
| P1 | I. 計画の策定にあたって 1-1 計画策定の背景 | 計画名称変更による訂正 | 今年度現計画の計画期間が終了するのに伴い、地域環境・社会環境の変化に対応した、持続可能な西条市の公共交通体系の構築を図ることを目的として「西条市地域公共交通網形成計画」（以下「本改定版」という。）を策定するものである。 | 一方、全国的に人口減少の進行、公的負担の増加等により地域の公共交通の維持・確保が厳しくなっている現状を踏まえ、国では持続可能な輸送サービスの確保に資する取組を推進するため「地域公共交通の活性化及び再生に関する法律の一部を改正する法律」を2020年（令和2年）11月に施行し、原則として全ての地方公共団体において地域公共交通のマスタープランとなる「地域公共交通計画」を策定するものと示された。 これらの経緯を踏まえ、本市においては利用者視点に立った総合的かつ効率的な地域公共交通体系の構築に向け、令和元年度に策定した「西条市地域公共交通網形成計画」を見直し、「地域公共交通計画」を策定するものである。 |
| | | 正確性を期すために図内に文言を修正 | ◆図1 今までの経緯  | ◆図1 今までの経緯  |
| 1-4 | 計画の期間 | 補助事業の確実な実施のために計画期間を半年延長 | 令和2年度～令和6年度 | 令和2年度～令和7年9月末 |
| P3 | II. 地域の概要 2-2 人口 2-2-1 人口の推移と将来推計人口 | 時点変更による訂正 | 本市の人口は1985（昭和60）年までは増加傾向にあったが、それ以降は横ばいから減少傾向で推移しており、2015（平成27）年には約10万8千人となった。 国立社会保障・人口問題研究所の推計によると平成27年以降も減少し、2045（令和27）年には約7万8千人程度になると推計されている。 | 本市の人口は1985（昭和60）年までは増加傾向にあったが、それ以降は横ばいから減少傾向で推移しており、2020（令和2）年には約10万5千人となった。 国立社会保障・人口問題研究所の推計によると令和2年以降も減少し、2045（令和27）年には約7万8千人程度になると推計されている。 |
| | | ◆図4 人口の推移と将来推計人口  ※昭和40年～平成27年は国勢調査、令和2年～令和27年までは国立社会保障・人口問題研究所の推計値 | ◆図4 人口の推移と将来推計人口  ※昭和40年～令和2年は国勢調査、令和7年～令和27年までは国立社会保障・人口問題研究所の推計値 | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） |
|----|-------------|---------------------------------------|--|---|
| P3 | 2-2-2 人口の分布 | 時点変更及び調査方法の変更による訂正(独自の調査から総務省データへの転換) | <p>◆図 5 西条市内の 50m メッシュ人口</p>  <p>資料：総務省「平成 27 年国勢調査」</p> | <p>◆図 5 西条市内の 250m メッシュ人口</p>  <p>資料：総務省「令和 2 年国勢調査」</p> |
| P4 | 2-2-3 高齢化率 | 時点変更による訂正 | <p>本市の高齢者数は急速に増加し 1965（昭和 40）年には約 1 万人だったのに対し、平成 27 年には 3 万 3 千人と 3 倍以上になっている。</p> <p>◆図 6 高齢者人口・高齢化率の推移と将来推計</p>  <p>※昭和 40 年～平成 27 年は国勢調査、令和 2 年～令和 27 年までは国立社会保障・人口問題研究所の推計値</p> | <p>本市の高齢者数は急速に増加し 1965（昭和 40）年には約 1 万人だったのに対し、2020（令和 2）年には 3 万 4 千人と 3 倍以上になっている。</p> <p>◆図 6 高齢者人口・高齢化率の推移と将来推計</p>  <p>※昭和 40 年～令和 2 年は国勢調査、令和 7 年～令和 27 年までは国立社会保障・人口問題研究所の推計値</p> |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------|------------|-----------|---|---|-------|---------|------|------|-------|-----|-----|---------|------|--------|------|--------|------|---------|------|----------|------|--------|------|--------|------|---------|-----|--|-----|----------|--|----------|--|-------|-------|-------|-------|-----|--------|--|-------|--|-----|--|--|--|--|-----|-----|-----|-----|---|-----|-------|-------|-----|----|------|-------|-------|-----|-----|-----|----|----|---|---|-------|-----|-----|----|----|-----|-----|-----|----|---|-----|---|--|---|---|-------|---|---|---|---|-----|---|----|---|---|-----|----|----|---|---|------|----|----|---|---|---|-------|-------|-------|-----|----|--|--|--|--|-----|----|---|---|---|-----|----|----|----|---|-----|----|----|---|---|-----|-----|-----|----|---|-----|----|----|----|---|-----|-----|----|-----|---|---|-----|-----|-----|---|---|--------|--------|-------|-------|
| P4 | 2-2-3 高齢化率 | 時点変更による訂正 | <p>◆図7 行政区別高齢化率</p> <p>資料：総務省「平成27年国勢調査」</p> | <p>◆図7 行政区別高齢化率</p> <p>資料：総務省「令和2年国勢調査」</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P5 | 2-2-4 人口流動 | 時点変更による訂正 | <p>◆表1 西条市の通勤による人口流動（2015年）</p> <table border="1"> <thead> <tr> <th>項目</th> <th>松山市</th> <th>今治市</th> <th>東温市</th> <th>新居浜市</th> <th>四国中央市</th> <th>西条市</th> <th>その他</th> </tr> </thead> <tbody> <tr> <td>西条市への通勤</td> <td>731人</td> <td>2,356人</td> <td>211人</td> <td>3,475人</td> <td>208人</td> <td>40,262人</td> <td>480人</td> </tr> <tr> <td>西条市からの通勤</td> <td>579人</td> <td>2,377人</td> <td>247人</td> <td>5,535人</td> <td>332人</td> <td>40,262人</td> <td>65人</td> </tr> </tbody> </table> <p>資料：西条市まち・ひと・しごと創生総合戦略</p> | 項目 | 松山市 | 今治市 | 東温市 | 新居浜市 | 四国中央市 | 西条市 | その他 | 西条市への通勤 | 731人 | 2,356人 | 211人 | 3,475人 | 208人 | 40,262人 | 480人 | 西条市からの通勤 | 579人 | 2,377人 | 247人 | 5,535人 | 332人 | 40,262人 | 65人 | <p>◆図8 西条市における15歳以上就業者の通勤による人口流動（資料：令和2年国勢調査）</p> <p>◆表1 西条市における15歳以上就業者と15歳以上通学者の人口流動（資料：令和2年国勢調査）</p> <table border="1"> <thead> <tr> <th rowspan="2">地域名</th> <th colspan="2">15歳以上就業者</th> <th colspan="2">15歳以上通学者</th> </tr> <tr> <th>流出(人)</th> <th>流入(人)</th> <th>流出(人)</th> <th>流入(人)</th> </tr> </thead> <tbody> <tr> <td>西条市</td> <td>33,112</td> <td></td> <td>2,257</td> <td></td> </tr> <tr> <td>愛媛県</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>松山市</td> <td>567</td> <td>741</td> <td>205</td> <td>2</td> </tr> <tr> <td>今治市</td> <td>2,409</td> <td>2,317</td> <td>437</td> <td>31</td> </tr> <tr> <td>新居浜市</td> <td>5,414</td> <td>3,514</td> <td>453</td> <td>121</td> </tr> <tr> <td>伊予市</td> <td>18</td> <td>42</td> <td>1</td> <td>-</td> </tr> <tr> <td>四国中央市</td> <td>343</td> <td>195</td> <td>32</td> <td>13</td> </tr> <tr> <td>東温市</td> <td>307</td> <td>230</td> <td>11</td> <td>-</td> </tr> <tr> <td>上島町</td> <td>3</td> <td></td> <td>3</td> <td>-</td> </tr> <tr> <td>久万高原町</td> <td>3</td> <td>1</td> <td>-</td> <td>-</td> </tr> <tr> <td>松前町</td> <td>9</td> <td>40</td> <td>-</td> <td>-</td> </tr> <tr> <td>砥部町</td> <td>10</td> <td>26</td> <td>-</td> <td>-</td> </tr> <tr> <td>南予地方</td> <td>39</td> <td>32</td> <td>4</td> <td>1</td> </tr> <tr> <td>計</td> <td>9,122</td> <td>7,138</td> <td>1,146</td> <td>168</td> </tr> <tr> <td>県外</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>岡山県</td> <td>11</td> <td>9</td> <td>6</td> <td>-</td> </tr> <tr> <td>広島県</td> <td>33</td> <td>26</td> <td>31</td> <td>2</td> </tr> <tr> <td>徳島県</td> <td>13</td> <td>26</td> <td>8</td> <td>-</td> </tr> <tr> <td>香川県</td> <td>112</td> <td>130</td> <td>14</td> <td>-</td> </tr> <tr> <td>高知県</td> <td>26</td> <td>69</td> <td>11</td> <td>-</td> </tr> <tr> <td>その他</td> <td>649</td> <td>80</td> <td>144</td> <td>7</td> </tr> <tr> <td>計</td> <td>844</td> <td>340</td> <td>214</td> <td>9</td> </tr> <tr> <td>計</td> <td>43,078</td> <td>40,590</td> <td>3,617</td> <td>2,434</td> </tr> </tbody> </table> <p>※「従業地・通学地による人口」には、従業・通学市区町村「不詳・外国」及び従業地・通学地「不詳」で、当地に常住している者を含む。</p> | 地域名 | 15歳以上就業者 | | 15歳以上通学者 | | 流出(人) | 流入(人) | 流出(人) | 流入(人) | 西条市 | 33,112 | | 2,257 | | 愛媛県 | | | | | 松山市 | 567 | 741 | 205 | 2 | 今治市 | 2,409 | 2,317 | 437 | 31 | 新居浜市 | 5,414 | 3,514 | 453 | 121 | 伊予市 | 18 | 42 | 1 | - | 四国中央市 | 343 | 195 | 32 | 13 | 東温市 | 307 | 230 | 11 | - | 上島町 | 3 | | 3 | - | 久万高原町 | 3 | 1 | - | - | 松前町 | 9 | 40 | - | - | 砥部町 | 10 | 26 | - | - | 南予地方 | 39 | 32 | 4 | 1 | 計 | 9,122 | 7,138 | 1,146 | 168 | 県外 | | | | | 岡山県 | 11 | 9 | 6 | - | 広島県 | 33 | 26 | 31 | 2 | 徳島県 | 13 | 26 | 8 | - | 香川県 | 112 | 130 | 14 | - | 高知県 | 26 | 69 | 11 | - | その他 | 649 | 80 | 144 | 7 | 計 | 844 | 340 | 214 | 9 | 計 | 43,078 | 40,590 | 3,617 | 2,434 |
| 項目 | 松山市 | 今治市 | 東温市 | 新居浜市 | 四国中央市 | 西条市 | その他 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条市への通勤 | 731人 | 2,356人 | 211人 | 3,475人 | 208人 | 40,262人 | 480人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条市からの通勤 | 579人 | 2,377人 | 247人 | 5,535人 | 332人 | 40,262人 | 65人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地域名 | 15歳以上就業者 | | 15歳以上通学者 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 流出(人) | 流入(人) | 流出(人) | 流入(人) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条市 | 33,112 | | 2,257 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 愛媛県 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 松山市 | 567 | 741 | 205 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 今治市 | 2,409 | 2,317 | 437 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 新居浜市 | 5,414 | 3,514 | 453 | 121 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 伊予市 | 18 | 42 | 1 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 四国中央市 | 343 | 195 | 32 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 東温市 | 307 | 230 | 11 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 上島町 | 3 | | 3 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 久万高原町 | 3 | 1 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 松前町 | 9 | 40 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 砥部町 | 10 | 26 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 南予地方 | 39 | 32 | 4 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計 | 9,122 | 7,138 | 1,146 | 168 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 県外 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 岡山県 | 11 | 9 | 6 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 広島県 | 33 | 26 | 31 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 徳島県 | 13 | 26 | 8 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 香川県 | 112 | 130 | 14 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 高知県 | 26 | 69 | 11 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| その他 | 649 | 80 | 144 | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計 | 844 | 340 | 214 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計 | 43,078 | 40,590 | 3,617 | 2,434 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |


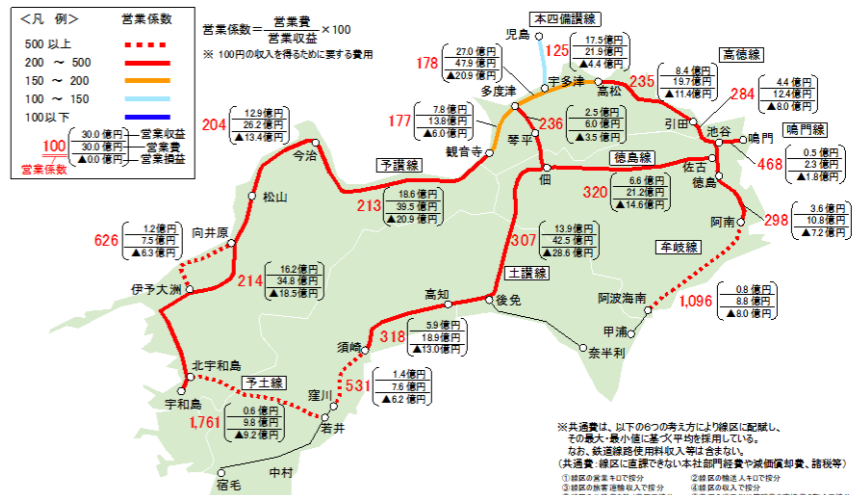
| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） |
|----|-------------------------|-----------|---|---|
| P6 | 2-3 施設の分布 2-3-1 商業施設 | 時点変更による訂正 | <p>◆図8 主な商業施設の分布</p>  | <p>◆図9 主な商業施設の分布</p>  |
| P6 | 2-3-2 医療機関 | 時点変更による訂正 | <p>◆図9 医療機関の分布</p>  | <p>◆図10 医療機関の分布</p>  |
| P7 | 2-3-4 公共施設 | 時点変更による訂正 | <p>◆図11 公共施設の分布</p>  | <p>◆図12 公共施設の分布</p>  |

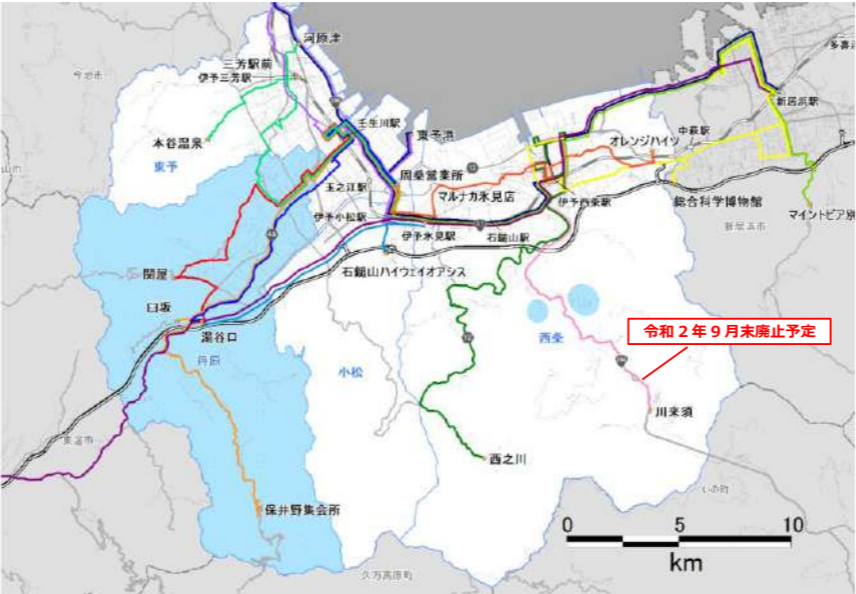
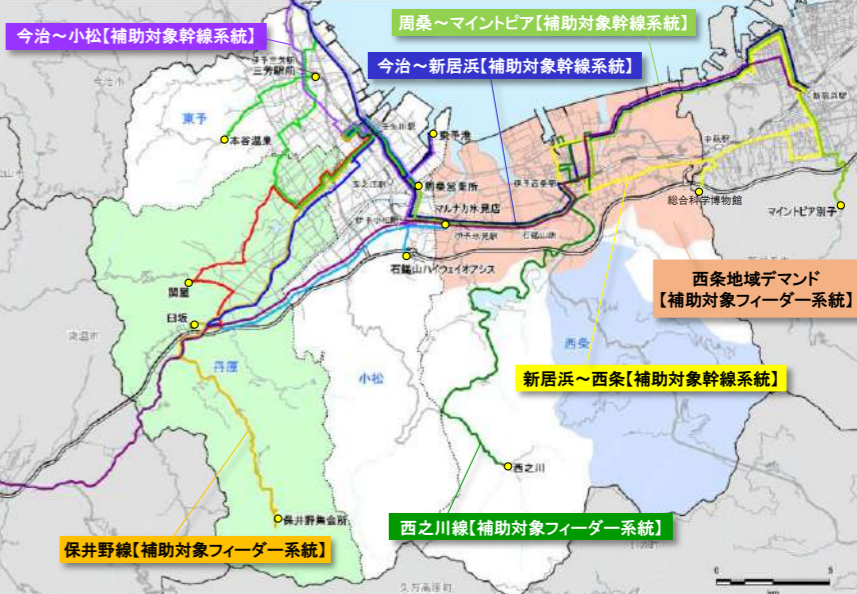
| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） |
|----|-------------|----------------------------|--|---|
| P8 | 2-3-5 機能の集積 | 時点変更による訂正 | <p>◆図 12 機能集積の状況</p>  | <p>◆図 13 機能集積の状況</p>  |
| P9 | 2-3-6 観光資源 | 時点変更による訂正 時点変更による訂正 | <p>市内の観光資源は各地に点在しており、主な観光地への入込は平成30年の数値で年間約41万4千人となっている。 愛媛県への観光入込は県外からが約4割で、入込時の利用交通機関としては自家用車が6割を占め、公共交通機関は17.1%となっている。</p> <p>◆図 13 観光資源の分布</p>  | <p>市内の観光資源は各地に点在しており、主な観光地への入込は令和2年の数値で年間約38万9千人となっている。これはコロナ禍の影響により、前年の7割程度の入込数である。 東予東部圏域への観光入込は県外からが569千人（前年対比54.6%）、県内からが1,326千人（前年対比53.9%）と県内からの入込が多いが、いずれも前年に比べ半数程度に落ち込んでいる。 愛媛県への観光入込時の利用交通機関として多いのは自家用車、貸切バス、定期路線交通機関の順となっている。</p> <p>◆図 14 観光資源の分布</p>  |

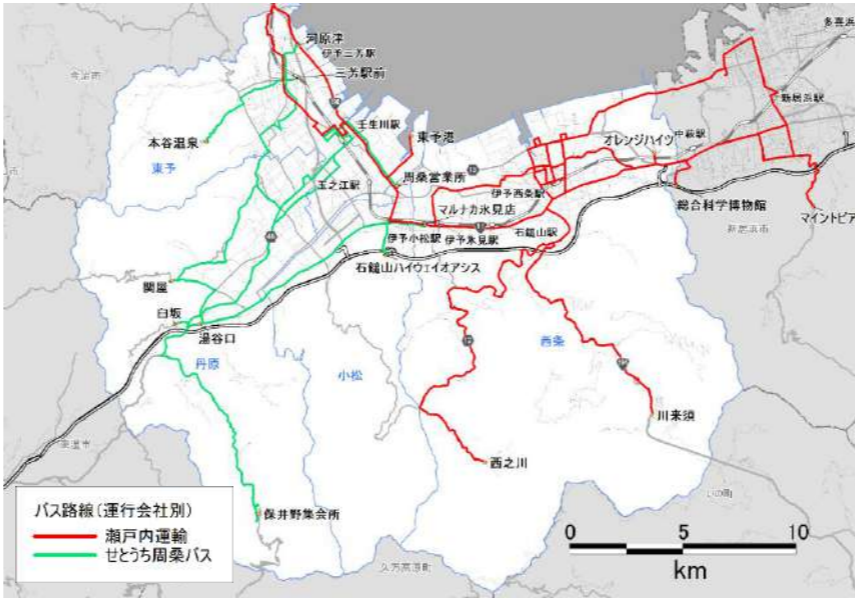
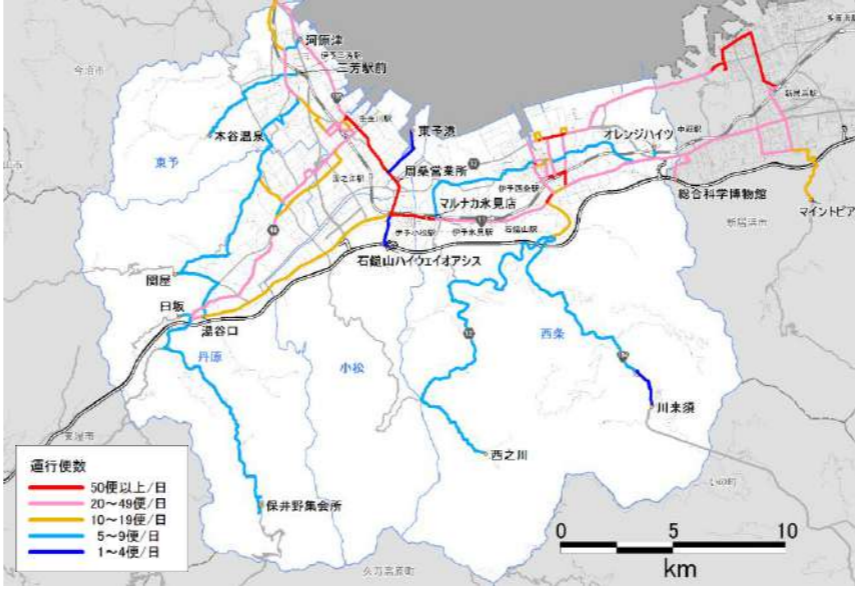
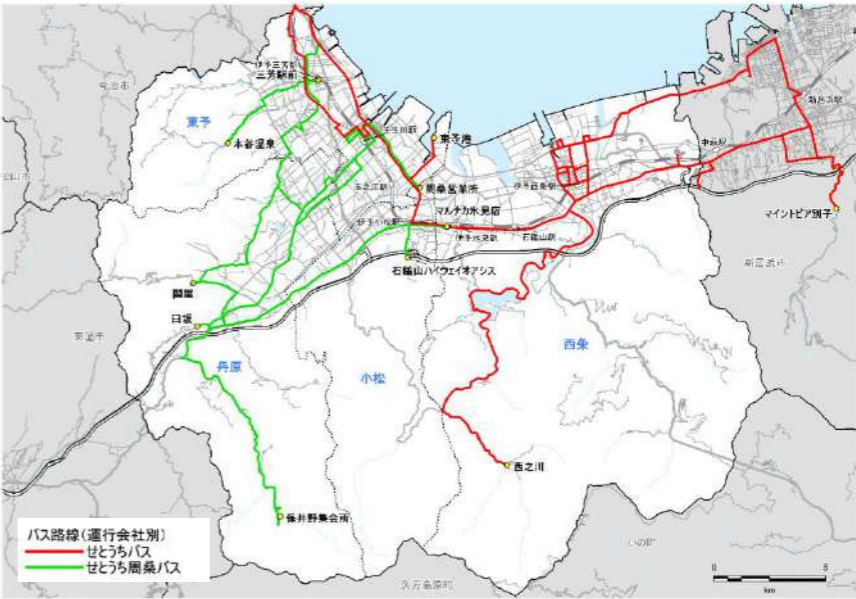
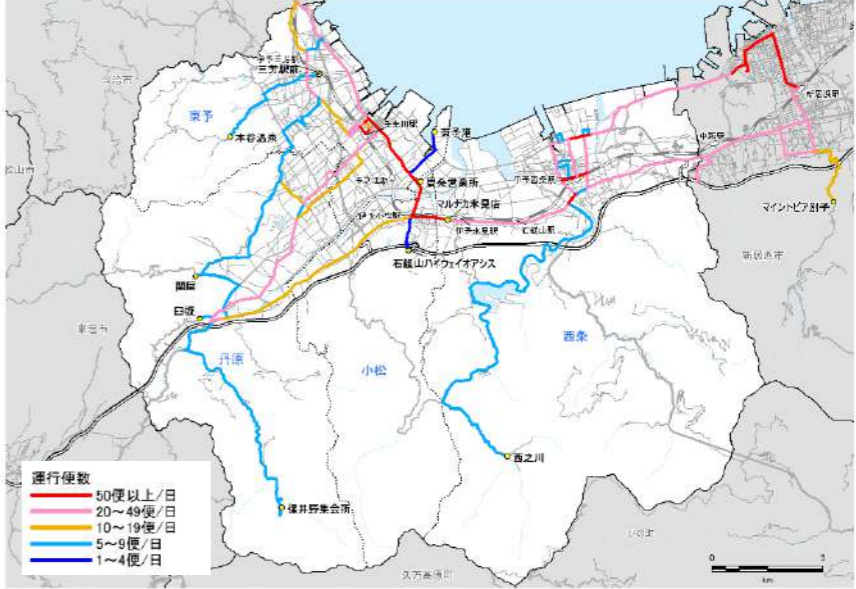
| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------------|-------------------------------------|-----------|--|--|--|------------|----------|------------|----------|--------------|----------|--------|---------|------|-----------|----------|----------|---------|----------|---|-----------|------------------|--|----|-------------|----|-------------|----|-----------|------|-------------|-----|-------------|--------|--------------|------------|--|----------|---------------|------|---------------|------|----------------|-----|------------|---|-----------------|---------------|--|-----|----------------|-----|----------------|---|-----------------|--|-----------------------|--|--|--|-----|------|------|------|------------|-------|--------|------|------------|--------|--------|-------|--------------|---------|---------|--------|--------|-------|-------|-------|------|--------|---------|-------|----------|--------|--------|-------|---------|--------|--------|-------|---|---------|---------|-------|---------------------|--|--|--|----|------|------|------|----|-----|-----|-------|----|-----|-----|-------|----|----|----|-------|------|-----|-----|-------|-----|----|-----|-------|--------|-----|-------|-------|-----------------------|--|--|--|------|------|------|------|----------|-------|-------|-------|------|-------|-------|-------|------|--------|--------|-------|-----|-----|-----|-------|---|--------|--------|-------|------------------------|--|--|--|----|------|------|------|-----|-----|-------|-------|-----|-------|-------|-------|---|-------|-------|-------|
| P 9 | 2-3-6 観光資源 | 時点変更による訂正 | <p>◆表 2 観光入込の状況（平成 30 年）</p> <table border="1"> <tr><th colspan="2">西条市内の主な観光資源と年間入込客数</th></tr> <tr><td>アサヒビール四国工場</td><td>75,989 人</td></tr> <tr><td>石鎚登山ロープウェイ</td><td>62,290 人</td></tr> <tr><td>石鎚山ハイウェイオアシス</td><td>25,910 人</td></tr> <tr><td>石鎚スキー場</td><td>8,557 人</td></tr> <tr><td>本谷温泉</td><td>112,787 人</td></tr> <tr><td>休暇村瀬戸内東予</td><td>76,214 人</td></tr> <tr><td>四国鉄道文化館</td><td>52,133 人</td></tr> <tr><td>計</td><td>413,880 人</td></tr> </table> <table border="1"> <tr><th colspan="2">東予東部圏域県外観光客発地別割合</th></tr> <tr><td>近畿</td><td>183千人 19.6%</td></tr> <tr><td>中国</td><td>260千人 27.9%</td></tr> <tr><td>九州</td><td>56千人 6.0%</td></tr> <tr><td>四国3県</td><td>323千人 34.7%</td></tr> <tr><td>その他</td><td>110千人 11.8%</td></tr> <tr><td>県外観光客計</td><td>932千人 100.0%</td></tr> </table> <table border="1"> <tr><th colspan="2">愛媛県内利用交通機関</th></tr> <tr><td>定期路線交通機関</td><td>4,344千人 17.1%</td></tr> <tr><td>貸切バス</td><td>4,816千人 19.0%</td></tr> <tr><td>自家用車</td><td>15,439千人 60.8%</td></tr> <tr><td>その他</td><td>794千人 3.1%</td></tr> <tr><td>計</td><td>25,393千人 100.0%</td></tr> </table> <table border="1"> <tr><th colspan="2">愛媛県への観光入込の出発地</th></tr> <tr><td>県外客</td><td>10,750千人 42.3%</td></tr> <tr><td>県内客</td><td>14,642千人 57.7%</td></tr> <tr><td>計</td><td>25,392千人 100.0%</td></tr> </table> <p>資料：平成30年観光客数とその消費額（愛媛県）</p> | 西条市内の主な観光資源と年間入込客数 | | アサヒビール四国工場 | 75,989 人 | 石鎚登山ロープウェイ | 62,290 人 | 石鎚山ハイウェイオアシス | 25,910 人 | 石鎚スキー場 | 8,557 人 | 本谷温泉 | 112,787 人 | 休暇村瀬戸内東予 | 76,214 人 | 四国鉄道文化館 | 52,133 人 | 計 | 413,880 人 | 東予東部圏域県外観光客発地別割合 | | 近畿 | 183千人 19.6% | 中国 | 260千人 27.9% | 九州 | 56千人 6.0% | 四国3県 | 323千人 34.7% | その他 | 110千人 11.8% | 県外観光客計 | 932千人 100.0% | 愛媛県内利用交通機関 | | 定期路線交通機関 | 4,344千人 17.1% | 貸切バス | 4,816千人 19.0% | 自家用車 | 15,439千人 60.8% | その他 | 794千人 3.1% | 計 | 25,393千人 100.0% | 愛媛県への観光入込の出発地 | | 県外客 | 10,750千人 42.3% | 県内客 | 14,642千人 57.7% | 計 | 25,392千人 100.0% | <p>◆表 2 観光入込の状況（令和 2 年）</p> <table border="1"> <tr><th colspan="4">西条市内の主な観光資源と年間入込客数(人)</th></tr> <tr><th>施設名</th><th>令和2年</th><th>令和元年</th><th>前年対比</th></tr> <tr><td>アサヒビール四国工場</td><td>5,631</td><td>78,880</td><td>7.1%</td></tr> <tr><td>石鎚登山ロープウェイ</td><td>35,202</td><td>63,985</td><td>55.0%</td></tr> <tr><td>石鎚山ハイウェイオアシス</td><td>205,997</td><td>155,359</td><td>132.6%</td></tr> <tr><td>石鎚スキー場</td><td>5,545</td><td>7,508</td><td>73.9%</td></tr> <tr><td>本谷温泉</td><td>32,776</td><td>121,712</td><td>26.9%</td></tr> <tr><td>休暇村瀬戸内東予</td><td>71,871</td><td>72,306</td><td>99.4%</td></tr> <tr><td>四国鉄道文化館</td><td>31,963</td><td>55,323</td><td>57.8%</td></tr> <tr><td>計</td><td>388,985</td><td>555,073</td><td>70.1%</td></tr> </table> <table border="1"> <tr><th colspan="4">東予東部圏域発地別県外観光客数(千人)</th></tr> <tr><th>発地</th><th>令和2年</th><th>令和元年</th><th>前年対比</th></tr> <tr><td>近畿</td><td>119</td><td>206</td><td>57.8%</td></tr> <tr><td>中国</td><td>161</td><td>290</td><td>55.5%</td></tr> <tr><td>九州</td><td>37</td><td>63</td><td>58.7%</td></tr> <tr><td>四国3県</td><td>178</td><td>361</td><td>49.3%</td></tr> <tr><td>その他</td><td>74</td><td>123</td><td>60.2%</td></tr> <tr><td>県外観光客計</td><td>569</td><td>1,043</td><td>54.6%</td></tr> </table> <table border="1"> <tr><th colspan="4">愛媛県内への利用交通機関別観光客数(千人)</th></tr> <tr><th>移動手段</th><th>令和2年</th><th>令和元年</th><th>前年対比</th></tr> <tr><td>定期路線交通機関</td><td>2,520</td><td>4,405</td><td>57.2%</td></tr> <tr><td>貸切バス</td><td>2,748</td><td>5,140</td><td>53.5%</td></tr> <tr><td>自家用車</td><td>11,515</td><td>16,198</td><td>71.1%</td></tr> <tr><td>その他</td><td>400</td><td>898</td><td>44.5%</td></tr> <tr><td>計</td><td>17,183</td><td>26,641</td><td>64.5%</td></tr> </table> <table border="1"> <tr><th colspan="4">東予東部圏域への県内・県外別観光客数(千人)</th></tr> <tr><th>区分</th><th>令和2年</th><th>令和元年</th><th>前年対比</th></tr> <tr><td>県外客</td><td>569</td><td>1,043</td><td>54.6%</td></tr> <tr><td>県内客</td><td>1,326</td><td>2,462</td><td>53.9%</td></tr> <tr><td>計</td><td>1,895</td><td>3,505</td><td>54.1%</td></tr> </table> <p>資料：令和2年観光客数とその消費額（愛媛県）</p> | 西条市内の主な観光資源と年間入込客数(人) | | | | 施設名 | 令和2年 | 令和元年 | 前年対比 | アサヒビール四国工場 | 5,631 | 78,880 | 7.1% | 石鎚登山ロープウェイ | 35,202 | 63,985 | 55.0% | 石鎚山ハイウェイオアシス | 205,997 | 155,359 | 132.6% | 石鎚スキー場 | 5,545 | 7,508 | 73.9% | 本谷温泉 | 32,776 | 121,712 | 26.9% | 休暇村瀬戸内東予 | 71,871 | 72,306 | 99.4% | 四国鉄道文化館 | 31,963 | 55,323 | 57.8% | 計 | 388,985 | 555,073 | 70.1% | 東予東部圏域発地別県外観光客数(千人) | | | | 発地 | 令和2年 | 令和元年 | 前年対比 | 近畿 | 119 | 206 | 57.8% | 中国 | 161 | 290 | 55.5% | 九州 | 37 | 63 | 58.7% | 四国3県 | 178 | 361 | 49.3% | その他 | 74 | 123 | 60.2% | 県外観光客計 | 569 | 1,043 | 54.6% | 愛媛県内への利用交通機関別観光客数(千人) | | | | 移動手段 | 令和2年 | 令和元年 | 前年対比 | 定期路線交通機関 | 2,520 | 4,405 | 57.2% | 貸切バス | 2,748 | 5,140 | 53.5% | 自家用車 | 11,515 | 16,198 | 71.1% | その他 | 400 | 898 | 44.5% | 計 | 17,183 | 26,641 | 64.5% | 東予東部圏域への県内・県外別観光客数(千人) | | | | 区分 | 令和2年 | 令和元年 | 前年対比 | 県外客 | 569 | 1,043 | 54.6% | 県内客 | 1,326 | 2,462 | 53.9% | 計 | 1,895 | 3,505 | 54.1% |
| 西条市内の主な観光資源と年間入込客数 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| アサヒビール四国工場 | 75,989 人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 石鎚登山ロープウェイ | 62,290 人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 石鎚山ハイウェイオアシス | 25,910 人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 石鎚スキー場 | 8,557 人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 本谷温泉 | 112,787 人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 休暇村瀬戸内東予 | 76,214 人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 四国鉄道文化館 | 52,133 人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計 | 413,880 人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 東予東部圏域県外観光客発地別割合 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 近畿 | 183千人 19.6% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 中国 | 260千人 27.9% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 九州 | 56千人 6.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 四国3県 | 323千人 34.7% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| その他 | 110千人 11.8% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 県外観光客計 | 932千人 100.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 愛媛県内利用交通機関 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 定期路線交通機関 | 4,344千人 17.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 貸切バス | 4,816千人 19.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 自家用車 | 15,439千人 60.8% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| その他 | 794千人 3.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計 | 25,393千人 100.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 愛媛県への観光入込の出発地 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 県外客 | 10,750千人 42.3% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 県内客 | 14,642千人 57.7% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計 | 25,392千人 100.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条市内の主な観光資源と年間入込客数(人) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| アサヒビール四国工場 | 5,631 | 78,880 | 7.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 石鎚登山ロープウェイ | 35,202 | 63,985 | 55.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 石鎚山ハイウェイオアシス | 205,997 | 155,359 | 132.6% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 石鎚スキー場 | 5,545 | 7,508 | 73.9% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 本谷温泉 | 32,776 | 121,712 | 26.9% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 休暇村瀬戸内東予 | 71,871 | 72,306 | 99.4% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 四国鉄道文化館 | 31,963 | 55,323 | 57.8% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計 | 388,985 | 555,073 | 70.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 東予東部圏域発地別県外観光客数(千人) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 近畿 | 119 | 206 | 57.8% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 中国 | 161 | 290 | 55.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 四国3県 | 178 | 361 | 49.3% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| その他 | 74 | 123 | 60.2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 県外観光客計 | 569 | 1,043 | 54.6% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 愛媛県内への利用交通機関別観光客数(千人) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 移動手段 | 令和2年 | 令和元年 | 前年対比 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 定期路線交通機関 | 2,520 | 4,405 | 57.2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 貸切バス | 2,748 | 5,140 | 53.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 自家用車 | 11,515 | 16,198 | 71.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| その他 | 400 | 898 | 44.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計 | 17,183 | 26,641 | 64.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 東予東部圏域への県内・県外別観光客数(千人) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 県外客 | 569 | 1,043 | 54.6% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 県内客 | 1,326 | 2,462 | 53.9% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計 | 1,895 | 3,505 | 54.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P 10 | 2-4 免許保有率と事故発生件数 2-4-1 西条市の免許保有率 | 時点変更による訂正 | <p>本市の免許保有率は男性 86.7%、女性 73.0%、全体で 79.6%となっており、ほぼ 8 割の市民が運転免許証を保有している。</p> <p>年代別の免許保有率をみると、65 歳未満が 89.7%、65～69 歳が 90.2%、70～74 歳が 83.8%、75 歳以上が 39.2%となっており、65～69 歳の免許保有率が高くなっている。</p> <p>免許保有者の男女比は男性 52.2%、女性 47.8%で、男性がやや上回っており、年代でみると 65 歳未満が約 7 割を占め、65 歳～69 歳、70 歳～74 歳、75 歳以上がそれぞれ 1 割程度となっている。</p> <p>時点変更による訂正</p> <p>時点変更による訂正</p> <p>図 14 西条市の免許保有率の状況</p> <p>資料：愛媛県警察ホームページ</p> <p>図 15 西条市の免許保有状況</p> <p>資料：愛媛県警察ホームページ</p> <p>※免許保有率は 16 歳以上人口に対する割合 ※免許保有者数は令和元年 5 月末現在 ※年齢別人口は住民基本台帳人口（令和元年 5 月末現在）</p> | <p>本市の免許保有率は男性 86.5%、女性 74.1%、全体で 80.1%となっており、8 割の市民が運転免許証を保有している。</p> <p>年代別の免許保有率をみると、65 歳未満が 89.6%、65～69 歳が 91.5%、70～74 歳が 85.1%、75 歳以上が 43.3%となっており、65～69 歳の免許保有率が高くなっている。65 歳以上の平均免許保有率は 64.3%であった。</p> <p>免許保有者の男女比は男性 52.0%、女性 48.0%で、男性がやや上回っており、年代でみると 65 歳未満が約 6 割を占め、65 歳～69 歳、70 歳～74 歳がそれぞれ 1 割程度、75 歳以上が 2 割程度となっている。</p> <p>時点変更による訂正</p> <p>図 16 西条市の免許保有状況</p> <p>資料：愛媛県警察ホームページ</p> <p>※免許保有率は 16 歳以上人口に対する割合 ※免許保有者数は令和 4 年 8 月末現在 ※年齢別人口は住民基本台帳人口（令和 4 年 8 月末現在）</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-------------------|-----------|--|------------------|-------|-------|-------|-------|------|------|-----|------|-----|------|-----|-------|----|-------|----|----|------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|--|----|----|----|-------|------|-----|--------|------|----|------|------|-----|------|------|-----|------|------|-----|------|------|-----|-------|------|----|-------|-----|----|----|------|------|------|------|------|------|------|-----|-----|-----|-------|-------|-------|-------|-------|-------|-----|-----|-----|-----|-----|
| P 10 | 2-4-2 愛媛県の交通事故の状況 | 時点変更による訂正 | <p>愛媛県内の交通事故の第1当事者（当該交通事故において過失が重い者）の年代別割合は60歳以上が全体の31%で最も高くなっている。</p> <p>事故件数の推移を見ると、どの年代も減少傾向にあるが、平成30年は65歳以上が第1当事者となる事故が836件発生している。</p> <p>◆図17 愛媛県の交通事故の第1当事者割合</p> <table border="1"> <caption>図17 愛媛県の交通事故の第1当事者割合</caption> <thead> <tr> <th>年代</th> <th>割合</th> </tr> </thead> <tbody> <tr> <td>60歳以上</td> <td>31%</td> </tr> <tr> <td>50歳代</td> <td>15%</td> </tr> <tr> <td>40歳代</td> <td>17%</td> </tr> <tr> <td>30歳代</td> <td>14%</td> </tr> <tr> <td>20歳代</td> <td>17%</td> </tr> <tr> <td>19歳以下</td> <td>5%</td> </tr> <tr> <td>当事者不明</td> <td>1%</td> </tr> </tbody> </table> <p>◆図16 愛媛県内の交通事故における第1当事者の年代別推移</p> <table border="1"> <caption>図16 愛媛県内の交通事故における第1当事者の年代別推移 (平成)</caption> <thead> <tr> <th>年代</th> <th>H21年</th> <th>H22年</th> <th>H23年</th> <th>H24年</th> <th>H25年</th> <th>H26年</th> <th>H27年</th> <th>H28年</th> <th>H29年</th> <th>H30年</th> </tr> </thead> <tbody> <tr> <td>65歳以上</td> <td>1,557</td> <td>1,520</td> <td>1,473</td> <td>1,403</td> <td>1,390</td> <td>1,278</td> <td>1,175</td> <td>1,016</td> <td>950</td> <td>836</td> </tr> </tbody> </table> <p>資料：愛媛県警察ホームページ</p> | 年代 | 割合 | 60歳以上 | 31% | 50歳代 | 15% | 40歳代 | 17% | 30歳代 | 14% | 20歳代 | 17% | 19歳以下 | 5% | 当事者不明 | 1% | 年代 | H21年 | H22年 | H23年 | H24年 | H25年 | H26年 | H27年 | H28年 | H29年 | H30年 | 65歳以上 | 1,557 | 1,520 | 1,473 | 1,403 | 1,390 | 1,278 | 1,175 | 1,016 | 950 | 836 | <p>愛媛県内の交通事故の第1当事者（当該交通事故において過失が重い者）の年代別割合は60歳以上が全体の34%で最も高くなっている。</p> <p>事故件数の推移を見ると、どの年代も減少傾向にあるが、令和3年は65歳以上が第1当事者となる事故が616件発生している。</p> <p>◆図17 令和3年愛媛県内の交通事故年代別第1当事者数及び割合</p> <table border="1"> <caption>図17 令和3年愛媛県内の交通事故年代別第1当事者数及び割合</caption> <thead> <tr> <th>年代</th> <th>件数</th> <th>割合</th> </tr> </thead> <tbody> <tr> <td>65歳以上</td> <td>616件</td> <td>27%</td> </tr> <tr> <td>60~64歳</td> <td>163件</td> <td>7%</td> </tr> <tr> <td>50歳代</td> <td>330件</td> <td>15%</td> </tr> <tr> <td>40歳代</td> <td>378件</td> <td>17%</td> </tr> <tr> <td>30歳代</td> <td>295件</td> <td>13%</td> </tr> <tr> <td>20歳代</td> <td>333件</td> <td>15%</td> </tr> <tr> <td>19歳以下</td> <td>121件</td> <td>5%</td> </tr> <tr> <td>当事者不明</td> <td>24件</td> <td>1%</td> </tr> </tbody> </table> <p>◆図18 愛媛県内の交通事故における第1当事者の年代別推移</p> <table border="1"> <caption>図18 愛媛県内の交通事故における第1当事者の年代別推移 (令和)</caption> <thead> <tr> <th>年代</th> <th>H24年</th> <th>H25年</th> <th>H26年</th> <th>H27年</th> <th>H28年</th> <th>H29年</th> <th>H30年</th> <th>R元年</th> <th>R2年</th> <th>R3年</th> </tr> </thead> <tbody> <tr> <td>65歳以上</td> <td>1,403</td> <td>1,390</td> <td>1,278</td> <td>1,175</td> <td>1,016</td> <td>950</td> <td>836</td> <td>750</td> <td>644</td> <td>616</td> </tr> </tbody> </table> <p>資料：愛媛県警察ホームページ</p> | 年代 | 件数 | 割合 | 65歳以上 | 616件 | 27% | 60~64歳 | 163件 | 7% | 50歳代 | 330件 | 15% | 40歳代 | 378件 | 17% | 30歳代 | 295件 | 13% | 20歳代 | 333件 | 15% | 19歳以下 | 121件 | 5% | 当事者不明 | 24件 | 1% | 年代 | H24年 | H25年 | H26年 | H27年 | H28年 | H29年 | H30年 | R元年 | R2年 | R3年 | 65歳以上 | 1,403 | 1,390 | 1,278 | 1,175 | 1,016 | 950 | 836 | 750 | 644 | 616 |
| 年代 | 割合 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60歳以上 | 31% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50歳代 | 15% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40歳代 | 17% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30歳代 | 14% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20歳代 | 17% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19歳以下 | 5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 当事者不明 | 1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 年代 | H21年 | H22年 | H23年 | H24年 | H25年 | H26年 | H27年 | H28年 | H29年 | H30年 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 65歳以上 | 1,557 | 1,520 | 1,473 | 1,403 | 1,390 | 1,278 | 1,175 | 1,016 | 950 | 836 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 年代 | 件数 | 割合 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 65歳以上 | 616件 | 27% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60~64歳 | 163件 | 7% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50歳代 | 330件 | 15% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40歳代 | 378件 | 17% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30歳代 | 295件 | 13% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20歳代 | 333件 | 15% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19歳以下 | 121件 | 5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 当事者不明 | 24件 | 1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 年代 | H24年 | H25年 | H26年 | H27年 | H28年 | H29年 | H30年 | R元年 | R2年 | R3年 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 65歳以上 | 1,403 | 1,390 | 1,278 | 1,175 | 1,016 | 950 | 836 | 750 | 644 | 616 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

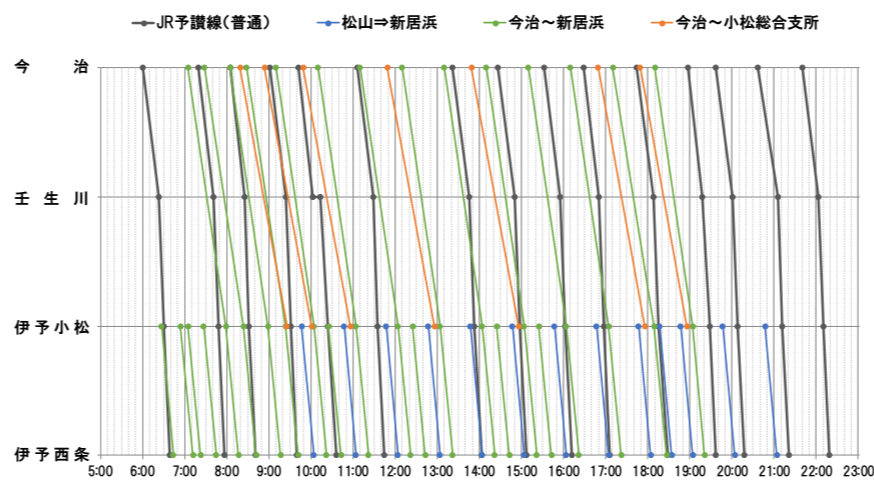
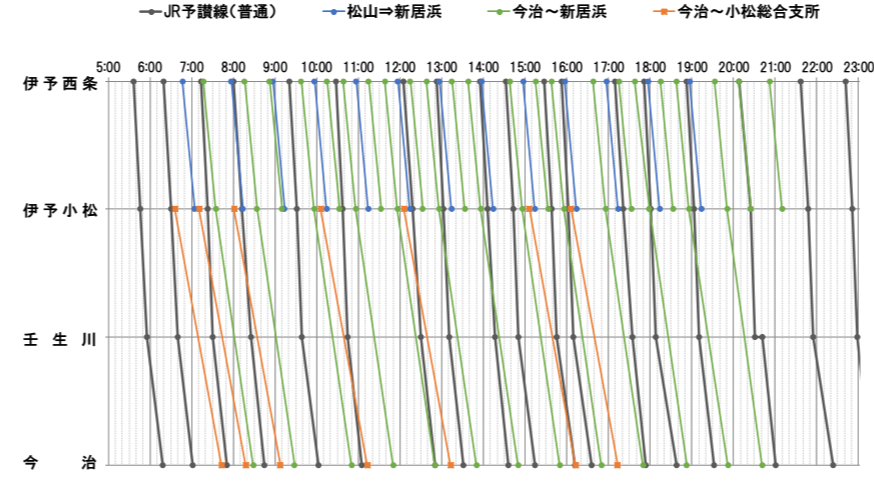
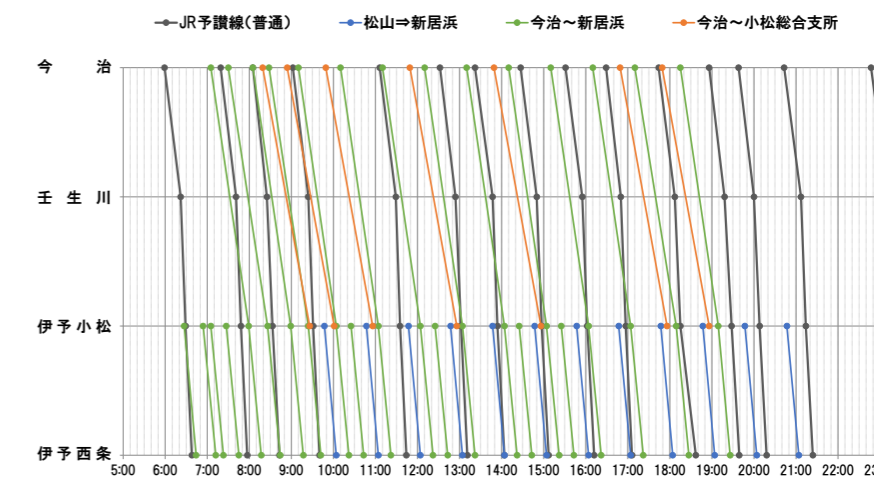
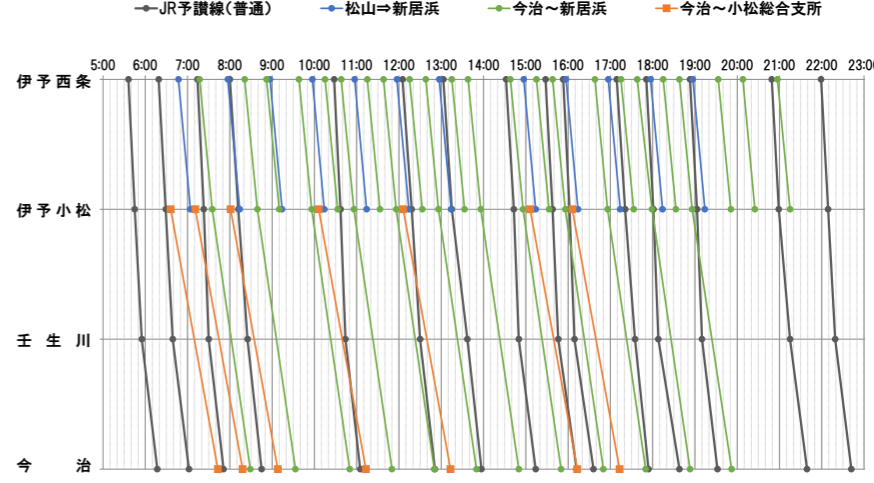
| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------|--|----------------------------|--|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|----|----|----|----|----|----|----|----|----|----|------|----|----|----|----|----|----|----|----|----|----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| P 12 | Ⅲ. 公共交通の概要 3-2 鉄道の状況 3-2-2 駅別乗車数 | 時点変更による訂正 時点変更による訂正 | <p>西条市内には7つの駅があり平成30年度の数値では、伊予西条駅での乗車が最も多い。次いで壬生川駅、伊予小松駅、伊予三芳駅、伊予氷見駅、玉之江駅、石鎚山駅の順となっている。</p> <p>各駅の乗車数推移を見ると、近年では伊予西条駅、伊予小松駅、伊予氷見駅、玉之江駅はほぼ横ばいで推移しており、壬生川駅と石鎚山駅は微増傾向、伊予三芳駅は微減傾向で推移している。</p> <p>石鎚山駅、伊予氷見駅、伊予小松駅、玉之江駅、伊予三芳駅で総乗車人数に占める定期券乗車人数の割合が80%を超えており、これらの駅は主に通学等に使われる割合が高いことを示している。</p> <p>◆図19 西条市内の駅の1日乗車数の推移</p> <table border="1"> <thead> <tr> <th>駅名</th> <th>H17年度</th> <th>H18年度</th> <th>H19年度</th> <th>H20年度</th> <th>H21年度</th> <th>H22年度</th> <th>H23年度</th> <th>H24年度</th> <th>H25年度</th> <th>H26年度</th> <th>H27年度</th> <th>H28年度</th> <th>H29年度</th> <th>H30年度</th> </tr> </thead> <tbody> <tr> <td>伊予西条</td> <td>1,429</td> <td>1,471</td> <td>1,506</td> <td>1,442</td> <td>1,425</td> <td>1,435</td> <td>1,499</td> <td>1,516</td> <td>1,579</td> <td>1,528</td> <td>1,552</td> <td>1,530</td> <td>1,549</td> <td>1,513</td> </tr> <tr> <td>石鎚山</td> <td>25</td> <td>27</td> <td>30</td> <td>27</td> <td>22</td> <td>20</td> <td>18</td> 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<td>63.6%</td> <td>65.0%</td> <td>66.7%</td> <td>79.2%</td> <td>77.8%</td> <td>75.0%</td> <td>74.2%</td> <td>78.6%</td> <td>80.5%</td> <td>84.4%</td> </tr> <tr> <td>伊予氷見</td> <td>62.2%</td> <td>60.4%</td> <td>68.3%</td> <td>71.0%</td> <td>75.0%</td> <td>75.9%</td> <td>75.9%</td> <td>78.8%</td> <td>80.0%</td> <td>80.8%</td> <td>82.8%</td> <td>82.0%</td> <td>83.9%</td> <td>84.5%</td> </tr> <tr> <td>伊予小松</td> <td>84.1%</td> <td>85.7%</td> <td>86.3%</td> <td>84.8%</td> <td>86.3%</td> <td>88.8%</td> <td>89.2%</td> <td>88.3%</td> <td>88.8%</td> <td>88.8%</td> <td>89.9%</td> <td>89.7%</td> <td>89.4%</td> <td>89.8%</td> </tr> <tr> <td>玉之江</td> <td>83.6%</td> <td>80.9%</td> <td>82.1%</td> <td>81.3%</td> <td>87.0%</td> <td>87.0%</td> <td>84.4%</td> <td>83.7%</td> <td>86.7%</td> <td>87.2%</td> <td>87.7%</td> <td>88.5%</td> <td>88.9%</td> <td>88.2%</td> </tr> <tr> <td>壬生川</td> <td>58.4%</td> <td>58.4%</td> <td>58.9%</td> <td>59.6%</td> <td>61.8%</td> <td>62.4%</td> <td>63.8%</td> <td>64.8%</td> 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伊予三芳 | 299 | 290 | 275 | 267 | 239 | 235 | 220 | 200 | 231 | 216 | 243 | 234 | 219 | 202 | 合計 | 2,838 | 2,872 | 2,903 | 2,804 | 2,733 | 2,742 | 2,811 | 2,825 | 2,936 | 2,889 | 3,029 | 2,989 | 3,038 | 2,966 | 駅名 | H17年度 | H18年度 | H19年度 | H20年度 | H21年度 | H22年度 | H23年度 | H24年度 | H25年度 | H26年度 | H27年度 | H28年度 | H29年度 | H30年度 | 伊予西条 | 59.3% | 61.0% | 61.7% | 61.1% | 63.9% | 64.1% | 65.5% | 65.2% | 67.2% | 67.4% | 66.9% | 66.4% | 66.5% | 68.1% | 石鎚山 | 44.0% | 51.9% | 60.0% | 63.0% | 63.6% | 65.0% | 66.7% | 79.2% | 77.8% | 75.0% | 74.2% | 78.6% | 80.5% | 84.4% | 伊予氷見 | 62.2% | 60.4% | 68.3% | 71.0% | 75.0% | 75.9% | 75.9% | 78.8% | 80.0% | 80.8% | 82.8% | 82.0% | 83.9% | 84.5% | 伊予小松 | 84.1% | 85.7% | 86.3% | 84.8% | 86.3% | 88.8% | 89.2% | 88.3% | 88.8% | 88.8% | 89.9% | 89.7% | 89.4% | 89.8% | 玉之江 | 83.6% | 80.9% | 82.1% | 81.3% | 87.0% | 87.0% | 84.4% | 83.7% | 86.7% | 87.2% | 87.7% | 88.5% | 88.9% | 88.2% | 壬生川 | 58.4% | 58.4% | 58.9% | 59.6% | 61.8% | 62.4% | 63.8% | 64.8% | 64.9% | 66.5% | 68.0% | 66.8% | 68.8% | 69.2% | 伊予三芳 | 88.0% | 89.0% | 89.1% | 88.4% | 89.1% | 90.6% | 90.5% | 89.0% | 89.6% | 89.4% | 89.7% | 88.9% | 89.5% | 88.1% | <p>西条市内には7つの駅があり、乗車数（令和3年度）は伊予西条駅が最も多い。次いで壬生川駅、伊予小松駅、伊予三芳駅、玉之江駅、石鎚山駅、伊予氷見駅の順となっている。</p> <p>各駅の乗車数推移を見ると、全体的にコロナ禍の影響で令和2年度・令和3年度に落ち込んでいる。</p> <p>石鎚山駅、伊予氷見駅、伊予小松駅、玉之江駅、伊予三芳駅で総乗車人数に占める定期券乗車人数の割合が80%を超えており、これらの駅は不特定多数の人が利用するというより、主に通勤・通学等で特定の人に定期的に使われる割合が高いことを示している。</p> <p>◆図20 西条市内の駅の1日乗車数の推移</p> <table border="1"> <thead> <tr> <th>駅名</th> <th>H24年度</th> <th>H25年度</th> <th>H26年度</th> <th>H27年度</th> <th>H28年度</th> <th>H29年度</th> <th>H30年度</th> <th>令和元年度</th> <th>令和2年度</th> <th>令和3年度</th> </tr> </thead> <tbody> <tr> <td>伊予西条</td> <td>1,516</td> <td>1,579</td> <td>1,528</td> <td>1,552</td> <td>1,530</td> <td>1,549</td> <td>1,513</td> <td>1,513</td> <td>1,252</td> <td>1,286</td> </tr> <tr> <td>石鎚山</td> <td>24</td> <td>27</td> <td>24</td> <td>31</td> <td>28</td> <td>41</td> <td>45</td> <td>49</td> <td>42</td> <td>37</td> </tr> <tr> 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<thead> <tr> <th>駅名</th> <th>H24年度</th> <th>H25年度</th> <th>H26年度</th> <th>H27年度</th> <th>H28年度</th> <th>H29年度</th> <th>H30年度</th> <th>令和元年度</th> <th>令和2年度</th> <th>令和3年度</th> </tr> </thead> <tbody> <tr> <td>伊予西条</td> <td>65.2%</td> <td>67.2%</td> <td>67.4%</td> <td>66.9%</td> <td>66.4%</td> <td>66.5%</td> <td>68.1%</td> <td>68.3%</td> <td>79.7%</td> <td>78.5%</td> </tr> <tr> <td>石鎚山</td> <td>79.2%</td> <td>77.8%</td> <td>75.0%</td> <td>74.2%</td> <td>78.6%</td> <td>80.5%</td> <td>84.4%</td> <td>85.7%</td> <td>90.5%</td> <td>86.5%</td> </tr> <tr> <td>伊予氷見</td> <td>78.8%</td> <td>80.0%</td> <td>80.8%</td> <td>82.8%</td> <td>82.0%</td> <td>83.9%</td> <td>84.5%</td> <td>82.4%</td> <td>82.9%</td> <td>81.8%</td> </tr> <tr> <td>伊予小松</td> <td>88.3%</td> <td>88.8%</td> <td>88.8%</td> <td>89.9%</td> <td>89.7%</td> <td>89.4%</td> <td>89.8%</td> <td>90.1%</td> <td>92.4%</td> <td>92.5%</td> </tr> <tr> <td>玉之江</td> <td>83.7%</td> <td>86.7%</td> <td>87.2%</td> <td>87.7%</td> <td>88.5%</td> <td>88.9%</td> <td>88.2%</td> <td>88.2%</td> <td>91.1%</td> <td>92.7%</td> </tr> <tr> <td>壬生川</td> <td>64.8%</td> <td>64.9%</td> <td>66.5%</td> <td>68.0%</td> <td>66.8%</td> <td>68.8%</td> <td>69.2%</td> <td>68.4%</td> <td>78.3%</td> <td>76.4%</td> </tr> <tr> <td>伊予三芳</td> <td>89.0%</td> <td>89.6%</td> <td>89.4%</td> <td>89.7%</td> <td>88.9%</td> <td>89.5%</td> <td>88.1%</td> <td>88.6%</td> <td>92.0%</td> <td>91.7%</td> </tr> </tbody> </table> | 駅名 | H24年度 | H25年度 | H26年度 | H27年度 | H28年度 | H29年度 | H30年度 | 令和元年度 | 令和2年度 | 令和3年度 | 伊予西条 | 1,516 | 1,579 | 1,528 | 1,552 | 1,530 | 1,549 | 1,513 | 1,513 | 1,252 | 1,286 | 石鎚山 | 24 | 27 | 24 | 31 | 28 | 41 | 45 | 49 | 42 | 37 | 伊予氷見 | 52 | 50 | 52 | 58 | 61 | 56 | 58 | 51 | 35 | 33 | 伊予小松 | 240 | 251 | 258 | 268 | 271 | 263 | 265 | 272 | 237 | 239 | 玉之江 | 43 | 45 | 47 | 57 | 52 | 54 | 51 | 51 | 45 | 55 | 壬生川 | 750 | 753 | 764 | 820 | 813 | 856 | 832 | 800 | 637 | 601 | 伊予三芳 | 200 | 231 | 216 | 243 | 234 | 219 | 202 | 184 | 176 | 156 | 合計 | 2,825 | 2,936 | 2,889 | 3,029 | 2,989 | 3,038 | 2,966 | 2,920 | 2,424 | 2,407 | 駅名 | H24年度 | H25年度 | H26年度 | H27年度 | H28年度 | H29年度 | H30年度 | 令和元年度 | 令和2年度 | 令和3年度 | 伊予西条 | 65.2% | 67.2% | 67.4% | 66.9% | 66.4% | 66.5% | 68.1% | 68.3% | 79.7% | 78.5% | 石鎚山 | 79.2% | 77.8% | 75.0% | 74.2% | 78.6% | 80.5% | 84.4% | 85.7% | 90.5% | 86.5% | 伊予氷見 | 78.8% | 80.0% | 80.8% | 82.8% | 82.0% | 83.9% | 84.5% | 82.4% | 82.9% | 81.8% | 伊予小松 | 88.3% | 88.8% | 88.8% | 89.9% | 89.7% | 89.4% | 89.8% | 90.1% | 92.4% | 92.5% | 玉之江 | 83.7% | 86.7% | 87.2% | 87.7% | 88.5% | 88.9% | 88.2% | 88.2% | 91.1% | 92.7% | 壬生川 | 64.8% | 64.9% | 66.5% | 68.0% | 66.8% | 68.8% | 69.2% | 68.4% | 78.3% | 76.4% | 伊予三芳 | 89.0% | 89.6% | 89.4% | 89.7% | 88.9% | 89.5% | 88.1% | 88.6% | 92.0% | 91.7% |
| 駅名 | H17年度 | H18年度 | H19年度 | H20年度 | H21年度 | H22年度 | H23年度 | H24年度 | H25年度 | H26年度 | H27年度 | H28年度 | H29年度 | H30年度 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 伊予西条 | 1,429 | 1,471 | 1,506 | 1,442 | 1,425 | 1,435 | 1,499 | 1,516 | 1,579 | 1,528 | 1,552 | 1,530 | 1,549 | 1,513 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 石鎚山 | 25 | 27 | 30 | 27 | 22 | 20 | 18 | 24 | 27 | 24 | 31 | 28 | 41 | 45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 伊予氷見 | 45 | 48 | 60 | 62 | 56 | 54 | 54 | 52 | 50 | 52 | 58 | 61 | 56 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 伊予小松 | 246 | 266 | 263 | 231 | 233 | 240 | 251 | 240 | 251 | 258 | 268 | 271 | 263 | 265 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 玉之江 | 61 | 47 | 39 | 48 | 54 | 54 | 45 | 43 | 45 | 47 | 57 | 52 | 54 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 壬生川 | 733 | 723 | 730 | 727 | 704 | 704 | 724 | 750 | 753 | 764 | 820 | 813 | 856 | 832 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 伊予三芳 | 299 | 290 | 275 | 267 | 239 | 235 | 220 | 200 | 231 | 216 | 243 | 234 | 219 | 202 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合計 | 2,838 | 2,872 | 2,903 | 2,804 | 2,733 | 2,742 | 2,811 | 2,825 | 2,936 | 2,889 | 3,029 | 2,989 | 3,038 | 2,966 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 駅名 | H17年度 | H18年度 | H19年度 | H20年度 | H21年度 | H22年度 | H23年度 | H24年度 | H25年度 | H26年度 | H27年度 | H28年度 | H29年度 | H30年度 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 伊予西条 | 59.3% | 61.0% | 61.7% | 61.1% | 63.9% | 64.1% | 65.5% | 65.2% | 67.2% | 67.4% | 66.9% | 66.4% | 66.5% | 68.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 石鎚山 | 44.0% | 51.9% | 60.0% | 63.0% | 63.6% | 65.0% | 66.7% | 79.2% | 77.8% | 75.0% | 74.2% | 78.6% | 80.5% | 84.4% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 伊予氷見 | 62.2% | 60.4% | 68.3% | 71.0% | 75.0% | 75.9% | 75.9% | 78.8% | 80.0% | 80.8% | 82.8% | 82.0% | 83.9% | 84.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 伊予小松 | 84.1% | 85.7% | 86.3% | 84.8% | 86.3% | 88.8% | 89.2% | 88.3% | 88.8% | 88.8% | 89.9% | 89.7% | 89.4% | 89.8% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 玉之江 | 83.6% | 80.9% | 82.1% | 81.3% | 87.0% | 87.0% | 84.4% | 83.7% | 86.7% | 87.2% | 87.7% | 88.5% | 88.9% | 88.2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 壬生川 | 58.4% | 58.4% | 58.9% | 59.6% | 61.8% | 62.4% | 63.8% | 64.8% | 64.9% | 66.5% | 68.0% | 66.8% | 68.8% | 69.2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 伊予三芳 | 88.0% | 89.0% | 89.1% | 88.4% | 89.1% | 90.6% | 90.5% | 89.0% | 89.6% | 89.4% | 89.7% | 88.9% | 89.5% | 88.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 駅名 | H24年度 | H25年度 | H26年度 | H27年度 | H28年度 | H29年度 | H30年度 | 令和元年度 | 令和2年度 | 令和3年度 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 伊予西条 | 1,516 | 1,579 | 1,528 | 1,552 | 1,530 | 1,549 | 1,513 | 1,513 | 1,252 | 1,286 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 石鎚山 | 24 | 27 | 24 | 31 | 28 | 41 | 45 | 49 | 42 | 37 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 伊予氷見 | 52 | 50 | 52 | 58 | 61 | 56 | 58 | 51 | 35 | 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 伊予小松 | 240 | 251 | 258 | 268 | 271 | 263 | 265 | 272 | 237 | 239 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 玉之江 | 43 | 45 | 47 | 57 | 52 | 54 | 51 | 51 | 45 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 壬生川 | 750 | 753 | 764 | 820 | 813 | 856 | 832 | 800 | 637 | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 伊予三芳 | 200 | 231 | 216 | 243 | 234 | 219 | 202 | 184 | 176 | 156 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合計 | 2,825 | 2,936 | 2,889 | 3,029 | 2,989 | 3,038 | 2,966 | 2,920 | 2,424 | 2,407 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 駅名 | H24年度 | H25年度 | H26年度 | H27年度 | H28年度 | H29年度 | H30年度 | 令和元年度 | 令和2年度 | 令和3年度 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 伊予西条 | 65.2% | 67.2% | 67.4% | 66.9% | 66.4% | 66.5% | 68.1% | 68.3% | 79.7% | 78.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 石鎚山 | 79.2% | 77.8% | 75.0% | 74.2% | 78.6% | 80.5% | 84.4% | 85.7% | 90.5% | 86.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 伊予氷見 | 78.8% | 80.0% | 80.8% | 82.8% | 82.0% | 83.9% | 84.5% | 82.4% | 82.9% | 81.8% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 伊予小松 | 88.3% | 88.8% | 88.8% | 89.9% | 89.7% | 89.4% | 89.8% | 90.1% | 92.4% | 92.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 玉之江 | 83.7% | 86.7% | 87.2% | 87.7% | 88.5% | 88.9% | 88.2% | 88.2% | 91.1% | 92.7% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 壬生川 | 64.8% | 64.9% | 66.5% | 68.0% | 66.8% | 68.8% | 69.2% | 68.4% | 78.3% | 76.4% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 伊予三芳 | 89.0% | 89.6% | 89.4% | 89.7% | 88.9% | 89.5% | 88.1% | 88.6% | 92.0% | 91.7% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | |
|------------------------|----------------------------------|-----------------|--|---|--|---------------|--------------|---------------|------|------------------------|--------|--------|---------|-----|
| P 13 | 3-2-3 平均通過人員 3-2-3 線区別収支と営業係数 | 時点変更及び内容変更による訂正 | <p>平成 29 年度の普通列車における営業キロ 1 kmあたりの 1 日平均旅客輸送人員を示す平均通過人員は新居浜駅～伊予西条駅間で 1,649 人、伊予西条駅～今治駅間で 2,097 人となっており、愛媛県内の区間では比較的高い値となっている。</p> <p>◆図 20 JR 四国の普通列車の区間別平均通過人員（平成 29 年度）</p>  <p>平均通過人員(輸送密度): 営業キロ1kmあたりの1日平均旅客輸送人員。 平均通過人員 = 旅客輸送人キロ ÷ 営業キロ ÷ 営業日数</p> <p>資料: JR 四国ホームページ</p> | <p>令和 3 年度の線区別の収支と営業係数は、以下のとおりである。予讃線のうち、西条市内を通過する区間（観音寺～今治）の営業収益は 18.6 億円、営業費は 39.5 億円で、営業損益は 20.9 億円のマイナスとなる。100 円の収入を得るために要する費用を表す営業係数は、この区間で 213 円となっている。</p> <p>◆図 21 JR 四国線区別収支と営業係数（令和 3 年度）</p>  <table border="1" data-bbox="1958 997 2463 1081"> <thead> <tr> <th></th> <th>営業収益 (百万円)</th> <th>営業費 (百万円)</th> <th>営業損益 (百万円)</th> <th>営業係数</th> </tr> </thead> <tbody> <tr> <td>JR 四国・全線合計 (2021年度)</td> <td>14,979</td> <td>34,913</td> <td>▲19,934</td> <td>233</td> </tr> </tbody> </table> <p>資料: JR 四国ホームページ</p> | | 営業収益 (百万円) | 営業費 (百万円) | 営業損益 (百万円) | 営業係数 | JR 四国・全線合計 (2021年度) | 14,979 | 34,913 | ▲19,934 | 233 |
| | 営業収益 (百万円) | 営業費 (百万円) | 営業損益 (百万円) | 営業係数 | | | | | | | | | | |
| JR 四国・全線合計 (2021年度) | 14,979 | 34,913 | ▲19,934 | 233 | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） |
|------|--|--|---|---|
| P 15 | 3-3 路線バスの状況 3-3-1 一般乗合バスの運行状況 (1) 路線 | 時点変更による訂正 時点変更による訂正 国庫補助路線の情報を追記 | 本市を運行する一般乗合バス（4路線）には瀬戸内運輸(株)が運行する8路線13系統と、せとうち周桑バス(株)が運行する5路線9系統の計13路線がある。 その他、新居浜市から松山市を結ぶ特急バス、東京方面及び大阪方面と結ぶ高速バスがある。 ◆図23 バス路線図  <ul style="list-style-type: none"> せとうち周桑バス <ul style="list-style-type: none"> 三芳線 関屋線 保井野線 壬生川線 湯谷口線 瀬戸内運輸 <ul style="list-style-type: none"> 今治～小松 周桑～マイントピア 新居浜～西条 今治～新居浜 今治～周桑営業所 榎瑞オレンジハイツ線 西之川線 加茂線(令和2年9月末廃止予定) せとうちバス・伊予鉄道 <ul style="list-style-type: none"> 新居浜～松山線(特急) よりそいたクシー(乗合タクシー)運行区域 | 令和4年10月現在で本市を運行する一般乗合バス（4路線）には瀬戸内運輸(株)が運行する6路線8系統と、せとうち周桑バス(株)が運行する5路線9系統の計11路線がある。このうち、瀬戸内運輸(株)の「今治～小松」「周桑～マイントピア」「新居浜～西条」「今治～新居浜」の4路線5系統が地域間幹線系統補助の対象となっているほか、瀬戸内運輸(株)の「西之川線」とせとうち周桑バス(株)の「保井野線」が地域内フィーダー系統補助路線となっている。 また、西条地域の平野部を運行している「西条地域デマンド」も、上記の地域間幹線補助対象路線の地域内フィーダー系統として位置づける。 その他、新居浜市から松山市を結ぶ特急バス、東京方面及び大阪方面と結ぶ高速バスがある。 ◆図24 バス路線図（令和4年10月現在）  <ul style="list-style-type: none"> せとうち周桑バス <ul style="list-style-type: none"> 三芳線 関屋線 保井野線(国庫補助路線：地域内フィーダー系統補助) 壬生川線 湯谷口線 瀬戸内運輸 <ul style="list-style-type: none"> 今治～小松(国庫補助路線：地域間幹線系統補助) 周桑～マイントピア(国庫補助路線：地域間幹線系統補助) 新居浜～西条(国庫補助路線：地域間幹線系統補助) 今治～新居浜(国庫補助路線：地域間幹線系統補助) 今治～周桑営業所 西之川線(国庫補助路線：地域内フィーダー系統補助) せとうちバス・伊予鉄道 <ul style="list-style-type: none"> 新居浜～松山線(特急) よりそいたクシー(乗合タクシー)運行区域 <ul style="list-style-type: none"> 加茂地域 西条地域(国庫補助路線：地域内フィーダー系統補助) 丹原地域 |

| 頁 | 項目 | 修正理由 | 現行 (西条市地域公共交通網形成計画) | 変更案 (西条市地域公共交通計画) |
|------|--|--|---|---|
| P 16 | 3-3 路線バスの状況 3-3-1 一般乗合バスの運行状況 (1) 路線 | 時点変更による訂正 時点変更による訂正 | ◆ 図 24 バス事業者別一般乗合バス路線 (4 条)  ◆ 図 25 一般乗合バス路線のバス運行頻度  | ◆ 図 25 バス事業者別一般乗合バス路線 (4 条)  ◆ 図 26 一般乗合バス路線のバス運行頻度 (4 条・79 条の合計)  |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|--|----------------------------|--|---|--------------------------|---------------|------------|-------|------------|---------------|--------|-----------|---------------------|---|----|---|------|---------|-------|---|------------|--------|---------------------------------------|---------------------|-----|---|---|--------|---|-------------------------------------|------|-----|---|---|--------------------------------------|------|-----|---|---|---------|---|-----------------------------------|------|------|---|---|---------|---|------------------------------------|------|-----|--|---|-----------|---|---------------------------------------|------|-----|---|---|---------------------------------------|------|-----|---|---|----------|---|---------------------------------------|------|-----|---|----|---------------------------------------|------|-----|---|----|--------------------------------------|------|-----|---|----|---------------------------------------|------|-----|---|---|-----|----|---|------|-----|--|--------------|---|-----|---|---------------------------------------|------|-----|--|---|-----|---|-------------------------------------|------|-----|--|---|------|---|-----------------------------------|------|-----|--|---|--------------------------------------|------|-----|---|---|------|---|---------------------------------------|------|-----|--|---|---------------------------------------|------|-----|--|---|------|---|---------------------------------------|------|-----|--|---|---|-----|-----|--|--|------|-------|-----|-------|----|-------|------------|------------|-----------|---|--------|---|---|-----------------|------|-----|---|------------|---|---------------------------------------|------------------|------|-----|---|--------|---|--|---|------|-----|---|---|------|-----|---|---------|---|-----------------------------------|--------------------------|------|------|---|---------|---|------------------------------------|-----------------|------|-----|---|-----------|---|---------------------------------------|-------------------|------|-----|---|---------------------------------------|--------------|------|-----|---|-----|---|---------------------------------------|------------------|------|-----|---|-----|---|-------------------------------------|----------------|------|-----|---|------|---|-----------------------------------|----------------|------|-----|---|--------------------------------------|------------------|------|-----|---|------|---|---------------------------------------|--------------------|------|-----|---|---------------------------------------|--|------|-----|---|------|---|---------------------------------------|----------------|------|-----|---|---|-----|-----|---|--|------|-----|
| P 17 | 3-3 路線バスの状況 3-3-1 一般乗合バスの運行状況 (1) 路線 | 時点変更による訂正 国庫補助路線の情報等を追記 | <p>◆表 4 西条市内のバス路線一覧表（平成 30 年度）</p> <table border="1"> <thead> <tr> <th>運行会社</th> <th>路線 No</th> <th>路線名</th> <th>系統 No</th> <th>系統</th> <th>系統キロ数 (km)</th> <th>日平均運行回数 (回/日)</th> <th>国庫補助</th> </tr> </thead> <tbody> <tr> <td rowspan="13">瀬戸内運輸株式会社</td> <td>1</td> <td>今治～小松線</td> <td>1</td> <td>今治(営)～クアハウス～小松総合支所前 (国庫補助路線:地域間幹線系統)</td> <td>31.4</td> <td>7.4</td> <td>○</td> </tr> <tr> <td>2</td> <td>周桑～マイントピア線</td> <td>2</td> <td>周桑(営)～横黒～マイントピア別子 (国庫補助路線:地域間幹線系統)</td> <td>37.8</td> <td>5.6</td> <td>○</td> </tr> <tr> <td rowspan="2">3</td> <td rowspan="2">新居浜～西条</td> <td>3</td> <td>新居浜(営)～中萩～西条済生会 (国庫補助路線:地域間幹線系統)</td> <td>24.1</td> <td>6.4</td> <td>○</td> </tr> <tr> <td>4</td> <td>新居浜(営)～博物館～西条済生会 (国庫補助路線:地域間幹線系統)</td> <td>27.5</td> <td>7.9</td> <td>○</td> </tr> <tr> <td>4</td> <td>今治～新居浜線</td> <td>5</td> <td>今治(営)～西条～新居浜駅 (国庫補助路線:地域間幹線系統)</td> <td>50.9</td> <td>12.3</td> <td>○</td> </tr> <tr> <td>5</td> <td>今治～新居浜線</td> <td>6</td> <td>今治(営)～桜井～周桑(営) (国庫補助路線:地域間幹線系統)</td> <td>24.4</td> <td>3.1</td> <td></td> </tr> <tr> <td rowspan="2">6</td> <td rowspan="2">西之川線(循環線)</td> <td>7</td> <td>西条駅前～西条済生会～西之川 (国庫補助路線:地域内フィーダー系統)</td> <td>35.6</td> <td>4.0</td> <td>○</td> </tr> <tr> <td>8</td> <td>西之川～西条済生会～西条駅前 (国庫補助路線:地域内フィーダー系統)</td> <td>35.6</td> <td>4.8</td> <td>○</td> </tr> <tr> <td rowspan="4">7</td> <td rowspan="4">加茂線(循環線)</td> <td>9</td> <td>西条駅前～西条済生会～中之池 (国庫補助路線:地域内フィーダー系統)</td> <td>24.8</td> <td>1.4</td> <td>○</td> </tr> <tr> <td>10</td> <td>西条駅前～西条済生会～川来須 (国庫補助路線:地域内フィーダー系統)</td> <td>27.3</td> <td>0.9</td> <td>○</td> </tr> <tr> <td>11</td> <td>西条駅前～河ヶ平下～中之池 (国庫補助路線:地域内フィーダー系統)</td> <td>15.9</td> <td>1.7</td> <td>○</td> </tr> <tr> <td>12</td> <td>中之池～西条駅前～西条済生会 (国庫補助路線:地域内フィーダー系統)</td> <td>22.5</td> <td>0.8</td> <td>○</td> </tr> <tr> <td>8</td> <td>禎瑞線</td> <td>13</td> <td>周桑(営)～禎瑞～オレンジハイツ (国庫補助路線:地域内フィーダー系統)</td> <td>18.5</td> <td>2.4</td> <td></td> </tr> <tr> <td rowspan="8">せとうち周桑バス株式会社</td> <td>1</td> <td>三芳線</td> <td>1</td> <td>周桑(営)～三芳駅～本谷温泉 (国庫補助路線:地域内フィーダー系統)</td> <td>31.7</td> <td>3.0</td> <td></td> </tr> <tr> <td>2</td> <td>関屋線</td> <td>2</td> <td>周桑(営)～関屋～湯谷口 (国庫補助路線:地域内フィーダー系統)</td> <td>24.4</td> <td>3.5</td> <td></td> </tr> <tr> <td rowspan="2">3</td> <td rowspan="2">保井野線</td> <td>3</td> <td>湯谷口～落合～保井野 (国庫補助路線:地域内フィーダー系統)</td> <td>14.1</td> <td>0.5</td> <td></td> </tr> <tr> <td>4</td> <td>周桑(営)～湯谷口～保井野 (国庫補助路線:地域内フィーダー系統)</td> <td>36.9</td> <td>4.0</td> <td>○</td> </tr> <tr> <td rowspan="2">4</td> <td rowspan="2">壬生川線</td> <td>5</td> <td>周桑(営)～丹原上町～湯谷口 (国庫補助路線:地域内フィーダー系統)</td> <td>18.5</td> <td>6.5</td> <td></td> </tr> <tr> <td>6</td> <td>周桑(営)～周桑病院～湯谷口 (国庫補助路線:地域内フィーダー系統)</td> <td>20.1</td> <td>2.5</td> <td></td> </tr> <tr> <td rowspan="2">5</td> <td rowspan="2">湯谷口線</td> <td>7</td> <td>小松総合支所前～大頭～湯谷口 (国庫補助路線:地域内フィーダー系統)</td> <td>10.1</td> <td>6.5</td> <td></td> </tr> <tr> <td>8</td> <td>小松総合支所前～石鏡オアシス～小松総合支所前 (国庫補助路線:地域内フィーダー系統)</td> <td>2.5</td> <td>2.0</td> <td></td> </tr> </tbody> </table> <p>※「運行回数」は、1 往復を運行回数 1 回とし、循環系統の場合は、1 循環で運行回数 1 回とする。</p> | 運行会社 | 路線 No | 路線名 | 系統 No | 系統 | 系統キロ数 (km) | 日平均運行回数 (回/日) | 国庫補助 | 瀬戸内運輸株式会社 | 1 | 今治～小松線 | 1 | 今治(営)～クアハウス～小松総合支所前 (国庫補助路線:地域間幹線系統) | 31.4 | 7.4 | ○ | 2 | 周桑～マイントピア線 | 2 | 周桑(営)～横黒～マイントピア別子 (国庫補助路線:地域間幹線系統) | 37.8 | 5.6 | ○ | 3 | 新居浜～西条 | 3 | 新居浜(営)～中萩～西条済生会 (国庫補助路線:地域間幹線系統) | 24.1 | 6.4 | ○ | 4 | 新居浜(営)～博物館～西条済生会 (国庫補助路線:地域間幹線系統) | 27.5 | 7.9 | ○ | 4 | 今治～新居浜線 | 5 | 今治(営)～西条～新居浜駅 (国庫補助路線:地域間幹線系統) | 50.9 | 12.3 | ○ | 5 | 今治～新居浜線 | 6 | 今治(営)～桜井～周桑(営) (国庫補助路線:地域間幹線系統) | 24.4 | 3.1 | | 6 | 西之川線(循環線) | 7 | 西条駅前～西条済生会～西之川 (国庫補助路線:地域内フィーダー系統) | 35.6 | 4.0 | ○ | 8 | 西之川～西条済生会～西条駅前 (国庫補助路線:地域内フィーダー系統) | 35.6 | 4.8 | ○ | 7 | 加茂線(循環線) | 9 | 西条駅前～西条済生会～中之池 (国庫補助路線:地域内フィーダー系統) | 24.8 | 1.4 | ○ | 10 | 西条駅前～西条済生会～川来須 (国庫補助路線:地域内フィーダー系統) | 27.3 | 0.9 | ○ | 11 | 西条駅前～河ヶ平下～中之池 (国庫補助路線:地域内フィーダー系統) | 15.9 | 1.7 | ○ | 12 | 中之池～西条駅前～西条済生会 (国庫補助路線:地域内フィーダー系統) | 22.5 | 0.8 | ○ | 8 | 禎瑞線 | 13 | 周桑(営)～禎瑞～オレンジハイツ (国庫補助路線:地域内フィーダー系統) | 18.5 | 2.4 | | せとうち周桑バス株式会社 | 1 | 三芳線 | 1 | 周桑(営)～三芳駅～本谷温泉 (国庫補助路線:地域内フィーダー系統) | 31.7 | 3.0 | | 2 | 関屋線 | 2 | 周桑(営)～関屋～湯谷口 (国庫補助路線:地域内フィーダー系統) | 24.4 | 3.5 | | 3 | 保井野線 | 3 | 湯谷口～落合～保井野 (国庫補助路線:地域内フィーダー系統) | 14.1 | 0.5 | | 4 | 周桑(営)～湯谷口～保井野 (国庫補助路線:地域内フィーダー系統) | 36.9 | 4.0 | ○ | 4 | 壬生川線 | 5 | 周桑(営)～丹原上町～湯谷口 (国庫補助路線:地域内フィーダー系統) | 18.5 | 6.5 | | 6 | 周桑(営)～周桑病院～湯谷口 (国庫補助路線:地域内フィーダー系統) | 20.1 | 2.5 | | 5 | 湯谷口線 | 7 | 小松総合支所前～大頭～湯谷口 (国庫補助路線:地域内フィーダー系統) | 10.1 | 6.5 | | 8 | 小松総合支所前～石鏡オアシス～小松総合支所前 (国庫補助路線:地域内フィーダー系統) | 2.5 | 2.0 | | <p>◆表 4 西条市内のバス路線一覧表（令和 4 年 10 月現在）</p> <table border="1"> <thead> <tr> <th>運行会社</th> <th>路線 No</th> <th>路線名</th> <th>系統 No</th> <th>系統</th> <th>路線の役割</th> <th>系統キロ数 (km)</th> <th>運行回数 (回/日)</th> </tr> </thead> <tbody> <tr> <td rowspan="13">瀬戸内運輸株式会社</td> <td>1</td> <td>今治～小松線</td> <td>1</td> <td>今治(営)～クアハウス～小松総合支所前 (国庫補助路線:地域間幹線系統)</td> <td>○今治市と西条市を結ぶ広域幹線</td> <td>31.4</td> <td>6.2</td> </tr> <tr> <td>2</td> <td>周桑～マイントピア線</td> <td>2</td> <td>周桑(営)～横黒～マイントピア別子 (国庫補助路線:地域間幹線系統)</td> <td>○西条市と新居浜市を結ぶ広域幹線</td> <td>37.8</td> <td>5.6</td> </tr> <tr> <td rowspan="2">3</td> <td rowspan="2">新居浜～西条</td> <td>3</td> <td>新居浜西バスターミナル～中萩～西条済生会 (国庫補助路線:地域間幹線系統)</td> <td rowspan="2">"</td> <td>24.1</td> <td>6.2</td> </tr> <tr> <td>4</td> <td>新居浜西バスターミナル～博物館～西条済生会 (国庫補助路線:地域間幹線系統)</td> <td>27.5</td> <td>7.5</td> </tr> <tr> <td>4</td> <td>今治～新居浜線</td> <td>5</td> <td>今治(営)～西条～新居浜駅 (国庫補助路線:地域間幹線系統)</td> <td>○今治市と西条市、西条市と新居浜市を結ぶ広域幹線</td> <td>50.9</td> <td>12.0</td> </tr> <tr> <td>5</td> <td>今治～新居浜線</td> <td>6</td> <td>今治(営)～桜井～周桑(営) (国庫補助路線:地域間幹線系統)</td> <td>○今治市と西条市を結ぶ広域幹線</td> <td>24.4</td> <td>1.7</td> </tr> <tr> <td rowspan="2">6</td> <td rowspan="2">西之川線(循環線)</td> <td>7</td> <td>西条駅前～西条済生会～西之川 (国庫補助路線:地域内フィーダー系統)</td> <td>○大保木地区と中心市街地を結ぶ支線</td> <td>35.6</td> <td>3.9</td> </tr> <tr> <td>8</td> <td>西之川～西条済生会～西条駅前 (国庫補助路線:地域内フィーダー系統)</td> <td>○石鏡山登山等の観光路線</td> <td>35.6</td> <td>4.6</td> </tr> <tr> <td>1</td> <td>三芳線</td> <td>1</td> <td>周桑(営)～三芳駅～本谷温泉 (国庫補助路線:地域内フィーダー系統)</td> <td>○東予北部と中心市街地を結ぶ支線</td> <td>31.7</td> <td>2.4</td> </tr> <tr> <td>2</td> <td>関屋線</td> <td>2</td> <td>周桑(営)～関屋～湯谷口 (国庫補助路線:地域内フィーダー系統)</td> <td>○関屋と中心市街地を結ぶ支線</td> <td>24.4</td> <td>3.3</td> </tr> <tr> <td rowspan="2">3</td> <td rowspan="2">保井野線</td> <td>3</td> <td>湯谷口～落合～保井野 (国庫補助路線:地域内フィーダー系統)</td> <td>○桜木地区と湯谷口を結ぶ支線</td> <td>14.1</td> <td>0.4</td> </tr> <tr> <td>4</td> <td>周桑(営)～湯谷口～保井野 (国庫補助路線:地域内フィーダー系統)</td> <td>○桜木地区と中心市街地を結ぶ支線</td> <td>36.9</td> <td>3.6</td> </tr> <tr> <td rowspan="2">4</td> <td rowspan="2">壬生川線</td> <td>5</td> <td>周桑(営)～丹原上町～湯谷口 (国庫補助路線:地域内フィーダー系統)</td> <td>○湯谷口と中心市街地を結ぶ地域内幹線</td> <td>18.5</td> <td>6.2</td> </tr> <tr> <td>6</td> <td>周桑(営)～周桑病院～湯谷口 (国庫補助路線:地域内フィーダー系統)</td> <td></td> <td>20.1</td> <td>2.3</td> </tr> <tr> <td rowspan="3">5</td> <td rowspan="3">湯谷口線</td> <td>7</td> <td>小松総合支所前～大頭～湯谷口 (国庫補助路線:地域内フィーダー系統)</td> <td rowspan="3">○湯谷口と小松地域を結ぶ支線</td> <td>10.1</td> <td>3.8</td> </tr> <tr> <td>8</td> <td>小松総合支所前～石鏡オアシス～小松総合支所前 (国庫補助路線:地域内フィーダー系統)</td> <td>2.5</td> <td>2.0</td> </tr> <tr> <td>9</td> <td>マルナカ氷見店～小松総合支所前～湯谷口 (国庫補助路線:地域内フィーダー系統)</td> <td>11.5</td> <td>2.0</td> </tr> </tbody> </table> <p>※「運行回数」は、1 往復を運行回数 1 回とし、循環系統の場合は、1 循環で運行回数 1 回とする。</p> | 運行会社 | 路線 No | 路線名 | 系統 No | 系統 | 路線の役割 | 系統キロ数 (km) | 運行回数 (回/日) | 瀬戸内運輸株式会社 | 1 | 今治～小松線 | 1 | 今治(営)～クアハウス～小松総合支所前 (国庫補助路線:地域間幹線系統) | ○今治市と西条市を結ぶ広域幹線 | 31.4 | 6.2 | 2 | 周桑～マイントピア線 | 2 | 周桑(営)～横黒～マイントピア別子 (国庫補助路線:地域間幹線系統) | ○西条市と新居浜市を結ぶ広域幹線 | 37.8 | 5.6 | 3 | 新居浜～西条 | 3 | 新居浜西バスターミナル～中萩～西条済生会 (国庫補助路線:地域間幹線系統) | " | 24.1 | 6.2 | 4 | 新居浜西バスターミナル～博物館～西条済生会 (国庫補助路線:地域間幹線系統) | 27.5 | 7.5 | 4 | 今治～新居浜線 | 5 | 今治(営)～西条～新居浜駅 (国庫補助路線:地域間幹線系統) | ○今治市と西条市、西条市と新居浜市を結ぶ広域幹線 | 50.9 | 12.0 | 5 | 今治～新居浜線 | 6 | 今治(営)～桜井～周桑(営) (国庫補助路線:地域間幹線系統) | ○今治市と西条市を結ぶ広域幹線 | 24.4 | 1.7 | 6 | 西之川線(循環線) | 7 | 西条駅前～西条済生会～西之川 (国庫補助路線:地域内フィーダー系統) | ○大保木地区と中心市街地を結ぶ支線 | 35.6 | 3.9 | 8 | 西之川～西条済生会～西条駅前 (国庫補助路線:地域内フィーダー系統) | ○石鏡山登山等の観光路線 | 35.6 | 4.6 | 1 | 三芳線 | 1 | 周桑(営)～三芳駅～本谷温泉 (国庫補助路線:地域内フィーダー系統) | ○東予北部と中心市街地を結ぶ支線 | 31.7 | 2.4 | 2 | 関屋線 | 2 | 周桑(営)～関屋～湯谷口 (国庫補助路線:地域内フィーダー系統) | ○関屋と中心市街地を結ぶ支線 | 24.4 | 3.3 | 3 | 保井野線 | 3 | 湯谷口～落合～保井野 (国庫補助路線:地域内フィーダー系統) | ○桜木地区と湯谷口を結ぶ支線 | 14.1 | 0.4 | 4 | 周桑(営)～湯谷口～保井野 (国庫補助路線:地域内フィーダー系統) | ○桜木地区と中心市街地を結ぶ支線 | 36.9 | 3.6 | 4 | 壬生川線 | 5 | 周桑(営)～丹原上町～湯谷口 (国庫補助路線:地域内フィーダー系統) | ○湯谷口と中心市街地を結ぶ地域内幹線 | 18.5 | 6.2 | 6 | 周桑(営)～周桑病院～湯谷口 (国庫補助路線:地域内フィーダー系統) | | 20.1 | 2.3 | 5 | 湯谷口線 | 7 | 小松総合支所前～大頭～湯谷口 (国庫補助路線:地域内フィーダー系統) | ○湯谷口と小松地域を結ぶ支線 | 10.1 | 3.8 | 8 | 小松総合支所前～石鏡オアシス～小松総合支所前 (国庫補助路線:地域内フィーダー系統) | 2.5 | 2.0 | 9 | マルナカ氷見店～小松総合支所前～湯谷口 (国庫補助路線:地域内フィーダー系統) | 11.5 | 2.0 |
| 運行会社 | 路線 No | 路線名 | 系統 No | 系統 | 系統キロ数 (km) | 日平均運行回数 (回/日) | 国庫補助 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 瀬戸内運輸株式会社 | 1 | 今治～小松線 | 1 | 今治(営)～クアハウス～小松総合支所前 (国庫補助路線:地域間幹線系統) | 31.4 | 7.4 | ○ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2 | 周桑～マイントピア線 | 2 | 周桑(営)～横黒～マイントピア別子 (国庫補助路線:地域間幹線系統) | 37.8 | 5.6 | ○ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3 | 新居浜～西条 | 3 | 新居浜(営)～中萩～西条済生会 (国庫補助路線:地域間幹線系統) | 24.1 | 6.4 | ○ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 4 | 新居浜(営)～博物館～西条済生会 (国庫補助路線:地域間幹線系統) | 27.5 | 7.9 | ○ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4 | 今治～新居浜線 | 5 | 今治(営)～西条～新居浜駅 (国庫補助路線:地域間幹線系統) | 50.9 | 12.3 | ○ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5 | 今治～新居浜線 | 6 | 今治(営)～桜井～周桑(営) (国庫補助路線:地域間幹線系統) | 24.4 | 3.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 6 | 西之川線(循環線) | 7 | 西条駅前～西条済生会～西之川 (国庫補助路線:地域内フィーダー系統) | 35.6 | 4.0 | ○ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 8 | 西之川～西条済生会～西条駅前 (国庫補助路線:地域内フィーダー系統) | 35.6 | 4.8 | ○ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 7 | 加茂線(循環線) | 9 | 西条駅前～西条済生会～中之池 (国庫補助路線:地域内フィーダー系統) | 24.8 | 1.4 | ○ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 10 | 西条駅前～西条済生会～川来須 (国庫補助路線:地域内フィーダー系統) | 27.3 | 0.9 | ○ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 11 | 西条駅前～河ヶ平下～中之池 (国庫補助路線:地域内フィーダー系統) | 15.9 | 1.7 | ○ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 12 | 中之池～西条駅前～西条済生会 (国庫補助路線:地域内フィーダー系統) | 22.5 | 0.8 | ○ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8 | 禎瑞線 | 13 | 周桑(営)～禎瑞～オレンジハイツ (国庫補助路線:地域内フィーダー系統) | 18.5 | 2.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| せとうち周桑バス株式会社 | 1 | 三芳線 | 1 | 周桑(営)～三芳駅～本谷温泉 (国庫補助路線:地域内フィーダー系統) | 31.7 | 3.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2 | 関屋線 | 2 | 周桑(営)～関屋～湯谷口 (国庫補助路線:地域内フィーダー系統) | 24.4 | 3.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3 | 保井野線 | 3 | 湯谷口～落合～保井野 (国庫補助路線:地域内フィーダー系統) | 14.1 | 0.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 4 | 周桑(営)～湯谷口～保井野 (国庫補助路線:地域内フィーダー系統) | 36.9 | 4.0 | ○ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4 | 壬生川線 | 5 | 周桑(営)～丹原上町～湯谷口 (国庫補助路線:地域内フィーダー系統) | 18.5 | 6.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 6 | 周桑(営)～周桑病院～湯谷口 (国庫補助路線:地域内フィーダー系統) | 20.1 | 2.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5 | 湯谷口線 | 7 | 小松総合支所前～大頭～湯谷口 (国庫補助路線:地域内フィーダー系統) | 10.1 | 6.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 8 | 小松総合支所前～石鏡オアシス～小松総合支所前 (国庫補助路線:地域内フィーダー系統) | 2.5 | 2.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 運行会社 | 路線 No | 路線名 | 系統 No | 系統 | 路線の役割 | 系統キロ数 (km) | 運行回数 (回/日) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 瀬戸内運輸株式会社 | 1 | 今治～小松線 | 1 | 今治(営)～クアハウス～小松総合支所前 (国庫補助路線:地域間幹線系統) | ○今治市と西条市を結ぶ広域幹線 | 31.4 | 6.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2 | 周桑～マイントピア線 | 2 | 周桑(営)～横黒～マイントピア別子 (国庫補助路線:地域間幹線系統) | ○西条市と新居浜市を結ぶ広域幹線 | 37.8 | 5.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3 | 新居浜～西条 | 3 | 新居浜西バスターミナル～中萩～西条済生会 (国庫補助路線:地域間幹線系統) | " | 24.1 | 6.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 4 | 新居浜西バスターミナル～博物館～西条済生会 (国庫補助路線:地域間幹線系統) | | 27.5 | 7.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4 | 今治～新居浜線 | 5 | 今治(営)～西条～新居浜駅 (国庫補助路線:地域間幹線系統) | ○今治市と西条市、西条市と新居浜市を結ぶ広域幹線 | 50.9 | 12.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5 | 今治～新居浜線 | 6 | 今治(営)～桜井～周桑(営) (国庫補助路線:地域間幹線系統) | ○今治市と西条市を結ぶ広域幹線 | 24.4 | 1.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 6 | 西之川線(循環線) | 7 | 西条駅前～西条済生会～西之川 (国庫補助路線:地域内フィーダー系統) | ○大保木地区と中心市街地を結ぶ支線 | 35.6 | 3.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 8 | 西之川～西条済生会～西条駅前 (国庫補助路線:地域内フィーダー系統) | ○石鏡山登山等の観光路線 | 35.6 | 4.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | 三芳線 | 1 | 周桑(営)～三芳駅～本谷温泉 (国庫補助路線:地域内フィーダー系統) | ○東予北部と中心市街地を結ぶ支線 | 31.7 | 2.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2 | 関屋線 | 2 | 周桑(営)～関屋～湯谷口 (国庫補助路線:地域内フィーダー系統) | ○関屋と中心市街地を結ぶ支線 | 24.4 | 3.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3 | 保井野線 | 3 | 湯谷口～落合～保井野 (国庫補助路線:地域内フィーダー系統) | ○桜木地区と湯谷口を結ぶ支線 | 14.1 | 0.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 4 | 周桑(営)～湯谷口～保井野 (国庫補助路線:地域内フィーダー系統) | ○桜木地区と中心市街地を結ぶ支線 | 36.9 | 3.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4 | 壬生川線 | 5 | 周桑(営)～丹原上町～湯谷口 (国庫補助路線:地域内フィーダー系統) | ○湯谷口と中心市街地を結ぶ地域内幹線 | 18.5 | 6.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | | | 周桑(営)～周桑病院～湯谷口 (国庫補助路線:地域内フィーダー系統) | | 20.1 | 2.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 湯谷口線 | 7 | 小松総合支所前～大頭～湯谷口 (国庫補助路線:地域内フィーダー系統) | ○湯谷口と小松地域を結ぶ支線 | 10.1 | 3.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 8 | 小松総合支所前～石鏡オアシス～小松総合支所前 (国庫補助路線:地域内フィーダー系統) | | 2.5 | 2.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 9 | マルナカ氷見店～小松総合支所前～湯谷口 (国庫補助路線:地域内フィーダー系統) | | 11.5 | 2.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 時点変更による訂正 | <p>◆表 6 西条市内を運行する特急バス</p> <table border="1"> <thead> <tr> <th>No</th> <th>名称</th> <th>運行区間</th> <th>便数(回/日)</th> <th>運行事業者</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>特急 新居浜～松山線</td> <td>新居浜⇄松山</td> <td>13</td> <td>瀬戸内運輸株式会社・伊予鉄バス株式会社</td> </tr> </tbody> </table> | No | 名称 | 運行区間 | 便数(回/日) | 運行事業者 | 1 | 特急 新居浜～松山線 | 新居浜⇄松山 | 13 | 瀬戸内運輸株式会社・伊予鉄バス株式会社 | <p>◆表 6 西条市内を運行する特急バス</p> <table border="1"> <thead> <tr> <th>No</th> <th>名称</th> <th>運行区間</th> <th>便数(回/日)</th> <th>運行事業者</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>特急 新居浜～松山線</td> <td>新居浜⇄松山</td> <td>12.0</td> <td>瀬戸内運輸株式会社・伊予鉄バス株式会社</td> </tr> </tbody> </table> | No | 名称 | 運行区間 | 便数(回/日) | 運行事業者 | 1 | 特急 新居浜～松山線 | 新居浜⇄松山 | 12.0 | 瀬戸内運輸株式会社・伊予鉄バス株式会社 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No | 名称 | 運行区間 | 便数(回/日) | 運行事業者 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 特急 新居浜～松山線 | 新居浜⇄松山 | 13 | 瀬戸内運輸株式会社・伊予鉄バス株式会社 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No | 名称 | 運行区間 | 便数(回/日) | 運行事業者 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 特急 新居浜～松山線 | 新居浜⇄松山 | 12.0 | 瀬戸内運輸株式会社・伊予鉄バス株式会社 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） |
|------|-------------|-----------|---|---|
| P 18 | (2) 路線の競合関係 | 時点変更による訂正 | <p data-bbox="1083 226 1804 262">◆図 26 JR とバスの時間的な競合関係（今治⇒新居浜方面）</p>  <p data-bbox="1083 945 1804 980">◆図 27 JR とバスの時間的な競合関係（新居浜⇒今治方面）</p>  | <p data-bbox="1938 226 2659 262">◆図 27 JR とバスの時間的な競合関係（今治⇒新居浜方面）</p>  <p data-bbox="1938 945 2659 980">◆図 28 JR とバスの時間的な競合関係（新居浜⇒今治方面）</p>  |

P 19 (3) JR 予讃線とバスの接続
①伊予西条駅

時点変更による訂正

◆表7 伊予西条駅での JR 予讃線・普通(下り/新居浜⇒今治)と市内バス路線との接続

◆表7 伊予西条駅での JR 予讃線・普通(下り/新居浜⇒今治)と市内バス路線との接続 (令和4年10月現在)

JR予讃線/下り(新居浜駅⇒伊予西条駅⇒今治駅)

| JR予讃線⇒西条市内路線バス | | | | 西条市内路線バス⇒JR予讃線 | | | |
|----------------|------|---------|-------|----------------|-------|-----------|------|
| JR予讃線 | 接続 | 瀬戸内運輸バス | | JR予讃線 | 接続 | 瀬戸内運輸バス | |
| 新居浜 | 伊予西条 | 西条駅前 | フジグラン | 西条駅前 | フジグラン | 西条駅前 | 伊予西条 |
| 7:00 | 7:11 | △ | 7:13 | 7:17 | 7:20 | 今治~新居浜 | |
| | 西条止 | ○ | 7:20 | 7:37 | 7:30 | 西之川線(左回り) | |
| | | × | 7:45 | - | 7:50 | 西条~新居浜 | |
| | | × | 7:45 | 7:55 | 8:06 | 加茂線(右回り) | |
| | | × | 7:46 | 7:50 | 7:53 | 今治~新居浜 | |
| | | × | 7:50 | 8:00 | 8:11 | 西之川線(右回り) | |
| | | × | 8:07 | - | 8:18 | 西条~新居浜 | |
| | | ○ | 8:18 | 8:22 | 8:25 | 今治~新居浜 | |
| | | ○ | 8:42 | - | 8:53 | 西条~新居浜 | |
| | | ○ | 8:43 | - | 8:49 | 今治~新居浜 | |
| | | ○ | 9:12 | - | 9:23 | 西条~新居浜 | |
| | | ○ | 9:18 | 9:22 | 9:25 | 今治~新居浜 | |
| | | ○ | 9:21 | 9:31 | 9:42 | 加茂線(右回り) | |
| | | × | 9:43 | - | 10:35 | 今治~新居浜 | |
| | | × | 10:00 | 10:17 | 10:10 | 西之川線(左回り) | |
| | | × | 10:05 | - | 10:10 | 松山~新居浜 | |
| | | × | 10:06 | 10:16 | 10:27 | 西之川線(右回り) | |
| | | × | 10:09 | - | 10:20 | 西条~新居浜 | |
| | | × | 10:23 | 10:27 | 10:30 | 今治~新居浜 | |
| | | × | 10:44 | - | 10:50 | 今治~新居浜 | |
| | | × | 11:05 | - | 11:10 | 松山~新居浜 | |
| | | × | 11:09 | - | 11:20 | 西条~新居浜 | |
| | | × | 11:23 | 11:27 | 11:30 | 今治~新居浜 | |
| | | ○ | 12:05 | - | 12:10 | 松山~新居浜 | |
| | | ○ | 12:09 | - | 12:20 | 西条~新居浜 | |
| | | × | 12:20 | 12:37 | 12:30 | 加茂線(左回り) | |
| | | × | 12:23 | 12:27 | 12:30 | 今治~新居浜 | |
| | | ○ | 12:44 | - | 12:50 | 今治~新居浜 | |
| | | ○ | 12:56 | 13:06 | 13:17 | 西之川線(右回り) | |
| | | ○ | 13:05 | - | 13:10 | 松山~新居浜 | |
| | | ○ | 13:09 | - | 13:20 | 西条~新居浜 | |
| | | ○ | 13:10 | 13:27 | 13:20 | 西之川線(左回り) | |
| | | × | 13:23 | 13:27 | 13:30 | 今治~新居浜 | |
| | | × | 13:52 | 14:02 | 14:13 | 加茂線(右回り) | |
| | | ○ | 14:05 | - | 14:10 | 松山~新居浜 | |
| | | ○ | 14:09 | - | 14:20 | 西条~新居浜 | |
| | | × | 14:23 | 14:27 | 14:30 | 今治~新居浜 | |
| | | × | 14:44 | 14:50 | - | 今治~新居浜 | |
| | | ○ | 15:05 | - | 15:10 | 松山~新居浜 | |
| | | ○ | 15:09 | - | 15:20 | 西条~新居浜 | |
| | | × | 15:23 | 15:27 | 15:30 | 今治~新居浜 | |
| | | × | 15:44 | - | 15:50 | 今治~新居浜 | |
| | | ○ | 15:56 | 16:13 | 16:06 | 西之川線(左回り) | |
| | | ○ | 16:00 | 16:17 | 16:10 | 加茂線(左回り) | |
| | | ○ | 16:05 | - | 16:10 | 松山~新居浜 | |
| | | ○ | 16:09 | - | 16:20 | 西条~新居浜 | |
| | | ○ | 16:11 | 16:21 | 16:32 | 西之川線(右回り) | |
| | | × | 16:23 | 16:27 | 16:30 | 今治~新居浜 | |
| | | × | 16:54 | - | 17:05 | 西条~新居浜 | |
| | | ○ | 17:05 | - | 17:10 | 松山~新居浜 | |
| | | ○ | 17:23 | 17:27 | 17:30 | 今治~新居浜 | |
| | | × | 17:34 | - | 17:45 | 西条~新居浜 | |
| | | ○ | 17:42 | 17:52 | 18:03 | 加茂線(右回り) | |
| | | ○ | 18:05 | - | 18:10 | 松山~新居浜 | |
| | | ○ | 18:09 | - | 18:20 | 西条~新居浜 | |
| | | ○ | 18:17 | 18:27 | 18:38 | 西之川線(右回り) | |
| | | ○ | 18:28 | 18:32 | 18:35 | 今治~新居浜 | |
| | | ○ | 18:35 | - | 18:40 | 松山~新居浜 | |
| | | ○ | 18:56 | - | 19:07 | 西条~新居浜 | |
| | | ○ | 19:05 | - | 19:10 | 松山~新居浜 | |
| | | ○ | 19:22 | 19:26 | 19:29 | 今治~新居浜 | |
| | | ○ | 19:37 | - | 19:47 | 西条~新居浜 | |
| | | ○ | 20:05 | - | 20:10 | 松山~新居浜 | |
| | | × | 20:07 | - | 21:10 | 今治~新居浜 | |
| | | ○ | 21:05 | - | 21:10 | 今治~新居浜 | |
| | | × | 22:03 | - | - | - | |

JR予讃線/下り(新居浜駅⇒伊予西条駅⇒今治駅)

| JR予讃線⇒西条市内路線バス | | | | 西条市内路線バス⇒JR予讃線 | | | |
|----------------|------|---------|-------|----------------|-------|-----------|------|
| JR予讃線 | 接続 | 瀬戸内運輸バス | | JR予讃線 | 接続 | 瀬戸内運輸バス | |
| 新居浜 | 伊予西条 | 西条駅前 | フジグラン | 西条駅前 | フジグラン | 西条駅前 | 伊予西条 |
| 7:01 | 7:11 | △ | 7:13 | 7:17 | 7:20 | 今治~新居浜 | |
| | 西条止 | ○ | 7:20 | 7:37 | 7:30 | 西之川線(左回り) | |
| | | × | 7:45 | - | 7:50 | 西条~新居浜 | |
| | | × | 7:45 | 7:55 | 8:06 | 加茂線(右回り) | |
| | | × | 7:46 | 7:50 | 7:53 | 今治~新居浜 | |
| | | × | 7:50 | 8:00 | 8:11 | 西之川線(右回り) | |
| | | × | 8:07 | - | 8:18 | 西条~新居浜 | |
| | | ○ | 8:18 | 8:22 | 8:25 | 今治~新居浜 | |
| | | ○ | 8:42 | - | 8:53 | 西条~新居浜 | |
| | | ○ | 8:45 | - | 8:51 | 今治~新居浜 | |
| | | ○ | 9:12 | - | 9:23 | 西条~新居浜 | |
| | | ○ | 9:18 | 9:22 | 9:25 | 今治~新居浜 | |
| | | × | 9:43 | - | 9:49 | 今治~新居浜 | |
| | | × | 10:00 | 10:17 | 10:10 | 西之川線(左回り) | |
| | | × | 10:05 | - | 10:10 | 松山~新居浜 | |
| | | × | 10:06 | 10:16 | 10:27 | 西之川線(右回り) | |
| | | × | 10:09 | - | 10:20 | 西条~新居浜 | |
| | | ○ | 10:23 | 10:27 | 10:30 | 今治~新居浜 | |
| | | × | 10:44 | - | 10:50 | 今治~新居浜 | |
| | | × | 11:05 | - | 11:10 | 松山~新居浜 | |
| | | × | 11:09 | - | 11:20 | 西条~新居浜 | |
| | | × | 11:23 | 11:27 | 11:30 | 今治~新居浜 | |
| | | ○ | 12:05 | - | 12:10 | 松山~新居浜 | |
| | | ○ | 12:09 | - | 12:20 | 西条~新居浜 | |
| | | × | 12:23 | 12:27 | 12:30 | 今治~新居浜 | |
| | | × | 12:44 | - | 12:50 | 今治~新居浜 | |
| | | ○ | 12:56 | 13:06 | 13:17 | 西之川線(右回り) | |
| | | ○ | 13:05 | - | 13:10 | 松山~新居浜 | |
| | | ○ | 13:09 | - | 13:20 | 西条~新居浜 | |
| | | ○ | 13:10 | 13:27 | 13:20 | 西之川線(左回り) | |
| | | × | 13:23 | 13:27 | 13:30 | 今治~新居浜 | |
| | | × | 13:52 | 14:02 | 14:13 | 加茂線(右回り) | |
| | | ○ | 14:05 | - | 14:10 | 松山~新居浜 | |
| | | ○ | 14:09 | - | 14:20 | 西条~新居浜 | |
| | | × | 14:23 | 14:27 | 14:30 | 今治~新居浜 | |
| | | × | 14:44 | 14:50 | - | 今治~新居浜 | |
| | | ○ | 15:05 | - | 15:10 | 松山~新居浜 | |
| | | ○ | 15:09 | - | 15:20 | 西条~新居浜 | |
| | | × | 15:23 | 15:27 | 15:30 | 今治~新居浜 | |
| | | × | 15:44 | - | 15:50 | 今治~新居浜 | |
| | | ○ | 15:56 | 16:13 | 16:06 | 西之川線(左回り) | |
| | | ○ | 16:05 | - | 16:10 | 松山~新居浜 | |
| | | ○ | 16:09 | - | 16:20 | 西条~新居浜 | |
| | | ○ | 16:11 | 16:21 | 16:32 | 西之川線(右回り) | |
| | | × | 16:23 | 16:27 | 16:30 | 今治~新居浜 | |
| | | × | 16:54 | - | 17:05 | 西条~新居浜 | |
| | | ○ | 17:05 | - | 17:10 | 松山~新居浜 | |
| | | ○ | 17:23 | 17:27 | 17:30 | 今治~新居浜 | |
| | | × | 17:34 | - | 17:45 | 西条~新居浜 | |
| | | ○ | 18:04 | - | 18:15 | 西条~新居浜 | |
| | | ○ | 18:05 | - | 18:10 | 松山~新居浜 | |
| | | ○ | 18:17 | 18:27 | 18:38 | 西之川線(右回り) | |
| | | ○ | 18:28 | 18:32 | 18:35 | 今治~新居浜 | |
| | | ○ | 19:01 | - | 19:12 | 西条~新居浜 | |
| | | ○ | 19:05 | - | 19:10 | 松山~新居浜 | |
| | | × | 19:27 | 19:31 | 19:34 | 今治~新居浜 | |
| | | × | 19:37 | - | 19:47 | 西条~新居浜 | |
| | | ○ | 20:05 | - | 20:10 | 松山~新居浜 | |
| | | × | 20:21 | - | 21:10 | 今治~新居浜 | |

| 頁 | 項目 | 修正理由 | 現行 (西条市地域公共交通網形成計画) | 変更案 (西条市地域公共交通計画) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------|----------------------------|-----------|--|--|-------|---------|-------------|----------------|--|--|--|-------|----|---------|-----|-------|----|---------|-----|------|------|---|-----------------------|------|------|---|-----------|--|--|---|--------------------------|--|--|---|-----------|--|--|---|-----------------------|--|--|---|-----------|--|--|---|-------------------------|--|--|---|-----------|--|--|---|-----------------------|--|--|---|-----------|--|--|---|--------------------------|--|--|---|-----------|------|------|---|-----------------------|------|------|---|-----------|--|--|---|-----------------------|--|--|---|-----------|--|--|---|-----------------------|--|--|---|-----------|--|--|---|-----------------------|--|--|---|-----------|--|--|---|-----------------------|--|--|---|-----------|--|--|---|-----------------------|--|--|---|-----------|--|--|---|-------------------------|--|--|---|-----------|--|--|---|-------------------------|--|--|---|------------|--|--|---|-----------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|-----------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|------|-------|---|--------------------------|-------|-------|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|----------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|-----------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|-----------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|----------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|-----------------------------|--|--|---|-------------|--|--|---|----------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|-----------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|----------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|-----------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|--|--|---|--------------------------|--|--|---|-------------|---|----------------|--|--|--|----------------|--|--|--|-------|----|---------|-----|-------|----|---------|-----|------|------|---|-----------------------|------|------|---|-----------|--|--|---|-----------------------|--|--|---|-----------|--|--|---|--------------------------|--|--|---|-----------|--|--|---|-----------------------|--|--|---|-----------|--|--|---|-----------------------|--|--|---|-----------|--|--|---|-------------------------|--|--|---|-----------|--|--|---|-----------------------|--|--|---|-----------|--|--|---|--------------------------|--|--|---|-----------|------|------|---|-----------------------|------|------|---|-----------|--|--|---|-----------------------|--|--|---|-----------|--|--|---|-----------------------|--|--|---|-----------|--|--|---|-----------------------|--|--|---|-----------|--|--|---|-----------------------|--|--|---|-----------|--|--|---|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| P 20 | (3) JR 予讃線とバスの接続 ①伊予西条駅 | 時点変更による訂正 | ◆表 8 伊予西条駅での JR 予讃線・普通 (上り/今治⇒新居浜) と市内バス路線との接続 | ◆表 8 伊予西条駅での JR 予讃線・普通 (上り/今治⇒新居浜) と市内バス路線との接続 (令和4年10月現在) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | <p style="text-align: center;">JR予讃線/上り(今治駅⇒伊予西条駅⇒新居浜駅)</p> <table border="1"> <thead> <tr> <th colspan="4">JR予讃線⇒西条市内路線バス</th> <th colspan="4">西条市内路線バス⇒JR予讃線</th> </tr> <tr> <th>JR予讃線</th> <th>接続</th> <th>瀬戸内運輸バス</th> <th>路線名</th> <th>JR予讃線</th> <th>接続</th> <th>瀬戸内運輸バス</th> <th>路線名</th> </tr> </thead> <tbody> <tr> <td>6:01</td> <td>6:40</td> <td>×</td> <td>7:13 7:17 7:20 今治～新居浜</td> <td>6:47</td> <td>6:58</td> <td>×</td> <td>6:48 6:58</td> </tr> <tr> <td></td> <td></td> <td>×</td> <td>7:20 7:37 7:30 西之川線(左回り)</td> <td></td> <td></td> <td>×</td> <td>7:20 7:32</td> </tr> <tr> <td></td> <td></td> <td>×</td> <td>7:45 7:56 7:56 西条～新居浜</td> <td></td> <td></td> <td>×</td> <td>7:45 7:56</td> </tr> <tr> <td></td> <td></td> <td>×</td> <td>7:45 7:55 8:06 加茂線(右回り)</td> <td></td> <td></td> <td>×</td> <td>7:45 7:55</td> </tr> <tr> <td></td> <td></td> <td>×</td> <td>7:46 7:50 7:53 今治～新居浜</td> <td></td> <td></td> <td>×</td> <td>7:46 7:50</td> </tr> <tr> <td></td> <td></td> <td>×</td> <td>7:50 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西条～新居浜 | | | △ | 15:09 15:20 | | | ○ | 15:23 15:27 15:30 今治～新居浜 | | | ○ | 15:23 15:27 | | | × | 15:44 15:50 15:50 今治～新居浜 | | | × | 15:44 15:50 | | | × | 15:56 16:13 16:06 西之川線(左回り) | | | × | 15:56 16:13 | | | × | 16:00 16:17 16:10 加茂線(右回り) | | | × | 16:00 16:17 | | | × | 16:05 16:10 16:10 松山～新居浜 | | | × | 16:05 16:10 | | | × | 16:09 16:20 16:20 西条～新居浜 | | | × | 16:09 16:20 | | | × | 16:11 16:21 16:32 西之川線(右回り) | | | × | 16:11 16:21 | | | ○ | 16:23 16:27 16:30 今治～新居浜 | | | ○ | 16:23 16:27 | | | × | 16:54 17:05 17:05 西条～新居浜 | | | × | 16:54 17:05 | | | × | 17:05 17:10 17:10 松山～新居浜 | | | × | 17:05 17:10 | | | ○ | 17:23 17:27 17:30 今治～新居浜 | | | ○ | 17:23 17:27 | | | ○ | 17:34 17:45 17:45 西条～新居浜 | | | ○ | 17:34 17:45 | | | × | 17:42 17:52 18:03 加茂線(右回り) | | | × | 17:42 17:52 | | | × | 18:05 18:10 18:10 松山～新居浜 | | | × | 18:05 18:10 | | | × | 18:09 18:20 18:20 西条～新居浜 | | | × | 18:09 18:20 | | | × | 18:17 18:27 18:38 西之川線(右回り) | | | × | 18:17 18:27 | | | × | 18:28 18:32 18:35 今治～新居浜 | | | × | 18:28 18:32 | | | ○ | 18:35 18:40 18:40 松山～新居浜 | | | ○ | 18:35 18:40 | | | ○ | 18:56 19:07 19:07 西条～新居浜 | | | ○ | 18:56 19:07 | | | × | 19:05 19:10 19:10 松山～新居浜 | | | × | 19:05 19:10 | | | × | 19:22 19:26 19:29 今治～新居浜 | | | × | 19:22 19:26 | | | × | 19:37 19:47 19:58 西条～新居浜 | | | × | 19:37 19:47 | | | ○ | 20:05 20:10 20:10 松山～新居浜 | | | ○ | 20:05 20:10 | | | × | 21:05 21:10 21:10 今治～新居浜 | | | × | 21:05 21:10 | <p style="text-align: center;">JR予讃線/上り(今治駅⇒伊予西条駅⇒新居浜駅)</p> <table border="1"> <thead> <tr> <th colspan="4">JR予讃線⇒西条市内路線バス</th> <th colspan="4">西条市内路線バス⇒JR予讃線</th> </tr> <tr> <th>JR予讃線</th> <th>接続</th> <th>瀬戸内運輸バス</th> <th>路線名</th> <th>JR予讃線</th> <th>接続</th> <th>瀬戸内運輸バス</th> <th>路線名</th> </tr> </thead> <tbody> <tr> <td>6:00</td> <td>6:39</td> <td>○</td> <td>6:45 6:49 6:52 今治～新居浜</td> <td>6:47</td> <td>6:58</td> <td>×</td> <td>6:48 6:58</td> </tr> <tr> <td></td> <td></td> <td>×</td> <td>7:13 7:17 7:20 今治～新居浜</td> <td></td> <td></td> <td>×</td> <td>7:13 7:20</td> </tr> <tr> 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×:接続時間31分以上</p> | JR予讃線⇒西条市内路線バス | | | | 西条市内路線バス⇒JR予讃線 | | | | JR予讃線 | 接続 | 瀬戸内運輸バス | 路線名 | JR予讃線 | 接続 | 瀬戸内運輸バス | 路線名 | 6:00 | 6:39 | ○ | 6:45 6:49 6:52 今治～新居浜 | 6:47 | 6:58 | × | 6:48 6:58 | | | × | 7:13 7:17 7:20 今治～新居浜 | | | × | 7:13 7:20 | | | × | 7:20 7:37 7:30 西之川線(左回り) | | | × | 7:20 7:32 | | | × | 7:24 7:30 7:30 西条～新居浜 | | | × | 7:24 7:30 | | | × | 7:45 7:56 7:56 西条～新居浜 | | | × | 7:45 7:56 | | | × | 7:45 7:55 8:06 加茂線(右回り) | | | × | 7:45 7:55 | | | × | 7:46 7:50 7:53 今治～新居浜 | | | × | 7:46 7:50 | | | × | 7:50 8:00 8:11 西之川線(右回り) | | | × | 7:50 8:00 | 7:20 | 7:58 | ○ | 8:07 8:19 8:19 西条～新居浜 | 8:01 | 8:11 | ○ | 8:01 8:11 | | | ○ | 8:18 8:22 8:25 今治～新居浜 | | | ○ | 8:18 8:22 | | | ○ | 8:42 8:42 8:53 西条～新居浜 | | | ○ | 8:42 8:53 | | | △ | 8:43 8:49 8:49 今治～新居浜 | | | △ | 8:43 8:49 | | | ○ | 9:12 9:23 9:23 西条～新居浜 | | | ○ | 9:12 9:23 | | | × | 9:18 9:22 9:25 今治～新居浜 | | | × | 9:18 9:22 | | | × | 9:21 9:31 9:42 加茂線(右回り) | | | × | 9:21 9:31 | | | △ | 9:43 10:35 10:35 今治～新居浜 | | | △ | 9:43 10:35 | | | ○ | 10:00 10:17 10:10 西之川線(左回り) | | | ○ | 10:00 10:17 | | | ○ | 10:05 10:10 10:10 松山～新居浜 | | | ○ | 10:05 10:10 | | | ○ | 10:06 10:16 10:27 西之川線(右回り) | | | ○ | 10:06 10:16 | | | × | 10:09 10:20 10:30 今治～新居浜 | | | × | 10:09 10:20 | | | × | 10:23 10:27 10:30 今治～新居浜 | | | × | 10:23 10:27 | | | × | 10:44 10:50 10:50 西条～新居浜 | | | × | 10:44 10:50 | | | × | 11:05 11:10 11:10 松山～新居浜 | | | × | 11:05 11:10 | | | × | 11:09 11:20 11:20 西条～新居浜 | | | × | 11:09 11:20 | | | × | 11:23 11:27 11:30 今治～新居浜 | | | × | 11:23 11:27 | | | ○ | 12:05 12:10 12:10 松山～新居浜 | | | ○ | 12:05 12:10 | | | ○ | 12:09 12:20 12:20 西条～新居浜 | | | ○ | 12:09 12:20 | | | × | 12:23 12:27 12:30 今治～新居浜 | | | × | 12:23 12:27 | | | × | 12:44 12:50 12:50 今治～新居浜 | | | × | 12:44 12:50 | | | × | 12:56 13:06 13:17 西之川線(右回り) | | | × | 12:56 13:06 | | | × | 13:05 13:10 13:10 松山～新居浜 | | | × | 13:05 13:10 | | | × | 13:09 13:20 13:20 西条～新居浜 | | | × | 13:09 13:20 | | | × | 13:10 13:27 13:20 西之川線(左回り) | | | × | 13:10 13:27 | | | × | 13:23 13:27 13:30 今治～新居浜 | | | × | 13:23 13:27 | | | × | 14:05 14:10 14:10 松山～新居浜 | | | × | 14:05 14:10 | | | ○ | 14:09 14:20 14:20 西条～新居浜 | | | ○ | 14:09 14:20 | | | ○ | 14:23 14:27 14:30 今治～新居浜 | | | ○ | 14:23 14:27 | | | × | 14:44 14:50 14:50 今治～新居浜 | | | × | 14:44 14:50 | | | × | 15:05 15:10 15:10 松山～新居浜 | | | × | 15:05 15:10 | | | △ | 15:09 15:20 15:20 西条～新居浜 | | | △ | 15:09 15:20 | | | ○ | 15:23 15:27 15:30 今治～新居浜 | | | ○ | 15:23 15:27 | | | × | 15:44 15:50 15:50 今治～新居浜 | | | × | 15:44 15:50 | | | × | 15:56 16:13 16:06 西之川線(左回り) | | | × | 15:56 16:13 | | | × | 16:00 16:17 16:10 加茂線(右回り) | | | × | 16:00 16:17 | | | × | 16:05 16:10 16:10 松山～新居浜 | | | × | 16:05 16:10 | | | × | 16:09 16:20 16:20 西条～新居浜 | | | × | 16:09 16:20 | | | × | 16:11 16:21 16:32 西之川線(右回り) | | | × | 16:11 16:21 | | | ○ | 16:23 16:27 16:30 今治～新居浜 | | | ○ | 16:23 16:27 | | | × | 16:54 17:05 17:05 西条～新居浜 | | | × | 16:54 17:05 | | | × | 17:05 17:10 17:10 松山～新居浜 | | | × | 17:05 17:10 | | | ○ | 17:23 17:27 17:30 今治～新居浜 | | | ○ | 17:23 17:27 | | | ○ | 17:34 17:45 17:45 西条～新居浜 | | | ○ | 17:34 17:45 | | | × | 17:42 17:52 18:03 加茂線(右回り) | | | × | 17:42 17:52 | | | × | 18:05 18:10 18:10 松山～新居浜 | | | × | 18:05 18:10 | | | × | 18:09 18:20 18:20 西条～新居浜 | | | × | 18:09 18:20 | | | × | 18:17 18:27 18:38 西之川線(右回り) | | | × | 18:17 18:27 | | | × | 18:28 18:32 18:35 今治～新居浜 | | | × | 18:28 18:32 | | | ○ | 18:35 18:40 18:40 松山～新居浜 | | | ○ | 18:35 18:40 | | | ○ | 18:56 19:07 19:07 西条～新居浜 | | | ○ | 18:56 19:07 | | | × | 19:05 19:10 19:10 松山～新居浜 | | | × | 19:05 19:10 | | | × | 19:22 19:26 19:29 今治～新居浜 | | | × | 19:22 19:26 | | | × | 19:37 19:47 19:58 西条～新居浜 | | | × | 19:37 19:47 | | | ○ | 20:05 20:10 20:10 松山～新居浜 | | | ○ | 20:05 20:10 | | | × | 21:05 21:10 21:10 今治～新居浜 | | | × | 21:05 21:10 |
| JR予讃線⇒西条市内路線バス | | | | 西条市内路線バス⇒JR予讃線 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| JR予讃線 | 接続 | 瀬戸内運輸バス | 路線名 | JR予讃線 | 接続 | 瀬戸内運輸バス | 路線名 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6:01 | 6:40 | × | 7:13 7:17 7:20 今治～新居浜 | 6:47 | 6:58 | × | 6:48 6:58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | × | 7:20 7:37 7:30 西之川線(左回り) | | | × | 7:20 7:32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | × | 7:45 7:56 7:56 西条～新居浜 | | | × | 7:45 7:56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | × | 18:17 18:27 18:38 西之川線(右回り) | | | × | 18:17 18:27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | × | 19:22 19:26 19:29 今治～新居浜 | | | × | 19:22 19:26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | ○ | 20:05 20:10 20:10 松山～新居浜 | | | ○ | 20:05 20:10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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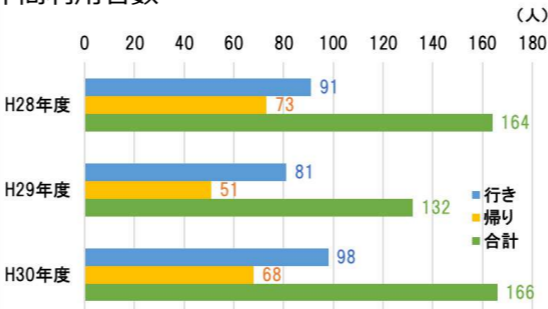
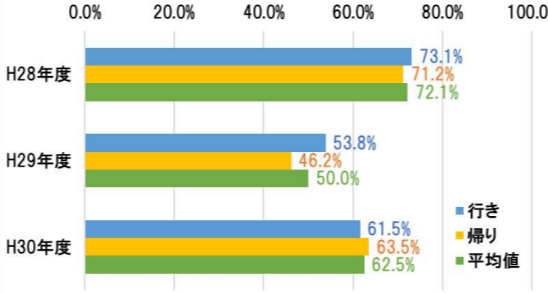
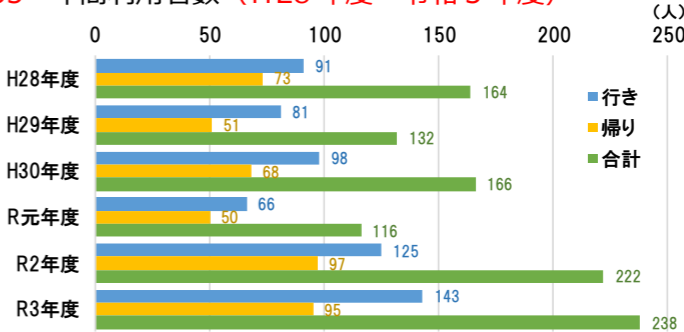
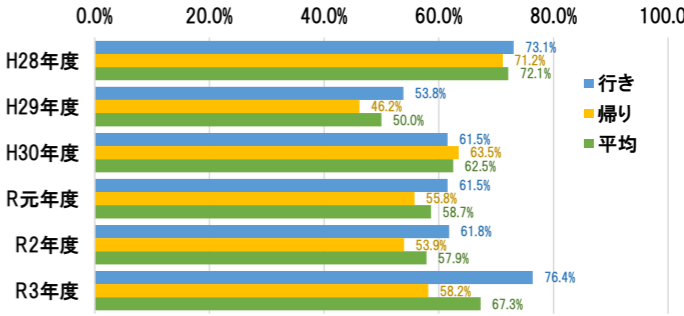
| 頁 | 項目 | 修正理由 | 現行 (西条市地域公共交通網形成計画) | 変更案 (西条市地域公共交通計画) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|----------------------------|-----------|--|----------------------|----------------------|----------|----------|----------------|----------------------|--|--|--|--|---------|----------------|----------|----------|---------------------|---------------------|----------|----------|----------------|---------|----------------|------|------|---|--|--|--|--|------|---------------|---------------|------|------|---|------|------|--|--|------|---------------|---------------|------|------|---|------|------|--|--|------|---------------|--------------|------|------|---|--|--|--|--|------|--------------|--------------|-------|------|---|-------|-------|--|--|-------|--------------|--------------|-------|------|---|--|--|--|--|-------|--------------|--------------|-------|------|---|--|--|--|--|-------|--------------|--------------|-------|------|---|-------|-------|--|--|-------|--------------|--------------|-------|------|---|--|--|--|--|-------|--------------|--------------|-------|------|---|-------|-------|--|--|-------|--------------|--------------|-------|---|---|---|---|--|--|-------|--------------|--------------|-------|---|---|---|---|--|--|-------|--------------|--------------|-------|---|---|---|---|--|--|-------|--------------|--|----------------------|---|---|---|---|----------------------|--|-------|--------------|--|----------------------|----------------|----------|----------|---------------------|----------------------|----------|----------|----------------|---------|----------------|----------------|----------|----------|---------------------|---------------------|----------|----------|----------------|---------------|---------------|------|------|---|--|--|--|--|------|---------------|---------------|------|------|---|------|------|--|--|------|---------------|-------------|------|------|---|--|--|--|--|------|-------------|--------------|-------|------|---|-------|-------|--|--|-------|--------------|--------------|-------|------|---|-------|-------|--|--|-------|--------------|--------------|-------|------|---|--|--|--|--|-------|--------------|--------------|-------|------|---|-------|-------|--|--|-------|--------------|--------------|-------|------|---|-------|-------|--|--|-------|--------------|--------------|-------|------|---|-------|-------|--|--|-------|--------------|--------------|-------|------|---|-------|-------|--|--|-------|--------------|--------------|-------|---|---|---|---|--|--|-------|--------------|--------------|-------|---|---|---|---|--|--|-------|--------------|--------------|-------|---|---|---|---|--|--|-------|--------------|--------------|-------|---|---|---|---|--|--|-------|--------------|
| P 21 | (3) JR 予讃線とバスの接続 ①伊予西条駅 | 時点変更による訂正 | <p>◆表 9 伊予西条駅での JR 予讃線・特急(下り/岡山・高松⇒松山)と西之川線の接続</p> <p style="text-align: center;">JR予讃線下り/岡山駅・高松駅⇒伊予西条駅⇒松山駅</p> <table border="1"> <thead> <tr> <th colspan="5">JR予讃線⇒西条市内路線バス(西之川線)</th> <th colspan="5">西条市内路線バス(西之川線)⇒JR予讃線</th> </tr> <tr> <th>特急名・始発駅</th> <th>JR予讃線 伊予西条着</th> <th>待合 時間</th> <th>接続 状況</th> <th>瀬戸内運輸バス 西条駅前 西之川</th> <th>瀬戸内運輸バス 西之川 西条駅前</th> <th>接続 状況</th> <th>待合 時間</th> <th>JR予讃線 伊予西条発</th> <th>特急名・始発駅</th> </tr> </thead> <tbody> <tr><td>モニクEXP松山(新原浜発)</td><td>6:03</td><td>1:44</td><td>X</td><td></td><td></td><td></td><td></td><td>6:06</td><td>モニクEXP松山(松山行)</td></tr> <tr><td>いしづち101号(高松発)</td><td>6:43</td><td>1:04</td><td>X</td><td></td><td></td><td></td><td></td><td>6:44</td><td>いしづち101号(松山行)</td></tr> <tr><td>いしづち103号(高松発)</td><td>7:32</td><td>0:15</td><td>O</td><td>7:47</td><td>8:43</td><td></td><td></td><td>7:33</td><td>いしづち103号(松山行)</td></tr> <tr><td>しおかぜ1号(岡山発)</td><td>9:08</td><td>1:19</td><td>X</td><td></td><td></td><td></td><td></td><td>9:09</td><td>しおかぜ1号(松山行)</td></tr> <tr><td>しおかぜ3号(岡山発)</td><td>10:18</td><td>0:09</td><td>O</td><td>10:27</td><td>11:23</td><td></td><td></td><td>10:19</td><td>しおかぜ3号(松山行)</td></tr> <tr><td>しおかぜ5号(岡山発)</td><td>11:10</td><td>2:27</td><td>X</td><td></td><td></td><td></td><td></td><td>11:11</td><td>しおかぜ5号(松山行)</td></tr> <tr><td>しおかぜ7号(岡山発)</td><td>12:16</td><td>1:21</td><td>X</td><td></td><td></td><td></td><td></td><td>12:17</td><td>しおかぜ7号(松山行)</td></tr> <tr><td>しおかぜ9号(岡山発)</td><td>13:17</td><td>0:20</td><td>O</td><td>13:37</td><td>14:33</td><td></td><td></td><td>13:18</td><td>しおかぜ9号(松山行)</td></tr> <tr><td>しおかぜ11号(岡山発)</td><td>14:17</td><td>1:39</td><td>X</td><td></td><td></td><td></td><td></td><td>14:17</td><td>しおかぜ11号(松山行)</td></tr> <tr><td>しおかぜ13号(岡山発)</td><td>15:18</td><td>0:38</td><td>X</td><td>15:56</td><td>17:19</td><td></td><td></td><td>15:19</td><td>しおかぜ13号(松山行)</td></tr> <tr><td>しおかぜ15号(岡山発)</td><td>16:18</td><td>-</td><td>-</td><td>-</td><td>-</td><td></td><td></td><td>16:19</td><td>しおかぜ15号(松山行)</td></tr> <tr><td>しおかぜ17号(岡山発)</td><td>17:20</td><td>-</td><td>-</td><td>-</td><td>-</td><td></td><td></td><td>17:21</td><td>しおかぜ17号(松山行)</td></tr> <tr><td>しおかぜ19号(岡山発)</td><td>18:20</td><td>-</td><td>-</td><td>-</td><td>-</td><td></td><td></td><td>18:21</td><td>しおかぜ19号(松山行)</td></tr> </tbody> </table> <p>○:接続時間30分以内 △:接続時間3分未満 ×:接続時間31分以上</p> | JR予讃線⇒西条市内路線バス(西之川線) | | | | | 西条市内路線バス(西之川線)⇒JR予讃線 | | | | | 特急名・始発駅 | JR予讃線 伊予西条着 | 待合 時間 | 接続 状況 | 瀬戸内運輸バス 西条駅前 西之川 | 瀬戸内運輸バス 西之川 西条駅前 | 接続 状況 | 待合 時間 | JR予讃線 伊予西条発 | 特急名・始発駅 | モニクEXP松山(新原浜発) | 6:03 | 1:44 | X | | | | | 6:06 | モニクEXP松山(松山行) | いしづち101号(高松発) | 6:43 | 1:04 | X | | | | | 6:44 | いしづち101号(松山行) | いしづち103号(高松発) | 7:32 | 0:15 | O | 7:47 | 8:43 | | | 7:33 | いしづち103号(松山行) | しおかぜ1号(岡山発) | 9:08 | 1:19 | X | | | | | 9:09 | しおかぜ1号(松山行) | しおかぜ3号(岡山発) | 10:18 | 0:09 | O | 10:27 | 11:23 | | | 10:19 | しおかぜ3号(松山行) | しおかぜ5号(岡山発) | 11:10 | 2:27 | X | | | | | 11:11 | しおかぜ5号(松山行) | しおかぜ7号(岡山発) | 12:16 | 1:21 | X | | | | | 12:17 | しおかぜ7号(松山行) | しおかぜ9号(岡山発) | 13:17 | 0:20 | O | 13:37 | 14:33 | | | 13:18 | しおかぜ9号(松山行) | しおかぜ11号(岡山発) | 14:17 | 1:39 | X | | | | | 14:17 | しおかぜ11号(松山行) | しおかぜ13号(岡山発) | 15:18 | 0:38 | X | 15:56 | 17:19 | | | 15:19 | しおかぜ13号(松山行) | しおかぜ15号(岡山発) | 16:18 | - 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| いしづち101号(高松発) | 6:43 | 1:04 | X | | | | | 6:44 | いしづち101号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| いしづち103号(高松発) | 7:32 | 0:15 | O | 7:47 | 8:43 | | | 7:33 | いしづち103号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ1号(岡山発) | 9:08 | 1:19 | X | | | | | 9:09 | しおかぜ1号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ3号(岡山発) | 10:18 | 0:09 | O | 10:27 | 11:23 | | | 10:19 | しおかぜ3号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ5号(岡山発) | 11:10 | 2:27 | X | | | | | 11:11 | しおかぜ5号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ7号(岡山発) | 12:16 | 1:21 | X | | | | | 12:17 | しおかぜ7号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ9号(岡山発) | 13:17 | 0:20 | O | 13:37 | 14:33 | | | 13:18 | しおかぜ9号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ11号(岡山発) | 14:17 | 1:39 | X | | | | | 14:17 | しおかぜ11号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ13号(岡山発) | 15:18 | 0:38 | X | 15:56 | 17:19 | | | 15:19 | しおかぜ13号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ15号(岡山発) | 16:18 | - | - | - | - | | | 16:19 | しおかぜ15号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ17号(岡山発) | 17:20 | - | - | - | - | | | 17:21 | しおかぜ17号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ19号(岡山発) | 18:20 | - | - | - | - | | | 18:21 | しおかぜ19号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| JR予讃線⇒西条市内路線バス(西之川線) | | | | | 西条市内路線バス(西之川線)⇒JR予讃線 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 特急名・始発駅 | JR予讃線 伊予西条着 | 待合 時間 | 接続 状況 | 瀬戸内運輸バス 西条駅前 西之川 | 瀬戸内運輸バス 西之川 西条駅前 | 接続 状況 | 待合 時間 | JR予讃線 伊予西条発 | 特急名・始発駅 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| モニクEXP松山(新原浜発) | 6:02 | 1:45 | X | | | | | 6:06 | モニクEXP松山(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| いしづち101号(高松発) | 6:42 | 1:05 | X | | | | | 6:44 | いしづち101号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| いしづち103号(高松発) | 7:32 | 0:15 | O | 7:47 | 8:43 | | | 7:33 | いしづち103号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ1号(岡山発) | 9:08 | 1:19 | X | | | | | 9:09 | しおかぜ1号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ3号(岡山発) | 10:18 | 0:09 | O | 10:27 | 11:23 | | | 10:19 | しおかぜ3号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ5号(岡山発) | 11:10 | 2:27 | X | | | | | 11:11 | しおかぜ5号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ7号(岡山発) | 12:16 | 1:21 | X | | | | | 12:17 | しおかぜ7号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ9号(岡山発) | 13:17 | 0:20 | O | 13:37 | 14:33 | | | 13:18 | しおかぜ9号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ11号(岡山発) | 14:17 | 2:06 | X | | | | | 14:17 | しおかぜ11号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ13号(岡山発) | 15:18 | 1:05 | X | 16:23 | 17:19 | | | 15:19 | しおかぜ13号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ15号(岡山発) | 16:18 | - | - | - | - | | | 16:19 | しおかぜ15号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ17号(岡山発) | 17:20 | - | - | - | - | | | 17:21 | しおかぜ17号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ19号(岡山発) | 18:20 | - | - | - | - | | | 18:21 | しおかぜ19号(松山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 時点変更による訂正 | <p>◆表 10 伊予西条駅での JR 予讃線・特急(上り/松山⇒高松・岡山)と西之川線の接続</p> <p style="text-align: center;">JR予讃線/上り(松山駅⇒伊予西条駅⇒岡山駅)</p> <table border="1"> <thead> <tr> <th colspan="5">JR予讃線⇒西条市内路線バス(西之川線)</th> <th colspan="5">西条市内路線バス(西之川線)⇒JR予讃線</th> </tr> <tr> <th>特急名・始発駅</th> <th>JR予讃線 伊予西条着</th> <th>待合 時間</th> <th>接続 状況</th> <th>瀬戸内運輸バス 西条駅前 西之川</th> <th>瀬戸内運輸バス 西之川 西条駅前</th> <th>接続 状況</th> <th>待合 時間</th> <th>JR予讃線 伊予西条発</th> <th>特急名・始発駅</th> </tr> </thead> <tbody> <tr><td>しおかぜ4号(松山発)</td><td>6:03</td><td>1:44</td><td>X</td><td></td><td></td><td></td><td></td><td>6:03</td><td>しおかぜ4号(岡山行)</td></tr> <tr><td>しおかぜ6号(松山発)</td><td>7:11</td><td>0:36</td><td>X</td><td>7:47</td><td>8:43</td><td></td><td></td><td>7:12</td><td>しおかぜ6号(岡山行)</td></tr> <tr><td>しおかぜ8号(松山発)</td><td>8:17</td><td>2:10</td><td>X</td><td></td><td></td><td></td><td></td><td>8:18</td><td>しおかぜ8号(岡山行)</td></tr> <tr><td>しおかぜ10号(松山発)</td><td>9:08</td><td>1:19</td><td>X</td><td></td><td></td><td></td><td></td><td>9:09</td><td>しおかぜ10号(岡山行)</td></tr> <tr><td>しおかぜ12号(松山発)</td><td>10:18</td><td>0:09</td><td>O</td><td>10:27</td><td>11:23</td><td></td><td></td><td>10:19</td><td>しおかぜ12号(岡山行)</td></tr> <tr><td>しおかぜ14号(松山発)</td><td>11:22</td><td>2:15</td><td>X</td><td></td><td></td><td></td><td></td><td>11:23</td><td>しおかぜ14号(岡山行)</td></tr> <tr><td>しおかぜ16号(松山発)</td><td>12:25</td><td>1:12</td><td>X</td><td></td><td></td><td></td><td></td><td>12:25</td><td>しおかぜ16号(岡山行)</td></tr> <tr><td>しおかぜ18号(松山発)</td><td>13:24</td><td>0:13</td><td>O</td><td>13:37</td><td>14:33</td><td></td><td></td><td>13:25</td><td>しおかぜ18号(岡山行)</td></tr> <tr><td>しおかぜ20号(松山発)</td><td>14:26</td><td>1:30</td><td>X</td><td></td><td></td><td></td><td></td><td>14:26</td><td>しおかぜ20号(岡山行)</td></tr> <tr><td>しおかぜ22号(松山発)</td><td>15:26</td><td>0:30</td><td>O</td><td>15:56</td><td>17:19</td><td></td><td></td><td>15:26</td><td>しおかぜ22号(岡山行)</td></tr> <tr><td>しおかぜ24号(松山発)</td><td>16:27</td><td>-</td><td>-</td><td>-</td><td>-</td><td></td><td></td><td>16:27</td><td>しおかぜ24号(岡山行)</td></tr> <tr><td>しおかぜ26号(松山発)</td><td>17:28</td><td>-</td><td>-</td><td>-</td><td>-</td><td></td><td></td><td>17:28</td><td>しおかぜ26号(岡山行)</td></tr> <tr><td>しおかぜ28号(松山発)</td><td>18:33</td><td>-</td><td>-</td><td>-</td><td>-</td><td></td><td></td><td>18:34</td><td>しおかぜ28号(岡山行)</td></tr> <tr><td>しおかぜ30号(松山発)</td><td>19:41</td><td>-</td><td>-</td><td>-</td><td>-</td><td></td><td></td><td>19:41</td><td>しおかぜ30号(岡山行)</td></tr> </tbody> </table> <p>○:接続時間30分以内 △:接続時間3分未満 ×:接続時間31分以上</p> | JR予讃線⇒西条市内路線バス(西之川線) | | | | | 西条市内路線バス(西之川線)⇒JR予讃線 | | | | | 特急名・始発駅 | JR予讃線 伊予西条着 | 待合 時間 | 接続 状況 | 瀬戸内運輸バス 西条駅前 西之川 | 瀬戸内運輸バス 西之川 西条駅前 | 接続 状況 | 待合 時間 | JR予讃線 伊予西条発 | 特急名・始発駅 | しおかぜ4号(松山発) | 6:03 | 1:44 | X | | | | | 6:03 | しおかぜ4号(岡山行) | しおかぜ6号(松山発) | 7:11 | 0:36 | X | 7:47 | 8:43 | | | 7:12 | しおかぜ6号(岡山行) | しおかぜ8号(松山発) | 8:17 | 2:10 | X | | | | | 8:18 | しおかぜ8号(岡山行) | しおかぜ10号(松山発) | 9:08 | 1:19 | X | | | | | 9:09 | しおかぜ10号(岡山行) | しおかぜ12号(松山発) | 10:18 | 0:09 | O | 10:27 | 11:23 | | | 10:19 | しおかぜ12号(岡山行) | しおかぜ14号(松山発) | 11:22 | 2:15 | X | | | | | 11:23 | しおかぜ14号(岡山行) | しおかぜ16号(松山発) | 12:25 | 1:12 | X | | | | | 12:25 | しおかぜ16号(岡山行) | しおかぜ18号(松山発) | 13:24 | 0:13 | O | 13:37 | 14:33 | | | 13:25 | しおかぜ18号(岡山行) | しおかぜ20号(松山発) | 14:26 | 1:30 | X | | | | | 14:26 | しおかぜ20号(岡山行) | しおかぜ22号(松山発) | 15:26 | 0:30 | O | 15:56 | 17:19 | | | 15:26 | しおかぜ22号(岡山行) | しおかぜ24号(松山発) | 16:27 | - 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| JR予讃線⇒西条市内路線バス(西之川線) | | | | | 西条市内路線バス(西之川線)⇒JR予讃線 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 特急名・始発駅 | JR予讃線 伊予西条着 | 待合 時間 | 接続 状況 | 瀬戸内運輸バス 西条駅前 西之川 | 瀬戸内運輸バス 西之川 西条駅前 | 接続 状況 | 待合 時間 | JR予讃線 伊予西条発 | 特急名・始発駅 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ4号(松山発) | 6:03 | 1:44 | X | | | | | 6:03 | しおかぜ4号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| しおかぜ8号(松山発) | 8:17 | 2:10 | X | | | | | 8:18 | しおかぜ8号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ10号(松山発) | 9:08 | 1:19 | X | | | | | 9:09 | しおかぜ10号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ12号(松山発) | 10:18 | 0:09 | O | 10:27 | 11:23 | | | 10:19 | しおかぜ12号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ14号(松山発) | 11:22 | 2:15 | X | | | | | 11:23 | しおかぜ14号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ16号(松山発) | 12:25 | 1:12 | X | | | | | 12:25 | しおかぜ16号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ18号(松山発) | 13:24 | 0:13 | O | 13:37 | 14:33 | | | 13:25 | しおかぜ18号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ20号(松山発) | 14:26 | 1:30 | X | | | | | 14:26 | しおかぜ20号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ22号(松山発) | 15:26 | 0:30 | O | 15:56 | 17:19 | | | 15:26 | しおかぜ22号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ24号(松山発) | 16:27 | - | - | - | - | | | 16:27 | しおかぜ24号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ26号(松山発) | 17:28 | - | - | - | - | | | 17:28 | しおかぜ26号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ28号(松山発) | 18:33 | - | - | - | - | | | 18:34 | しおかぜ28号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ30号(松山発) | 19:41 | - | - | - | - | | | 19:41 | しおかぜ30号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| JR予讃線⇒西条市内路線バス(西之川線) | | | | | 西条市内路線バス(西之川線)⇒JR予讃線 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 特急名・始発駅 | JR予讃線 伊予西条着 | 待合 時間 | 接続 状況 | 瀬戸内運輸バス 西条駅前 西之川 | 瀬戸内運輸バス 西之川 西条駅前 | 接続 状況 | 待合 時間 | JR予讃線 伊予西条発 | 特急名・始発駅 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ4号(松山発) | 6:03 | 1:44 | X | | | | | 6:03 | しおかぜ4号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ6号(松山発) | 7:11 | 0:36 | X | 7:47 | 8:43 | | | 7:12 | しおかぜ6号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ8号(松山発) | 8:17 | 2:10 | X | | | | | 8:18 | しおかぜ8号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ10号(松山発) | 9:08 | 1:19 | X | | | | | 9:09 | しおかぜ10号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ12号(松山発) | 10:18 | 0:09 | O | 10:27 | 11:23 | | | 10:19 | しおかぜ12号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ14号(松山発) | 11:23 | 2:14 | X | | | | | 11:24 | しおかぜ14号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ16号(松山発) | 12:25 | 1:12 | X | | | | | 12:26 | しおかぜ16号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ18号(松山発) | 13:24 | 0:13 | O | 13:37 | 14:33 | | | 13:25 | しおかぜ18号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ20号(松山発) | 14:26 | 1:57 | X | | | | | 14:26 | しおかぜ20号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ22号(松山発) | 15:26 | 0:57 | O | 16:23 | 17:19 | | | 15:26 | しおかぜ22号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ24号(松山発) | 16:27 | - | - | - | - | | | 16:28 | しおかぜ24号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ26号(松山発) | 17:28 | - | - | - | - | | | 17:28 | しおかぜ26号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ28号(松山発) | 18:33 | - | - | - | - | | | 18:34 | しおかぜ28号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| しおかぜ30号(松山発) | 19:43 | - | - | - | - | | | 19:43 | しおかぜ30号(岡山行) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行 (西条市地域公共交通網形成計画) | 変更案 (西条市地域公共交通計画) |
|------|---------------------------|-----------|--|--|
| P 22 | (3) JR 予讃線とバスの接続 ②壬生川駅 | 時点変更による訂正 | ◆表 11 JR 壬生川駅での JR 予讃線とバスの接続 JR予讃線/下り(伊予西条駅⇒壬生川駅⇒今治駅) JR予讃線⇒西条市内路線バス 西条市内路線バス⇒JR予讃線 | ◆表 11 JR 壬生川駅での JR 予讃線とバスの接続 (令和4年10月現在) JR予讃線/下り(伊予西条駅⇒壬生川駅⇒今治駅) JR予讃線⇒西条市内路線バス 西条市内路線バス⇒JR予讃線 |
| | | 時点変更による訂正 | ◆表 12 JR 壬生川駅での JR 予讃線とバスの接続 JR予讃線/上り(今治駅⇒壬生川駅⇒伊予西条駅) JR予讃線⇒西条市内路線バス 西条市内路線バス⇒JR予讃線 | ◆表 12 JR 壬生川駅での JR 予讃線とバスの接続 (令和4年10月現在) JR予讃線/上り(今治駅⇒壬生川駅⇒伊予西条駅) JR予讃線⇒西条市内路線バス 西条市内路線バス⇒JR予讃線 |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） |
|------|-------------------------------|-----------|--|---|
| P 23 | 3-3-2 路線別利用状況 (1) 瀬戸内運輸(株) | 時点変更による訂正 | <p>瀬戸内運輸(株)が運行するバス路線はほぼ横ばいで推移しているが、今治～新居浜線が微減傾向で推移している。</p> <p>◆図 28 瀬戸内運輸路線年間輸送人員の推移</p> | <p>瀬戸内運輸(株)が運行するバス路線はほぼ横ばいで推移しているが、今治～新居浜線が微減傾向で推移している。令和 2 年度以降はコロナ禍の影響等で大幅に輸送人員が減少している。</p> <p>◆図 29 瀬戸内運輸路線年間輸送人員の推移</p> |
| | (2) せとうち周桑バス(株) | 時点変更による訂正 | <p>せとうち周桑バス(株)が運行する路線は平成 28 年度に路線再編をしたため単純に比較できないが、平成 30 年度では壬生川線の輸送人員が最も多く、三芳線の利用が最も少ない。</p> <p>◆図 29 せとうち周桑バス年間輸送人員の推移</p> | <p>せとうち周桑バス(株)が運行する路線は平成 28 年度に路線再編をしたため単純に比較できないが、令和 3 年度では壬生川線の輸送人員が最も多く、三芳線の利用が最も少ない。</p> <p>◆図 30 せとうち周桑バス年間輸送人員の推移</p> |


| 頁 | 項目 | 修正理由 | 現行 (西条市地域公共交通網形成計画) | 変更案 (西条市地域公共交通計画) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------|-----------------|-----------|---|-------------------|----|--------|----------|------|----|-----|-----|-----|-----|-----|-----|------|-----|------|-----|----|------|-----|------|-----|------|-----|-----|-----|-----|-----|------|----|------|-----|------|-----|------|-----|----|-----|-----|-----|-----|------|-----|------|-----|-----|----|-----|-----|------|-----|----|-----|-----|------|-----|-----|----|-----|-----|------|-----|----|------|-----|------|-----|------|----|-----|-----|-----|-----|------|-----|------|-----|------|-----|----|------|-----|------|-----|-----|-----|-----|-----|------|-----|--|----|----|--------|----------|------|----|-----|-----|-----|-----|-----|-----|------|-----|------|-----|----|------|-----|------|-----|------|-----|-----|-----|-----|-----|------|----|-----|-----|------|-----|------|-----|----|-----|-----|-----|-----|------|-----|------|-----|-----|----|-----|-----|------|-----|----|-----|-----|------|-----|-----|----|-----|-----|------|-----|----|------|-----|------|-----|------|----|-----|-----|------|-----|------|-----|------|-----|------|-----|----|------|-----|-----|-----|-----|-----|------|-----|------|-----|
| P 24 | (2) せとうち周桑バス(株) | 時点変更による訂正 | <p>◆図 30 せとうち周桑バスの利用状況 (令和元年2月~7月の実績値)</p> <p>Figure 30 Data Summary (Approximate values):</p> <table border="1"> <thead> <tr> <th>路線</th> <th>方向</th> <th>平日 (人)</th> <th>土日祝日 (人)</th> </tr> </thead> <tbody> <tr> <td rowspan="10">壬生川線</td> <td rowspan="5">下り</td> <td>734</td> <td>1.3</td> </tr> <tr> <td>841</td> <td>1.1</td> </tr> <tr> <td>940</td> <td>2.4</td> </tr> <tr> <td>1102</td> <td>3.2</td> </tr> <tr> <td>1220</td> <td>3.1</td> </tr> <tr> <td rowspan="5">上り</td> <td>1522</td> <td>2.4</td> </tr> <tr> <td>1605</td> <td>2.2</td> </tr> <tr> <td>1808</td> <td>0.9</td> </tr> <tr> <td>653</td> <td>3.0</td> </tr> <tr> <td>845</td> <td>5.4</td> </tr> <tr> <td rowspan="10">保井野線</td> <td rowspan="3">下り</td> <td>1130</td> <td>3.6</td> </tr> <tr> <td>1315</td> <td>2.6</td> </tr> <tr> <td>1710</td> <td>1.5</td> </tr> <tr> <td rowspan="4">上り</td> <td>719</td> <td>3.6</td> </tr> <tr> <td>915</td> <td>3.0</td> </tr> <tr> <td>1250</td> <td>2.1</td> </tr> <tr> <td>1435</td> <td>0.8</td> </tr> <tr> <td rowspan="4">関屋線</td> <td rowspan="2">下り</td> <td>711</td> <td>1.1</td> </tr> <tr> <td>1020</td> <td>3.6</td> </tr> <tr> <td rowspan="2">上り</td> <td>816</td> <td>4.8</td> </tr> <tr> <td>1115</td> <td>2.3</td> </tr> <tr> <td rowspan="4">三芳線</td> <td rowspan="2">下り</td> <td>852</td> <td>1.5</td> </tr> <tr> <td>1155</td> <td>1.9</td> </tr> <tr> <td rowspan="2">上り</td> <td>1010</td> <td>2.5</td> </tr> <tr> <td>1307</td> <td>0.9</td> </tr> <tr> <td rowspan="10">湯谷口線</td> <td rowspan="5">下り</td> <td>655</td> <td>0.1</td> </tr> <tr> <td>805</td> <td>1.2</td> </tr> <tr> <td>1007</td> <td>2.4</td> </tr> <tr> <td>1103</td> <td>1.0</td> </tr> <tr> <td>1203</td> <td>2.9</td> </tr> <tr> <td rowspan="5">上り</td> <td>1507</td> <td>1.4</td> </tr> <tr> <td>1707</td> <td>0.3</td> </tr> <tr> <td>736</td> <td>0.3</td> </tr> <tr> <td>840</td> <td>1.3</td> </tr> <tr> <td>1035</td> <td>2.9</td> </tr> </tbody> </table> <p>※2019年2月~7月の平日・土日祝日1日当り平均値 ※湯谷口線のみ2019年6~7月の平日1日当り平均値</p> | 路線 | 方向 | 平日 (人) | 土日祝日 (人) | 壬生川線 | 下り | 734 | 1.3 | 841 | 1.1 | 940 | 2.4 | 1102 | 3.2 | 1220 | 3.1 | 上り | 1522 | 2.4 | 1605 | 2.2 | 1808 | 0.9 | 653 | 3.0 | 845 | 5.4 | 保井野線 | 下り | 1130 | 3.6 | 1315 | 2.6 | 1710 | 1.5 | 上り | 719 | 3.6 | 915 | 3.0 | 1250 | 2.1 | 1435 | 0.8 | 関屋線 | 下り | 711 | 1.1 | 1020 | 3.6 | 上り | 816 | 4.8 | 1115 | 2.3 | 三芳線 | 下り | 852 | 1.5 | 1155 | 1.9 | 上り | 1010 | 2.5 | 1307 | 0.9 | 湯谷口線 | 下り | 655 | 0.1 | 805 | 1.2 | 1007 | 2.4 | 1103 | 1.0 | 1203 | 2.9 | 上り | 1507 | 1.4 | 1707 | 0.3 | 736 | 0.3 | 840 | 1.3 | 1035 | 2.9 | <p>◆図 31 せとうち周桑バスの利用状況 (平成 31 年 2 月~令和 4 年 6 月の実績値)</p> <p>Figure 31 Data Summary (Approximate values):</p> <table border="1"> <thead> <tr> <th>路線</th> <th>方向</th> <th>平日 (人)</th> <th>土日祝日 (人)</th> </tr> </thead> <tbody> <tr> <td rowspan="10">壬生川線</td> <td rowspan="5">下り</td> <td>737</td> <td>0.9</td> </tr> <tr> <td>841</td> <td>0.9</td> </tr> <tr> <td>940</td> <td>1.8</td> </tr> <tr> <td>1105</td> <td>3.2</td> </tr> <tr> <td>1220</td> <td>1.7</td> </tr> <tr> <td rowspan="5">上り</td> <td>1527</td> <td>1.9</td> </tr> <tr> <td>1629</td> <td>1.5</td> </tr> <tr> <td>1808</td> <td>0.9</td> </tr> <tr> <td>653</td> <td>1.9</td> </tr> <tr> <td>823</td> <td>4.1</td> </tr> <tr> <td rowspan="10">保井野線</td> <td rowspan="3">下り</td> <td>800</td> <td>0.6</td> </tr> <tr> <td>1130</td> <td>3.2</td> </tr> <tr> <td>1317</td> <td>2.1</td> </tr> <tr> <td rowspan="4">上り</td> <td>719</td> <td>2.6</td> </tr> <tr> <td>918</td> <td>3.1</td> </tr> <tr> <td>1250</td> <td>1.5</td> </tr> <tr> <td>1453</td> <td>0.9</td> </tr> <tr> <td rowspan="4">関屋線</td> <td rowspan="2">下り</td> <td>711</td> <td>1.8</td> </tr> <tr> <td>1020</td> <td>2.9</td> </tr> <tr> <td rowspan="2">上り</td> <td>813</td> <td>3.7</td> </tr> <tr> <td>1115</td> <td>1.7</td> </tr> <tr> <td rowspan="4">三芳線</td> <td rowspan="2">下り</td> <td>852</td> <td>1.4</td> </tr> <tr> <td>1155</td> <td>2.2</td> </tr> <tr> <td rowspan="2">上り</td> <td>1010</td> <td>2.6</td> </tr> <tr> <td>1312</td> <td>0.8</td> </tr> <tr> <td rowspan="10">湯谷口線</td> <td rowspan="5">下り</td> <td>805</td> <td>1.4</td> </tr> <tr> <td>1007</td> <td>1.2</td> </tr> <tr> <td>1103</td> <td>1.0</td> </tr> <tr> <td>1203</td> <td>3.5</td> </tr> <tr> <td>1507</td> <td>1.2</td> </tr> <tr> <td rowspan="5">上り</td> <td>1707</td> <td>0.5</td> </tr> <tr> <td>736</td> <td>1.2</td> </tr> <tr> <td>835</td> <td>1.2</td> </tr> <tr> <td>1035</td> <td>4.0</td> </tr> <tr> <td>1135</td> <td>1.0</td> </tr> </tbody> </table> <p>※2019年2月~2022年6月の平日1日当り平均値 ※湯谷口線のみ2019年6月~2022年6月の平日1日当り平均値</p> | 路線 | 方向 | 平日 (人) | 土日祝日 (人) | 壬生川線 | 下り | 737 | 0.9 | 841 | 0.9 | 940 | 1.8 | 1105 | 3.2 | 1220 | 1.7 | 上り | 1527 | 1.9 | 1629 | 1.5 | 1808 | 0.9 | 653 | 1.9 | 823 | 4.1 | 保井野線 | 下り | 800 | 0.6 | 1130 | 3.2 | 1317 | 2.1 | 上り | 719 | 2.6 | 918 | 3.1 | 1250 | 1.5 | 1453 | 0.9 | 関屋線 | 下り | 711 | 1.8 | 1020 | 2.9 | 上り | 813 | 3.7 | 1115 | 1.7 | 三芳線 | 下り | 852 | 1.4 | 1155 | 2.2 | 上り | 1010 | 2.6 | 1312 | 0.8 | 湯谷口線 | 下り | 805 | 1.4 | 1007 | 1.2 | 1103 | 1.0 | 1203 | 3.5 | 1507 | 1.2 | 上り | 1707 | 0.5 | 736 | 1.2 | 835 | 1.2 | 1035 | 4.0 | 1135 | 1.0 |
| 路線 | 方向 | 平日 (人) | 土日祝日 (人) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 壬生川線 | 下り | 734 | 1.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 841 | 1.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 940 | 2.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1102 | 3.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1220 | 3.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 上り | 1522 | 2.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1605 | 2.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1808 | 0.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 653 | 3.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 845 | 5.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 保井野線 | 下り | 1130 | 3.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1315 | 2.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1710 | 1.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 上り | 719 | 3.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 915 | 3.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1250 | 2.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1435 | 0.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 関屋線 | 下り | 711 | 1.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 1020 | 3.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 上り | 816 | 4.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1115 | | | 2.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 三芳線 | 下り | 852 | 1.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1155 | 1.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 上り | 1010 | 2.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1307 | 0.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 湯谷口線 | 下り | 655 | 0.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 805 | 1.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1007 | 2.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1103 | 1.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1203 | 2.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 上り | 1507 | 1.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | 736 | 0.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 路線 | 方向 | 平日 (人) | 土日祝日 (人) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 壬生川線 | 下り | 737 | 0.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 保井野線 | 下り | 800 | 0.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | 1250 | 1.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | 関屋線 | 下り | 711 | 1.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | 上り | 813 | 3.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1115 | | | 1.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 三芳線 | 下り | 852 | 1.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 湯谷口線 | 下り | 805 | 1.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | 上り | 1707 | 0.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 736 | 1.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | 1035 | 4.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1135 | 1.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

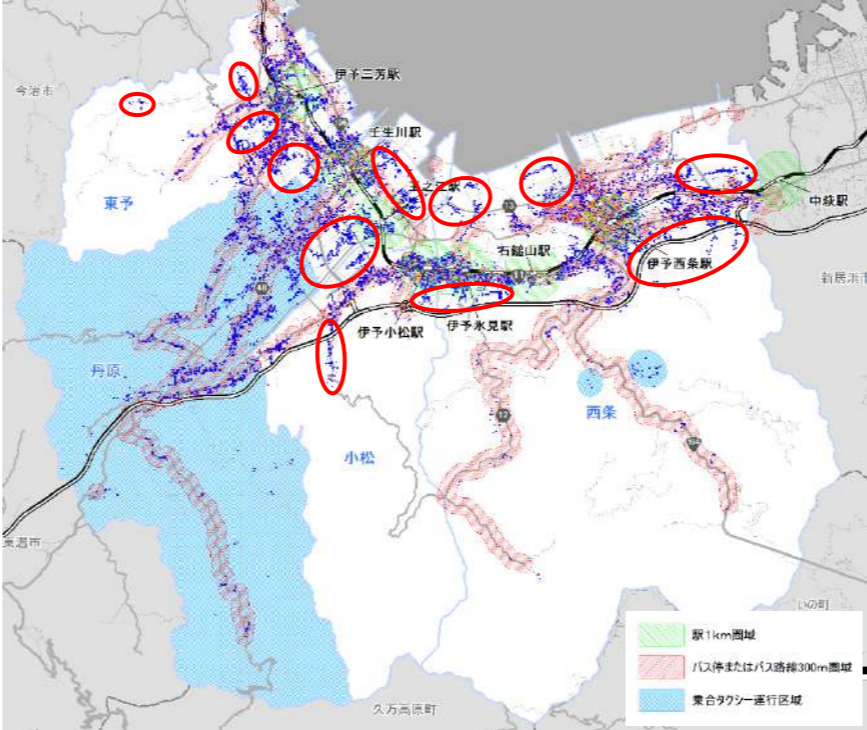
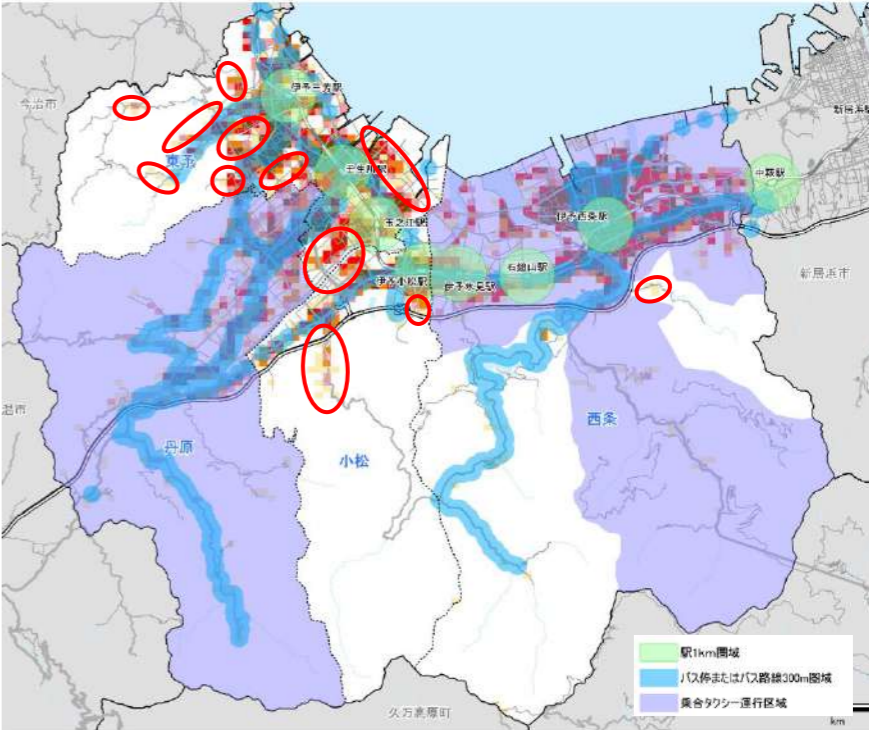
| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|--------------------|--|--|------------------|------------------|---|--------------------|--------------------|-----------------|-----------------|-----------------|--------------------|---|---|--|--|------|------|--------|------------------------|---|--|---|--|---------|----------|---|------|------|------|---------|-------|---------|---|------|------|------|---------|-------|---------|
| P 25 | 3-3-3 ダイヤの重複の状況 | 時点変更による訂正 | <p>◆図 32 東予総合支所～周桑営業所間のダイヤ重複（せとうち周桑バス）</p> | <p>◆図 33 東予総合支所～周桑営業所間のダイヤ重複（せとうち周桑バス）</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P 26 | 3-4 デマンド型乗合タクシー（よりそいタクシー） 3-4-1 加茂地区 (1) 運行の概要 | 時点変更による訂正 | <p>加茂地区のデマンド型乗合タクシーは藤之石・千町が月3回火曜日に運行し、荒川は月1回火曜日に運行している。 ダイヤ、利用料金等は以下のとおりである。</p> <p>◆図 33 加茂地区デマンド型乗合タクシーの概要</p> <table border="1"> <tr> <td rowspan="2"> 月3回運行 藤之石 千町 </td> <td>藤之石集会所 → 済生会西条病院</td> <td>行き 藤之石集会所 8:30 発</td> </tr> <tr> <td>済生会西条病院 → 藤之石集会所</td> <td>帰り 済生会西条病院 14:30 発</td> </tr> <tr> <td rowspan="2"> 月1回運行 荒川 </td> <td>大平集会所 → 済生会西条病院</td> <td>行き 大平集会所 8:30 発</td> </tr> <tr> <td>済生会西条病院 → 大平集会所</td> <td>帰り 済生会西条病院 14:30 発</td> </tr> <tr> <td> 運行日 毎週 火曜日 <small>（藤之石・千町：月3回 荒川：月1回）</small> <small>※詳しい運行日は「運行カレンダー」をご覧ください。（12/29から1/3までは全便運休）</small> </td> <td colspan="2"> 利用料金(片道) 大人 500円 小人 250円 <small>（中学生以上） （小学生以下）</small> <small>※未就学児は大人(保護者)1名につき1名無料</small> </td> </tr> </table> <p>【乗降ポイント】※市街地ではこの乗降ポイントのみで乗降可能としている。 JR 伊予西条駅/村上記念病院/西条郵便局/西条市役所/フジグラン/西条中央病院/済生会西条病院/水都市（平成29年度から追加）</p> <p>【運行委託・予約先】新居地区旅客自動車協同組合 ◆受付時間：行きの便は前日16時まで、帰りの便は当日13時30分まで</p> | 月3回運行 藤之石 千町 | 藤之石集会所 → 済生会西条病院 | 行き 藤之石集会所 8:30 発 | 済生会西条病院 → 藤之石集会所 | 帰り 済生会西条病院 14:30 発 | 月1回運行 荒川 | 大平集会所 → 済生会西条病院 | 行き 大平集会所 8:30 発 | 済生会西条病院 → 大平集会所 | 帰り 済生会西条病院 14:30 発 | 運行日 毎週 火曜日 <small>（藤之石・千町：月3回 荒川：月1回）</small> <small>※詳しい運行日は「運行カレンダー」をご覧ください。（12/29から1/3までは全便運休）</small> | 利用料金(片道) 大人 500円 小人 250円 <small>（中学生以上） （小学生以下）</small> <small>※未就学児は大人(保護者)1名につき1名無料</small> | | <p>加茂地区のデマンド型乗合タクシーは毎週火曜日に運行し、荒川地区は2か月に1回火曜日に運行している。 ダイヤ、利用料金等は以下のとおりである。</p> <p>◆図 34 加茂地区デマンド型乗合タクシーの概要</p> <table border="1"> <tr> <th>運行曜日</th> <th>利用料金</th> </tr> <tr> <td>毎週 火曜日</td> <td>大人 500円/回 小人 250円/回</td> </tr> <tr> <td colspan="2"> <small>※ 祝日及び年末年始（12月29日から1月3日まで）は運行しません。 ※ 荒川地区は、2か月に1回運行します。（運行カレンダー参照）</small> </td> </tr> <tr> <td colspan="2"> <small>※ 大人：中学生以上、小人：小学生以下 ※ 未就学児は、保護者1名につき1名まで無料</small> </td> </tr> <tr> <th>加茂地区方面行</th> <th>西条市街地方面行</th> </tr> <tr> <td> <table border="1"> <tr> <th>出発時刻</th> <th>予約締切</th> </tr> <tr> <td>7:30</td> <td>前日16:00</td> </tr> <tr> <td>14:30</td> <td>当日13:30</td> </tr> </table> </td> <td> <table border="1"> <tr> <th>出発時刻</th> <th>予約締切</th> </tr> <tr> <td>8:30</td> <td>前日16:00</td> </tr> <tr> <td>15:30</td> <td>当日13:30</td> </tr> </table> </td> </tr> </table> <p>【乗降ポイント】※市街地ではこの乗降ポイントのみで乗降可能としている。 JR 伊予西条駅/村上記念病院/西条郵便局/西条市役所/フジグラン/西条中央病院/済生会西条病院/ときめき水都市/マックスパリュ西条神拝店/常心バス停/小川バス停/ファミリーマート西条加茂川店/加茂公民館・加茂郵便局</p> <p>【運行委託・予約先】新居地区旅客自動車協同組合 ◆受付時間：平日 8:30～16:30</p> | 運行曜日 | 利用料金 | 毎週 火曜日 | 大人 500円/回 小人 250円/回 | <small>※ 祝日及び年末年始（12月29日から1月3日まで）は運行しません。 ※ 荒川地区は、2か月に1回運行します。（運行カレンダー参照）</small> | | <small>※ 大人：中学生以上、小人：小学生以下 ※ 未就学児は、保護者1名につき1名まで無料</small> | | 加茂地区方面行 | 西条市街地方面行 | <table border="1"> <tr> <th>出発時刻</th> <th>予約締切</th> </tr> <tr> <td>7:30</td> <td>前日16:00</td> </tr> <tr> <td>14:30</td> <td>当日13:30</td> </tr> </table> | 出発時刻 | 予約締切 | 7:30 | 前日16:00 | 14:30 | 当日13:30 | <table border="1"> <tr> <th>出発時刻</th> <th>予約締切</th> </tr> <tr> <td>8:30</td> <td>前日16:00</td> </tr> <tr> <td>15:30</td> <td>当日13:30</td> </tr> </table> | 出発時刻 | 予約締切 | 8:30 | 前日16:00 | 15:30 | 当日13:30 |
| 月3回運行 藤之石 千町 | 藤之石集会所 → 済生会西条病院 | 行き 藤之石集会所 8:30 発 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 済生会西条病院 → 藤之石集会所 | 帰り 済生会西条病院 14:30 発 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 月1回運行 荒川 | 大平集会所 → 済生会西条病院 | 行き 大平集会所 8:30 発 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 済生会西条病院 → 大平集会所 | 帰り 済生会西条病院 14:30 発 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 運行日 毎週 火曜日 <small>（藤之石・千町：月3回 荒川：月1回）</small> <small>※詳しい運行日は「運行カレンダー」をご覧ください。（12/29から1/3までは全便運休）</small> | 利用料金(片道) 大人 500円 小人 250円 <small>（中学生以上） （小学生以下）</small> <small>※未就学児は大人(保護者)1名につき1名無料</small> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 運行曜日 | 利用料金 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 毎週 火曜日 | 大人 500円/回 小人 250円/回 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <small>※ 祝日及び年末年始（12月29日から1月3日まで）は運行しません。 ※ 荒川地区は、2か月に1回運行します。（運行カレンダー参照）</small> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <small>※ 大人：中学生以上、小人：小学生以下 ※ 未就学児は、保護者1名につき1名まで無料</small> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 加茂地区方面行 | 西条市街地方面行 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 出発時刻 | 予約締切 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:30 | 前日16:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14:30 | 当日13:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 出発時刻 | 予約締切 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8:30 | 前日16:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15:30 | 当日13:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| P 26 | (2) 利用状況 | 時点変更による訂正 | <p>登録者は藤之石・千町で平成 30 年度は 30 名の登録があったが、荒川では登録者がいなかった。</p> <p>利用者数は行きの方が帰りよりも多いが、平成 30 年度の稼働率は帰りが行きを上回っており、1 便あたりの平均利用者数は 2～3 人で、複数が乗りあって利用していることがわかる。</p> <p>乗降ポイントの特徴として、行きは西条郵便局、西条市役所、フジグラン、西条中央病院等での降車が多く、帰りはフジグラン、西条郵便局での乗車が多くなっている。</p> <p>運行経費から運賃収入を引いた欠損額を利用者数で除した 1 人当りの助成額は 2,700 円から 3,000 円程度で推移している。</p> | <p>令和 2 年 9 月末の瀬戸内運輸(株)「加茂線」廃止に伴い、加茂地区全域がデマンド型乗合タクシー（よりそいタクシー）の運行区域となり便数も増えたため、令和 2 年度以降利用者が増加した。登録者数は令和 4 年 3 月末で 55 人となっている。</p> <p>利用者数は行きの方が帰りよりも多く、1 便あたりの平均利用者数は 1.5～2.9 人の間で推移しており、概ね複数が乗りあって利用していることがわかる。</p> <p>乗降ポイントの特徴として、行きは西条郵便局、フジグラン西条、西条市役所、マックスバリュ、西条中央病院等での降車が多く、帰りはフジグラン西条での乗車が多くなっている。</p> <p>運行経費から運賃収入を引いた欠損額を利用者数で除した 1 人当りの助成額は、2,700 円～4,500 円の間で推移しており増加傾向にある。</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P 27 | (2) 利用状況 | 時点変更による訂正 | <p>◆図 34 年間利用者数</p>  <p>◆図 35 年平均稼働率</p>  <p>◆表 13 年度別利用実績</p> <table border="1" data-bbox="1098 1627 1914 1795"> <thead> <tr> <th rowspan="2">年度</th> <th colspan="3">H28</th> <th colspan="3">H29</th> <th colspan="3">H30</th> <th rowspan="2">合計(平均)</th> </tr> <tr> <th>行き</th> <th>帰り</th> <th>合計</th> <th>行き</th> <th>帰り</th> <th>合計</th> <th>行き</th> <th>帰り</th> <th>合計</th> </tr> </thead> <tbody> <tr> <td>登録者数</td> <td>藤之石・千町</td> <td>21</td> <td>1</td> <td>22</td> <td>28</td> <td>3</td> <td>31</td> <td>27</td> <td>3</td> <td>30</td> <td>27.7</td> </tr> <tr> <td></td> <td>荒川</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0.0</td> </tr> <tr> <td rowspan="2">稼働率</td> <td>運行回数</td> <td>38</td> <td>37</td> <td>75</td> <td>28</td> <td>24</td> <td>52</td> <td>32</td> <td>33</td> <td>65</td> <td>64.0</td> </tr> <tr> <td>運行予定回数</td> <td>52</td> <td>52</td> <td>104</td> <td>52</td> <td>52</td> <td>104</td> <td>52</td> <td>52</td> <td>104</td> <td>-</td> </tr> <tr> <td></td> <td>稼働率</td> <td>73.1%</td> <td>71.2%</td> <td>72.1%</td> <td>53.8%</td> <td>46.2%</td> <td>50.0%</td> <td>61.5%</td> <td>63.5%</td> <td>62.5%</td> <td>61.5%</td> </tr> <tr> <td></td> <td>1便当たり利用者数</td> <td>2.4</td> <td>2.0</td> <td>2.2</td> <td>2.9</td> <td>2.1</td> <td>2.5</td> <td>3.1</td> <td>2.1</td> <td>2.6</td> <td>2.4</td> </tr> </tbody> </table> | 年度 | H28 | | | H29 | | | H30 | | | 合計(平均) | 行き | 帰り | 合計 | 行き | 帰り | 合計 | 行き | 帰り | 合計 | 登録者数 | 藤之石・千町 | 21 | 1 | 22 | 28 | 3 | 31 | 27 | 3 | 30 | 27.7 | | 荒川 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 稼働率 | 運行回数 | 38 | 37 | 75 | 28 | 24 | 52 | 32 | 33 | 65 | 64.0 | 運行予定回数 | 52 | 52 | 104 | 52 | 52 | 104 | 52 | 52 | 104 | - | | 稼働率 | 73.1% | 71.2% | 72.1% | 53.8% | 46.2% | 50.0% | 61.5% | 63.5% | 62.5% | 61.5% | | 1便当たり利用者数 | 2.4 | 2.0 | 2.2 | 2.9 | 2.1 | 2.5 | 3.1 | 2.1 | 2.6 | 2.4 | <p>◆図 35 年間利用者数（H28 年度～令和 3 年度）</p>  <p>◆図 36 年平均稼働率（H28 年度～令和 3 年度）</p>  <p>◆表 13 年度別利用実績（H28 年度～令和 3 年度）</p> <table border="1" data-bbox="1944 1627 2775 1774"> <thead> <tr> <th rowspan="2">年度</th> <th colspan="3">H28年度</th> <th colspan="3">H29年度</th> <th colspan="3">H30年度</th> <th colspan="3">R元年度</th> <th colspan="3">R2年度</th> <th colspan="3">R3年度</th> </tr> <tr> <th>行き</th> <th>帰り</th> <th>合計</th> <th>行き</th> <th>帰り</th> <th>合計</th> <th>行き</th> <th>帰り</th> <th>合計</th> <th>行き</th> <th>帰り</th> <th>合計</th> <th>行き</th> <th>帰り</th> <th>合計</th> <th>行き</th> <th>帰り</th> <th>合計</th> </tr> </thead> <tbody> <tr> <td>利用者数</td> <td>91</td> <td>73</td> <td>164</td> <td>81</td> <td>51</td> <td>132</td> <td>98</td> <td>68</td> <td>166</td> <td>66</td> <td>50</td> <td>116</td> <td>125</td> <td>97</td> <td>222</td> <td>143</td> <td>95</td> <td>238</td> </tr> <tr> <td rowspan="2">稼働率</td> <td>運行回数</td> <td>38</td> <td>37</td> <td>75</td> <td>28</td> <td>24</td> <td>52</td> <td>32</td> <td>33</td> <td>65</td> <td>32</td> <td>29</td> <td>61</td> <td>55</td> <td>48</td> <td>103</td> <td>84</td> <td>64</td> <td>148</td> </tr> <tr> <td>運行予定回数</td> <td>52</td> <td>52</td> <td>104</td> <td>52</td> <td>52</td> <td>104</td> <td>52</td> <td>52</td> <td>104</td> <td>52</td> <td>52</td> <td>104</td> <td>89</td> <td>89</td> <td>178</td> <td>110</td> <td>110</td> <td>220</td> </tr> <tr> <td></td> <td>稼働率</td> <td>73.1%</td> <td>71.2%</td> <td>72.1%</td> <td>53.8%</td> <td>46.2%</td> <td>50.0%</td> <td>61.5%</td> <td>63.5%</td> <td>62.5%</td> <td>61.5%</td> <td>55.8%</td> <td>58.7%</td> <td>57.9%</td> <td>61.8%</td> <td>53.9%</td> <td>57.9%</td> <td>76.4%</td> <td>58.2%</td> <td>67.3%</td> </tr> <tr> <td></td> <td>1便当たり利用者数</td> <td>2.4</td> <td>2.0</td> <td>2.2</td> <td>2.9</td> <td>2.1</td> <td>2.5</td> <td>3.1</td> <td>2.1</td> <td>2.6</td> <td>2.1</td> <td>1.7</td> <td>1.9</td> <td>2.3</td> <td>2.0</td> <td>2.2</td> <td>1.7</td> <td>1.5</td> <td>1.6</td> </tr> </tbody> </table> | 年度 | H28年度 | | | H29年度 | | | H30年度 | | | R元年度 | | | R2年度 | | | R3年度 | | | 行き | 帰り | 合計 | 行き | 帰り | 合計 | 行き | 帰り | 合計 | 行き | 帰り | 合計 | 行き | 帰り | 合計 | 行き | 帰り | 合計 | 利用者数 | 91 | 73 | 164 | 81 | 51 | 132 | 98 | 68 | 166 | 66 | 50 | 116 | 125 | 97 | 222 | 143 | 95 | 238 | 稼働率 | 運行回数 | 38 | 37 | 75 | 28 | 24 | 52 | 32 | 33 | 65 | 32 | 29 | 61 | 55 | 48 | 103 | 84 | 64 | 148 | 運行予定回数 | 52 | 52 | 104 | 52 | 52 | 104 | 52 | 52 | 104 | 52 | 52 | 104 | 89 | 89 | 178 | 110 | 110 | 220 | | 稼働率 | 73.1% | 71.2% | 72.1% | 53.8% | 46.2% | 50.0% | 61.5% | 63.5% | 62.5% | 61.5% | 55.8% | 58.7% | 57.9% | 61.8% | 53.9% | 57.9% | 76.4% | 58.2% | 67.3% | | 1便当たり利用者数 | 2.4 | 2.0 | 2.2 | 2.9 | 2.1 | 2.5 | 3.1 | 2.1 | 2.6 | 2.1 | 1.7 | 1.9 | 2.3 | 2.0 | 2.2 | 1.7 | 1.5 | 1.6 |
| 年度 | H28 | | | | H29 | | | H30 | | | 合計(平均) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 行き | 帰り | 合計 | 行き | 帰り | 合計 | 行き | 帰り | 合計 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 登録者数 | 藤之石・千町 | 21 | 1 | 22 | 28 | 3 | 31 | 27 | 3 | 30 | 27.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 荒川 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 稼働率 | 運行回数 | 38 | 37 | 75 | 28 | 24 | 52 | 32 | 33 | 65 | 64.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 運行予定回数 | 52 | 52 | 104 | 52 | 52 | 104 | 52 | 52 | 104 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 稼働率 | 73.1% | 71.2% | 72.1% | 53.8% | 46.2% | 50.0% | 61.5% | 63.5% | 62.5% | 61.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1便当たり利用者数 | 2.4 | 2.0 | 2.2 | 2.9 | 2.1 | 2.5 | 3.1 | 2.1 | 2.6 | 2.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 年度 | H28年度 | | | H29年度 | | | H30年度 | | | R元年度 | | | R2年度 | | | R3年度 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 行き | 帰り | 合計 | 行き | 帰り | 合計 | 行き | 帰り | 合計 | 行き | 帰り | 合計 | 行き | 帰り | 合計 | 行き | 帰り | 合計 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 利用者数 | 91 | 73 | 164 | 81 | 51 | 132 | 98 | 68 | 166 | 66 | 50 | 116 | 125 | 97 | 222 | 143 | 95 | 238 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 稼働率 | 運行回数 | 38 | 37 | 75 | 28 | 24 | 52 | 32 | 33 | 65 | 32 | 29 | 61 | 55 | 48 | 103 | 84 | 64 | 148 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 運行予定回数 | 52 | 52 | 104 | 52 | 52 | 104 | 52 | 52 | 104 | 52 | 52 | 104 | 89 | 89 | 178 | 110 | 110 | 220 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 稼働率 | 73.1% | 71.2% | 72.1% | 53.8% | 46.2% | 50.0% | 61.5% | 63.5% | 62.5% | 61.5% | 55.8% | 58.7% | 57.9% | 61.8% | 53.9% | 57.9% | 76.4% | 58.2% | 67.3% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1便当たり利用者数 | 2.4 | 2.0 | 2.2 | 2.9 | 2.1 | 2.5 | 3.1 | 2.1 | 2.6 | 2.1 | 1.7 | 1.9 | 2.3 | 2.0 | 2.2 | 1.7 | 1.5 | 1.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行 (西条市地域公共交通網形成計画) | 変更案 (西条市地域公共交通計画) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|---------------------|--------------|--|---|------------|--------|----------|--------|-----|--------|--------|-------|--------|--------|------|--------|--------|-------|--------|--------|-------|-------|------|------|--------|------|-----|---------|-----|-----|--------|-----|-----|----|-----|--|--|-----|--|--|-----|--|--|-----|--|--|--------|--------|----|--------|--------|----|--------|--------|----|--------|--------|-----|----------|---|---|---|---|---|---|---|---|---|-----|-----|-----|-------|---|---|---|---|---|---|---|---|---|-----|-----|-----|-------|----|----|----|----|---|----|----|---|----|------|------|------|-------|----|---|----|----|---|----|----|---|----|------|-----|-----|-----|---------------|--|--|---|---|---|---|---|---|-----|-----|-----|-------|---|----|----|----|----|----|----|----|----|------|------|------|--------|---|---|----|----|---|----|----|---|----|------|-----|-----|---------|---|---|---|---|---|---|----|---|----|-----|-----|-----|--------|---|---|---|---|---|---|----|----|----|-----|-----|-----|----|----|----|-----|----|----|-----|----|----|-----|------|------|-------|----|------|------|-------------|-----------|-----|---------|--------|---------|-------|-----|---------|--------|---------|-------|-----|---------|--------|---------|-------|--|--------|--------|--------|-------|-----|-----|-------|-----|-----|-------|-----|-----|-------|-----|------|-------|-----|-----|-------|------|-----|-------|-----|-----|-----------|-----|-----|---------|-----|-----|---------|------|------|----------|------|-----|------|------|-----|-------|-----|-----|--------|-----|-----|----|-------|--|--|-------|--|--|-------|--|--|------|--|--|------|--|--|------|--|--|-----|--|--|--------|--------|---|--------|--------|---|--------|--------|---|--------|--------|---|--------|--------|---|--------|--------|---|--------|--------|---|-------|---|---|---|---|---|---|---|---|----|---|---|---|---|---|---|-----|-----|-----|-----|-----|-----|-------|--|--|--|--|--|--|--|--|--|--|--|--|---|---|---|-----|-----|------|-----|-----|------|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-------|----|---|----|----|---|----|----|---|----|---|---|----|--|--|----|------|-----|------|------|-----|------|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-------|----|----|----|----|---|----|----|---|----|----|----|----|---|----|----|------|-----|------|------|-----|------|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-----|-----|-----|-----|-----|-----|---------|--|--|--|--|--|--|--|--|--|--|--|--|---|---|---|-----|-----|-----|-----|-----|-----|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|------|------|------|------|------|------|----------|--|--|--|--|--|--|--|--|--|--|--|--|---|---|---|------|-----|------|------|-----|------|------|---|---|----|----|---|----|----|---|----|----|---|----|---|---|----|------|-----|------|------|-----|------|-------|---|---|---|---|---|---|----|---|----|---|---|---|---|---|---|-----|-----|-----|-----|-----|-----|--------|---|---|---|---|---|---|----|----|----|---|---|---|---|---|----|-----|-----|------|-----|-----|------|----|----|----|-----|----|----|-----|----|----|-----|----|----|-----|-----|----|-----|------|------|-------|------|------|-------|----|--------------|--------------|---------------|----------|------------|-----|---------|--------|---------|-------|-------|-----|---------|--------|---------|-------|-------|-----|---------|--------|---------|-------|-------|----|---------|--------|---------|-------|-------|----|---------|---------|---------|-------|-------|----|-----------|---------|-----------|-------|-------|
| P 27 | (2) 利用状況 | 時点変更による訂正 | <p>◆図 36 乗降ポイント別月平均利用者数 (平成 28～平成 30 年)</p> <table border="1"> <caption>図 36 乗降ポイント別月平均利用者数 (平成 28～平成 30 年)</caption> <thead> <tr> <th>乗降ポイント</th> <th>降車(行き)</th> <th>乗車(帰り)</th> </tr> </thead> <tbody> <tr><td>ファミリーマート</td><td>2.3</td><td>0.0</td></tr> <tr><td>伊予西条駅</td><td>5.3</td><td>1.0</td></tr> <tr><td>西条郵便局</td><td>32.0</td><td>11.3</td></tr> <tr><td>西条市役所</td><td>14.7</td><td>2.7</td></tr> <tr><td>水都市</td><td>0.0</td><td>2.5</td></tr> <tr><td>フジグラン</td><td>12.7</td><td>36.7</td></tr> <tr><td>西条中央病院</td><td>11.3</td><td>2.3</td></tr> <tr><td>済生会西条病院</td><td>6.7</td><td>2.0</td></tr> <tr><td>村上記念病院</td><td>5.0</td><td>6.3</td></tr> </tbody> </table> <p>◆表 14 乗降ポイント別乗降者数</p> <table border="1"> <thead> <tr> <th rowspan="2">年度</th> <th colspan="3">H28</th> <th colspan="3">H29</th> <th colspan="3">H30</th> <th colspan="3">平均値</th> </tr> <tr> <th>降車(行き)</th> <th>乗車(帰り)</th> <th>合計</th> <th>降車(行き)</th> <th>乗車(帰り)</th> <th>合計</th> <th>降車(行き)</th> <th>乗車(帰り)</th> <th>合計</th> <th>降車(行き)</th> <th>乗車(帰り)</th> <th>平均値</th> </tr> </thead> <tbody> <tr><td>ファミリーマート</td><td>1</td><td>0</td><td>1</td><td>4</td><td>0</td><td>4</td><td>2</td><td>0</td><td>2</td><td>2.3</td><td>0.0</td><td>1.2</td></tr> <tr><td>伊予西条駅</td><td>3</td><td>0</td><td>3</td><td>5</td><td>3</td><td>8</td><td>8</td><td>0</td><td>8</td><td>5.3</td><td>1.0</td><td>3.2</td></tr> <tr><td>西条郵便局</td><td>48</td><td>30</td><td>78</td><td>24</td><td>3</td><td>27</td><td>24</td><td>1</td><td>25</td><td>32.0</td><td>11.3</td><td>21.7</td></tr> <tr><td>西条市役所</td><td>19</td><td>2</td><td>21</td><td>15</td><td>4</td><td>19</td><td>10</td><td>2</td><td>12</td><td>14.7</td><td>2.7</td><td>8.7</td></tr> <tr><td>水都市</td><td colspan="3">29年度から乗降場所に追加</td><td>0</td><td>5</td><td>5</td><td>0</td><td>0</td><td>0</td><td>0.0</td><td>2.5</td><td>1.3</td></tr> <tr><td>フジグラン</td><td>7</td><td>39</td><td>46</td><td>12</td><td>34</td><td>46</td><td>19</td><td>37</td><td>56</td><td>12.7</td><td>36.7</td><td>24.7</td></tr> <tr><td>西条中央病院</td><td>9</td><td>1</td><td>10</td><td>14</td><td>2</td><td>16</td><td>11</td><td>4</td><td>15</td><td>11.3</td><td>2.3</td><td>6.8</td></tr> <tr><td>済生会西条病院</td><td>2</td><td>1</td><td>3</td><td>6</td><td>0</td><td>6</td><td>12</td><td>5</td><td>17</td><td>6.7</td><td>2.0</td><td>4.3</td></tr> <tr><td>村上記念病院</td><td>2</td><td>0</td><td>2</td><td>1</td><td>0</td><td>1</td><td>12</td><td>19</td><td>31</td><td>5.0</td><td>6.3</td><td>5.7</td></tr> <tr><td>合計</td><td>91</td><td>73</td><td>164</td><td>81</td><td>51</td><td>132</td><td>98</td><td>68</td><td>166</td><td>90.0</td><td>64.0</td><td>154.0</td></tr> </tbody> </table> <p>◆表 15 収支状況</p> <table border="1"> <thead> <tr> <th>年度</th> <th>運行経費</th> <th>運賃収入</th> <th>タクシー組合への支払額</th> <th>1人あたりの助成額</th> </tr> </thead> <tbody> <tr><td>H28</td><td>585,960</td><td>82,000</td><td>503,960</td><td>3,073</td></tr> <tr><td>H29</td><td>423,060</td><td>66,000</td><td>357,060</td><td>2,705</td></tr> <tr><td>H30</td><td>555,120</td><td>83,000</td><td>472,120</td><td>2,844</td></tr> </tbody> </table> <p>単位: 円</p> | 乗降ポイント | 降車(行き) | 乗車(帰り) | ファミリーマート | 2.3 | 0.0 | 伊予西条駅 | 5.3 | 1.0 | 西条郵便局 | 32.0 | 11.3 | 西条市役所 | 14.7 | 2.7 | 水都市 | 0.0 | 2.5 | フジグラン | 12.7 | 36.7 | 西条中央病院 | 11.3 | 2.3 | 済生会西条病院 | 6.7 | 2.0 | 村上記念病院 | 5.0 | 6.3 | 年度 | H28 | | | H29 | | | H30 | | | 平均値 | | | 降車(行き) | 乗車(帰り) | 合計 | 降車(行き) | 乗車(帰り) | 合計 | 降車(行き) | 乗車(帰り) | 合計 | 降車(行き) | 乗車(帰り) | 平均値 | ファミリーマート | 1 | 0 | 1 | 4 | 0 | 4 | 2 | 0 | 2 | 2.3 | 0.0 | 1.2 | 伊予西条駅 | 3 | 0 | 3 | 5 | 3 | 8 | 8 | 0 | 8 | 5.3 | 1.0 | 3.2 | 西条郵便局 | 48 | 30 | 78 | 24 | 3 | 27 | 24 | 1 | 25 | 32.0 | 11.3 | 21.7 | 西条市役所 | 19 | 2 | 21 | 15 | 4 | 19 | 10 | 2 | 12 | 14.7 | 2.7 | 8.7 | 水都市 | 29年度から乗降場所に追加 | | | 0 | 5 | 5 | 0 | 0 | 0 | 0.0 | 2.5 | 1.3 | フジグラン | 7 | 39 | 46 | 12 | 34 | 46 | 19 | 37 | 56 | 12.7 | 36.7 | 24.7 | 西条中央病院 | 9 | 1 | 10 | 14 | 2 | 16 | 11 | 4 | 15 | 11.3 | 2.3 | 6.8 | 済生会西条病院 | 2 | 1 | 3 | 6 | 0 | 6 | 12 | 5 | 17 | 6.7 | 2.0 | 4.3 | 村上記念病院 | 2 | 0 | 2 | 1 | 0 | 1 | 12 | 19 | 31 | 5.0 | 6.3 | 5.7 | 合計 | 91 | 73 | 164 | 81 | 51 | 132 | 98 | 68 | 166 | 90.0 | 64.0 | 154.0 | 年度 | 運行経費 | 運賃収入 | タクシー組合への支払額 | 1人あたりの助成額 | H28 | 585,960 | 82,000 | 503,960 | 3,073 | H29 | 423,060 | 66,000 | 357,060 | 2,705 | H30 | 555,120 | 83,000 | 472,120 | 2,844 | <p>◆図 37 乗降ポイント別月平均利用者数 (平成 28 年度～令和 3 年度平均値)</p> <table border="1"> <caption>図 37 乗降ポイント別月平均利用者数 (平成 28 年度～令和 3 年度平均値)</caption> <thead> <tr> <th>乗降ポイント</th> <th>降車(行き)</th> <th>乗車(帰り)</th> </tr> </thead> <tbody> <tr><td>伊予西条駅</td><td>0.8</td><td>4.2</td></tr> <tr><td>小川バス停</td><td>0.0</td><td>9.0</td></tr> <tr><td>常心バス停</td><td>0.0</td><td>0.0</td></tr> <tr><td>西条市役所</td><td>1.3</td><td>15.3</td></tr> <tr><td>加茂公民館</td><td>0.0</td><td>0.0</td></tr> <tr><td>西条郵便局</td><td>27.0</td><td>5.8</td></tr> <tr><td>加茂郵便局</td><td>0.0</td><td>0.0</td></tr> <tr><td>ファミマ西条加茂店</td><td>0.0</td><td>2.5</td></tr> <tr><td>ときめき水都市</td><td>0.0</td><td>1.0</td></tr> <tr><td>フジグラン西条</td><td>22.0</td><td>56.3</td></tr> <tr><td>マックスバリュー</td><td>11.5</td><td>0.0</td></tr> <tr><td>中央病院</td><td>11.2</td><td>1.5</td></tr> <tr><td>済生会病院</td><td>5.3</td><td>1.3</td></tr> <tr><td>村上記念病院</td><td>5.0</td><td>3.8</td></tr> </tbody> </table> <p>◆表 14 乗降ポイント別乗降者数 (H28 年度～令和 3 年度)</p> <table border="1"> <thead> <tr> <th rowspan="2">年度</th> <th colspan="3">H28年度</th> <th colspan="3">H29年度</th> <th colspan="3">H30年度</th> <th colspan="3">R元年度</th> <th colspan="3">R2年度</th> <th colspan="3">R3年度</th> <th colspan="3">平均値</th> </tr> <tr> <th>降車(行き)</th> <th>乗車(帰り)</th> <th>計</th> <th>降車(行き)</th> <th>乗車(帰り)</th> <th>計</th> <th>降車(行き)</th> <th>乗車(帰り)</th> <th>計</th> <th>降車(行き)</th> <th>乗車(帰り)</th> <th>計</th> <th>降車(行き)</th> <th>乗車(帰り)</th> <th>計</th> <th>降車(行き)</th> <th>乗車(帰り)</th> <th>計</th> <th>降車(行き)</th> <th>乗車(帰り)</th> <th>計</th> </tr> </thead> <tbody> <tr><td>伊予西条駅</td><td>3</td><td>0</td><td>3</td><td>5</td><td>3</td><td>8</td><td>8</td><td>3</td><td>11</td><td>3</td><td>2</td><td>5</td><td>4</td><td>1</td><td>5</td><td>4.2</td><td>0.8</td><td>5.0</td><td>4.2</td><td>0.8</td><td>5.0</td></tr> <tr><td>小川バス停</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>4</td><td>2</td><td>6</td><td>9.0</td><td>1.5</td><td>10.5</td><td>9.0</td><td>1.5</td><td>10.5</td></tr> <tr><td>常心バス停</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>西条市役所</td><td>19</td><td>2</td><td>21</td><td>15</td><td>4</td><td>19</td><td>10</td><td>2</td><td>12</td><td>8</td><td>8</td><td>21</td><td></td><td></td><td>21</td><td>15.3</td><td>1.3</td><td>16.7</td><td>15.3</td><td>1.3</td><td>16.7</td></tr> <tr><td>加茂公民館</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>西条郵便局</td><td>48</td><td>30</td><td>78</td><td>24</td><td>3</td><td>27</td><td>24</td><td>1</td><td>25</td><td>14</td><td>14</td><td>25</td><td>1</td><td>26</td><td>27</td><td>27.0</td><td>5.8</td><td>32.8</td><td>27.0</td><td>5.8</td><td>32.8</td></tr> <tr><td>加茂郵便局</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>ファミマ西条加茂店</td><td>1</td><td>1</td><td>2</td><td>4</td><td>4</td><td>8</td><td>2</td><td>3</td><td>5</td><td>3</td><td>4</td><td>7</td><td>4</td><td>1</td><td>5</td><td>2.5</td><td>0.0</td><td>2.5</td><td>2.5</td><td>0.0</td><td>2.5</td></tr> <tr><td>ときめき水都市</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>7</td><td>1</td><td>8</td><td>1.0</td><td>1.0</td><td>2.0</td><td>1.0</td><td>1.0</td><td>2.0</td></tr> <tr><td>フジグラン西条</td><td>7</td><td>39</td><td>46</td><td>12</td><td>34</td><td>46</td><td>19</td><td>37</td><td>56</td><td>20</td><td>43</td><td>63</td><td>42</td><td>93</td><td>135</td><td>22.0</td><td>56.3</td><td>78.3</td><td>22.0</td><td>56.3</td><td>78.3</td></tr> <tr><td>マックスバリュー</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>4</td><td>4</td><td>8</td><td>11.5</td><td>0.0</td><td>11.5</td><td>11.5</td><td>0.0</td><td>11.5</td></tr> <tr><td>中央病院</td><td>9</td><td>1</td><td>10</td><td>14</td><td>2</td><td>16</td><td>11</td><td>4</td><td>15</td><td>10</td><td>2</td><td>12</td><td>8</td><td>8</td><td>16</td><td>11.2</td><td>1.5</td><td>12.7</td><td>11.2</td><td>1.5</td><td>12.7</td></tr> <tr><td>済生会病院</td><td>2</td><td>1</td><td>3</td><td>6</td><td>0</td><td>6</td><td>12</td><td>5</td><td>17</td><td>3</td><td>1</td><td>4</td><td>4</td><td>5</td><td>9</td><td>6.7</td><td>2.0</td><td>8.7</td><td>6.7</td><td>2.0</td><td>8.7</td></tr> <tr><td>村上記念病院</td><td>2</td><td>0</td><td>2</td><td>1</td><td>0</td><td>1</td><td>12</td><td>19</td><td>31</td><td>5</td><td>4</td><td>9</td><td>4</td><td>6</td><td>10</td><td>5.0</td><td>6.3</td><td>11.3</td><td>5.0</td><td>6.3</td><td>11.3</td></tr> <tr><td>合計</td><td>91</td><td>73</td><td>164</td><td>81</td><td>51</td><td>132</td><td>98</td><td>68</td><td>166</td><td>66</td><td>50</td><td>116</td><td>125</td><td>97</td><td>222</td><td>90.0</td><td>64.0</td><td>154.0</td><td>90.0</td><td>64.0</td><td>154.0</td></tr> </tbody> </table> <p>◆表 15 収支状況 (H28 年度～令和 3 年度)</p> <table border="1"> <thead> <tr> <th>年度</th> <th>運行費用(A) (千円)</th> <th>運賃収入(B) (千円)</th> <th>支払額(A-B) (千円)</th> <th>収支率(B/A)</th> <th>助成額/人 (千円)</th> </tr> </thead> <tbody> <tr><td>H28</td><td>585,960</td><td>82,000</td><td>503,960</td><td>14.0%</td><td>3,073</td></tr> <tr><td>H29</td><td>423,060</td><td>66,000</td><td>357,060</td><td>15.6%</td><td>2,705</td></tr> <tr><td>H30</td><td>555,120</td><td>83,000</td><td>472,120</td><td>15.0%</td><td>2,844</td></tr> <tr><td>R元</td><td>479,610</td><td>58,000</td><td>421,610</td><td>12.1%</td><td>3,635</td></tr> <tr><td>R2</td><td>900,870</td><td>111,000</td><td>789,870</td><td>12.3%</td><td>3,558</td></tr> <tr><td>R3</td><td>1,178,820</td><td>119,000</td><td>1,059,820</td><td>10.1%</td><td>4,453</td></tr> </tbody> </table> <p>単位: 円</p> | 乗降ポイント | 降車(行き) | 乗車(帰り) | 伊予西条駅 | 0.8 | 4.2 | 小川バス停 | 0.0 | 9.0 | 常心バス停 | 0.0 | 0.0 | 西条市役所 | 1.3 | 15.3 | 加茂公民館 | 0.0 | 0.0 | 西条郵便局 | 27.0 | 5.8 | 加茂郵便局 | 0.0 | 0.0 | ファミマ西条加茂店 | 0.0 | 2.5 | ときめき水都市 | 0.0 | 1.0 | フジグラン西条 | 22.0 | 56.3 | マックスバリュー | 11.5 | 0.0 | 中央病院 | 11.2 | 1.5 | 済生会病院 | 5.3 | 1.3 | 村上記念病院 | 5.0 | 3.8 | 年度 | H28年度 | | | H29年度 | | | H30年度 | | | R元年度 | | | R2年度 | | | R3年度 | | | 平均値 | | | 降車(行き) | 乗車(帰り) | 計 | 降車(行き) | 乗車(帰り) | 計 | 降車(行き) | 乗車(帰り) | 計 | 降車(行き) | 乗車(帰り) | 計 | 降車(行き) | 乗車(帰り) | 計 | 降車(行き) | 乗車(帰り) | 計 | 降車(行き) | 乗車(帰り) | 計 | 伊予西条駅 | 3 | 0 | 3 | 5 | 3 | 8 | 8 | 3 | 11 | 3 | 2 | 5 | 4 | 1 | 5 | 4.2 | 0.8 | 5.0 | 4.2 | 0.8 | 5.0 | 小川バス停 | | | | | | | | | | | | | 4 | 2 | 6 | 9.0 | 1.5 | 10.5 | 9.0 | 1.5 | 10.5 | 常心バス停 | | | | | | | | | | | | | | | | | | | | | | 西条市役所 | 19 | 2 | 21 | 15 | 4 | 19 | 10 | 2 | 12 | 8 | 8 | 21 | | | 21 | 15.3 | 1.3 | 16.7 | 15.3 | 1.3 | 16.7 | 加茂公民館 | | | | | | | | | | | | | | | | | | | | | | 西条郵便局 | 48 | 30 | 78 | 24 | 3 | 27 | 24 | 1 | 25 | 14 | 14 | 25 | 1 | 26 | 27 | 27.0 | 5.8 | 32.8 | 27.0 | 5.8 | 32.8 | 加茂郵便局 | | | | | | | | | | | | | | | | | | | | | | ファミマ西条加茂店 | 1 | 1 | 2 | 4 | 4 | 8 | 2 | 3 | 5 | 3 | 4 | 7 | 4 | 1 | 5 | 2.5 | 0.0 | 2.5 | 2.5 | 0.0 | 2.5 | ときめき水都市 | | | | | | | | | | | | | 7 | 1 | 8 | 1.0 | 1.0 | 2.0 | 1.0 | 1.0 | 2.0 | フジグラン西条 | 7 | 39 | 46 | 12 | 34 | 46 | 19 | 37 | 56 | 20 | 43 | 63 | 42 | 93 | 135 | 22.0 | 56.3 | 78.3 | 22.0 | 56.3 | 78.3 | マックスバリュー | | | | | | | | | | | | | 4 | 4 | 8 | 11.5 | 0.0 | 11.5 | 11.5 | 0.0 | 11.5 | 中央病院 | 9 | 1 | 10 | 14 | 2 | 16 | 11 | 4 | 15 | 10 | 2 | 12 | 8 | 8 | 16 | 11.2 | 1.5 | 12.7 | 11.2 | 1.5 | 12.7 | 済生会病院 | 2 | 1 | 3 | 6 | 0 | 6 | 12 | 5 | 17 | 3 | 1 | 4 | 4 | 5 | 9 | 6.7 | 2.0 | 8.7 | 6.7 | 2.0 | 8.7 | 村上記念病院 | 2 | 0 | 2 | 1 | 0 | 1 | 12 | 19 | 31 | 5 | 4 | 9 | 4 | 6 | 10 | 5.0 | 6.3 | 11.3 | 5.0 | 6.3 | 11.3 | 合計 | 91 | 73 | 164 | 81 | 51 | 132 | 98 | 68 | 166 | 66 | 50 | 116 | 125 | 97 | 222 | 90.0 | 64.0 | 154.0 | 90.0 | 64.0 | 154.0 | 年度 | 運行費用(A) (千円) | 運賃収入(B) (千円) | 支払額(A-B) (千円) | 収支率(B/A) | 助成額/人 (千円) | H28 | 585,960 | 82,000 | 503,960 | 14.0% | 3,073 | H29 | 423,060 | 66,000 | 357,060 | 15.6% | 2,705 | H30 | 555,120 | 83,000 | 472,120 | 15.0% | 2,844 | R元 | 479,610 | 58,000 | 421,610 | 12.1% | 3,635 | R2 | 900,870 | 111,000 | 789,870 | 12.3% | 3,558 | R3 | 1,178,820 | 119,000 | 1,059,820 | 10.1% | 4,453 |
| 乗降ポイント | 降車(行き) | 乗車(帰り) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ファミリーマート | 2.3 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 伊予西条駅 | 5.3 | 1.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条郵便局 | 32.0 | 11.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条市役所 | 14.7 | 2.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| フジグラン | 12.7 | 36.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条中央病院 | 11.3 | 2.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 済生会西条病院 | 6.7 | 2.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 村上記念病院 | 5.0 | 6.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 年度 | H28 | | | H29 | | | H30 | | | 平均値 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 降車(行き) | 乗車(帰り) | 合計 | 降車(行き) | 乗車(帰り) | 合計 | 降車(行き) | 乗車(帰り) | 合計 | 降車(行き) | 乗車(帰り) | 平均値 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ファミリーマート | 1 | 0 | 1 | 4 | 0 | 4 | 2 | 0 | 2 | 2.3 | 0.0 | 1.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 伊予西条駅 | 3 | 0 | 3 | 5 | 3 | 8 | 8 | 0 | 8 | 5.3 | 1.0 | 3.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条郵便局 | 48 | 30 | 78 | 24 | 3 | 27 | 24 | 1 | 25 | 32.0 | 11.3 | 21.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条市役所 | 19 | 2 | 21 | 15 | 4 | 19 | 10 | 2 | 12 | 14.7 | 2.7 | 8.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 水都市 | 29年度から乗降場所に追加 | | | 0 | 5 | 5 | 0 | 0 | 0 | 0.0 | 2.5 | 1.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| フジグラン | 7 | 39 | 46 | 12 | 34 | 46 | 19 | 37 | 56 | 12.7 | 36.7 | 24.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条中央病院 | 9 | 1 | 10 | 14 | 2 | 16 | 11 | 4 | 15 | 11.3 | 2.3 | 6.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 済生会西条病院 | 2 | 1 | 3 | 6 | 0 | 6 | 12 | 5 | 17 | 6.7 | 2.0 | 4.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 村上記念病院 | 2 | 0 | 2 | 1 | 0 | 1 | 12 | 19 | 31 | 5.0 | 6.3 | 5.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合計 | 91 | 73 | 164 | 81 | 51 | 132 | 98 | 68 | 166 | 90.0 | 64.0 | 154.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 年度 | 運行経費 | 運賃収入 | タクシー組合への支払額 | 1人あたりの助成額 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| H30 | 555,120 | 83,000 | 472,120 | 2,844 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 伊予西条駅 | 0.8 | 4.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 小川バス停 | 0.0 | 9.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 常心バス停 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条市役所 | 1.3 | 15.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 加茂公民館 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条郵便局 | 27.0 | 5.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 加茂郵便局 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ファミマ西条加茂店 | 0.0 | 2.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ときめき水都市 | 0.0 | 1.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| フジグラン西条 | 22.0 | 56.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| マックスバリュー | 11.5 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 中央病院 | 11.2 | 1.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 済生会病院 | 5.3 | 1.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 村上記念病院 | 5.0 | 3.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 年度 | H28年度 | | | H29年度 | | | H30年度 | | | R元年度 | | | R2年度 | | | R3年度 | | | 平均値 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 降車(行き) | 乗車(帰り) | 計 | 降車(行き) | 乗車(帰り) | 計 | 降車(行き) | 乗車(帰り) | 計 | 降車(行き) | 乗車(帰り) | 計 | 降車(行き) | 乗車(帰り) | 計 | 降車(行き) | 乗車(帰り) | 計 | 降車(行き) | 乗車(帰り) | 計 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 伊予西条駅 | 3 | 0 | 3 | 5 | 3 | 8 | 8 | 3 | 11 | 3 | 2 | 5 | 4 | 1 | 5 | 4.2 | 0.8 | 5.0 | 4.2 | 0.8 | 5.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 小川バス停 | | | | | | | | | | | | | 4 | 2 | 6 | 9.0 | 1.5 | 10.5 | 9.0 | 1.5 | 10.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 常心バス停 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条市役所 | 19 | 2 | 21 | 15 | 4 | 19 | 10 | 2 | 12 | 8 | 8 | 21 | | | 21 | 15.3 | 1.3 | 16.7 | 15.3 | 1.3 | 16.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 加茂公民館 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条郵便局 | 48 | 30 | 78 | 24 | 3 | 27 | 24 | 1 | 25 | 14 | 14 | 25 | 1 | 26 | 27 | 27.0 | 5.8 | 32.8 | 27.0 | 5.8 | 32.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 加茂郵便局 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ファミマ西条加茂店 | 1 | 1 | 2 | 4 | 4 | 8 | 2 | 3 | 5 | 3 | 4 | 7 | 4 | 1 | 5 | 2.5 | 0.0 | 2.5 | 2.5 | 0.0 | 2.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ときめき水都市 | | | | | | | | | | | | | 7 | 1 | 8 | 1.0 | 1.0 | 2.0 | 1.0 | 1.0 | 2.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| フジグラン西条 | 7 | 39 | 46 | 12 | 34 | 46 | 19 | 37 | 56 | 20 | 43 | 63 | 42 | 93 | 135 | 22.0 | 56.3 | 78.3 | 22.0 | 56.3 | 78.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| マックスバリュー | | | | | | | | | | | | | 4 | 4 | 8 | 11.5 | 0.0 | 11.5 | 11.5 | 0.0 | 11.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 中央病院 | 9 | 1 | 10 | 14 | 2 | 16 | 11 | 4 | 15 | 10 | 2 | 12 | 8 | 8 | 16 | 11.2 | 1.5 | 12.7 | 11.2 | 1.5 | 12.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 済生会病院 | 2 | 1 | 3 | 6 | 0 | 6 | 12 | 5 | 17 | 3 | 1 | 4 | 4 | 5 | 9 | 6.7 | 2.0 | 8.7 | 6.7 | 2.0 | 8.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 村上記念病院 | 2 | 0 | 2 | 1 | 0 | 1 | 12 | 19 | 31 | 5 | 4 | 9 | 4 | 6 | 10 | 5.0 | 6.3 | 11.3 | 5.0 | 6.3 | 11.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合計 | 91 | 73 | 164 | 81 | 51 | 132 | 98 | 68 | 166 | 66 | 50 | 116 | 125 | 97 | 222 | 90.0 | 64.0 | 154.0 | 90.0 | 64.0 | 154.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 年度 | 運行費用(A) (千円) | 運賃収入(B) (千円) | 支払額(A-B) (千円) | 収支率(B/A) | 助成額/人 (千円) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H28 | 585,960 | 82,000 | 503,960 | 14.0% | 3,073 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H29 | 423,060 | 66,000 | 357,060 | 15.6% | 2,705 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H30 | 555,120 | 83,000 | 472,120 | 15.0% | 2,844 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R元 | 479,610 | 58,000 | 421,610 | 12.1% | 3,635 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R2 | 900,870 | 111,000 | 789,870 | 12.3% | 3,558 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R3 | 1,178,820 | 119,000 | 1,059,820 | 10.1% | 4,453 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P 29 | 3-4-2 丹原地域 (2) 利用状況 | 時点変更による訂正 | <p>丹原地域のデマンド型乗合タクシー登録者数は合計 156 人 (令和元年 10 月末日現在) で、そのうち中川地区が 84 人と最も多くなっている。</p> <p>利用は全体的に少なく、本年 2 月から 8 月までの 7 か月合計が 35 人で、1 か月平均 5 人の利用に留まっている。</p> <p>運行経費から運賃収入を引いた欠損額を利用者数で除した 1 人当りの助成額は 800 円から 2,500 円程度で推移している。</p> | <p>丹原地域のデマンド型乗合タクシー登録者数は合計 162 人 (令和 3 年度末日現在) となっている。</p> <p>利用は全体的に少なく令和 3 年度の合計が 119 人で、1 か月平均 2.5 人の利用に留まっている。運行日 1 日平均の利用者数は 1.47 人、1 便平均 1.03 人となっており、乗合いはほとんど発生していない。</p> <p>運行経費から運賃収入を引いた欠損額を利用者数で除した 1 人当りの助成額は 879 円から 2,370 円の間で推移している。</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |


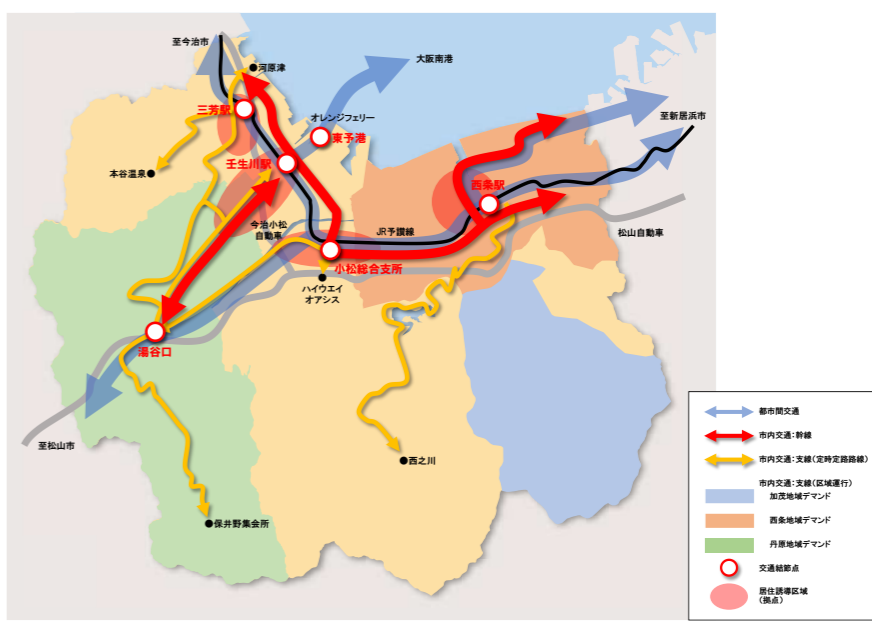
| 頁 | 項目 | 修正理由 | 現行 (西条市地域公共交通網形成計画) | 変更案 (西条市地域公共交通計画) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------|-----------------|-------------------|---|-------------------|--------------|-------------------|------------------|---------------|----|--------------|-------------------|--------------|-------------------|-------|--------|--------|--------|--|-----|-------|-----|-----|-------|----|-------|-----|-----|-------|----|--------|-------|--------|---------|----|-------|-------|-------|-------|----|--------|-------|--------|---------|----|--------|-------|--------|---------|-----|--------|-------|--------|---------|----|---------|--------|--------|--|-----|----------|---------|---------|---------|--|-----|-----------------|-----------------|------------------|-----------------|--------------|------|----|--------|-------|--------|-------|-------|-----|-----|--------|-------|--------|-------|---|-----|-----|--------|-------|--------|-------|--------------|--------------|--------------|-------------------|--------------|-------------------|-------|--------|--------|--------|-------|-------|-------|-------|-------|---|----|--------|-------|-------|-------|-----|---|-----|--------|-------|--------|-------|-------|----|-----|--------|-------|-------|-------|-------|------|-----|--------|-------|--------|-------|-------|------|------|--------|-------|--------|-------|-------|--|----|--------|-------|--------|-------|-------|---|----|--------|-------|--------|-------|-------|----|---------|--------|---------|-------|-------|-----|----------|---------|----------|-----|---|--|--|---|---|------|------|--|-----|---|---|--|---|----|------|------|------|----|---|---|--|---|---|------|------|--|----|---|---|--|---|----|------|------|--|----|---|---|--|---|----|------|------|----|--|----|----|---|----|-----|------|------|-----|--|-----|-----|-----|-----|-----|--|--|
| P 31 | (2) 利用状況 | 時点変更による訂正 | <p>◆表 17 登録者数</p> <table border="1"> <thead> <tr> <th>地区名</th> <th>登録者数</th> </tr> </thead> <tbody> <tr><td>丹原</td><td>9</td></tr> <tr><td>徳田</td><td>6</td></tr> <tr><td>田野</td><td>24</td></tr> <tr><td>中川</td><td>84</td></tr> <tr><td>桜樹</td><td>33</td></tr> <tr><td>計</td><td>156</td></tr> </tbody> </table> <p>単位:人 令和元年10月末日現在</p> | 地区名 | 登録者数 | 丹原 | 9 | 徳田 | 6 | 田野 | 24 | 中川 | 84 | 桜樹 | 33 | 計 | 156 | <p>◆表 16 登録者数 (令和3年度)</p> <table border="1"> <thead> <tr> <th>地区名</th> <th>登録者数</th> </tr> </thead> <tbody> <tr><td>丹原</td><td>12</td></tr> <tr><td>徳田</td><td>7</td></tr> <tr><td>田野</td><td>31</td></tr> <tr><td>中川</td><td>79</td></tr> <tr><td>桜樹</td><td>33</td></tr> <tr><td>計</td><td>162</td></tr> </tbody> </table> <p>単位:人 令和3年度末日現在</p> | 地区名 | 登録者数 | 丹原 | 12 | 徳田 | 7 | 田野 | 31 | 中川 | 79 | 桜樹 | 33 | 計 | 162 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地区名 | 登録者数 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 丹原 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 徳田 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 田野 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 中川 | 84 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 桜樹 | 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計 | 156 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地区名 | 登録者数 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 丹原 | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 徳田 | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 田野 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 中川 | 79 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 桜樹 | 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計 | 162 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 時点変更による訂正 | <p>◆表 18 月別利用実績</p> <table border="1"> <thead> <tr> <th rowspan="3">運行月</th> <th colspan="2">午前便</th> <th colspan="2">午後便</th> <th rowspan="3">計</th> </tr> <tr> <th>周桑病院 方面行き</th> <th>保井野・楠窪・ 千原方面行き</th> <th>周桑病院 方面行き</th> <th>保井野・楠窪・ 千原方面行き</th> </tr> <tr> <th>8:30着</th> <th>11:30発</th> <th>14:30着</th> <th>16:30発</th> </tr> </thead> <tbody> <tr><td>平成31年2月</td><td>3</td><td>1</td><td></td><td>1</td><td>5</td></tr> <tr><td>3月</td><td>1</td><td></td><td></td><td></td><td>1</td></tr> <tr><td>令和元年4月</td><td></td><td></td><td></td><td>1</td><td>1</td></tr> <tr><td>5月</td><td></td><td></td><td></td><td>1</td><td>1</td></tr> <tr><td>6月</td><td>3</td><td>2</td><td></td><td>8</td><td>13</td></tr> <tr><td>7月</td><td></td><td></td><td></td><td>6</td><td>6</td></tr> <tr><td>8月</td><td>5</td><td>3</td><td></td><td></td><td>8</td></tr> <tr><td>9月</td><td>4</td><td>2</td><td></td><td>6</td><td>12</td></tr> <tr><td>10月</td><td>1</td><td></td><td>1</td><td>8</td><td>10</td></tr> <tr><td>合計</td><td>17</td><td>8</td><td>1</td><td>31</td><td>57</td></tr> <tr><td>月平均</td><td>1.9</td><td>0.9</td><td>0.1</td><td>3.4</td><td>6.3</td></tr> </tbody> </table> <p>単位:人</p> | 運行月 | 午前便 | | 午後便 | | 計 | 周桑病院 方面行き | 保井野・楠窪・ 千原方面行き | 周桑病院 方面行き | 保井野・楠窪・ 千原方面行き | 8:30着 | 11:30発 | 14:30着 | 16:30発 | 平成31年2月 | 3 | 1 | | 1 | 5 | 3月 | 1 | | | | 1 | 令和元年4月 | | | | 1 | 1 | 5月 | | | | 1 | 1 | 6月 | 3 | 2 | | 8 | 13 | 7月 | | | | 6 | 6 | 8月 | 5 | 3 | | | 8 | 9月 | 4 | 2 | | 6 | 12 | 10月 | 1 | | 1 | 8 | 10 | 合計 | 17 | 8 | 1 | 31 | 57 | 月平均 | 1.9 | 0.9 | 0.1 | 3.4 | 6.3 | <p>◆表 17 月別利用実績 (令和3年度)</p> <table border="1"> <thead> <tr> <th rowspan="3">運行月</th> <th colspan="2">午前便</th> <th colspan="2">午後便</th> <th rowspan="3">計</th> <th rowspan="3">1日平均 利用者数</th> <th rowspan="3">1便平均 利用者数</th> </tr> <tr> <th>周桑病院 方面行き</th> <th>保井野・楠窪・ 千原方面行き</th> <th>周桑病院 方面行き</th> <th>保井野・楠窪・ 千原方面行き</th> </tr> <tr> <th>8:30着</th> <th>11:30発</th> <th>14:30着</th> <th>16:30発</th> </tr> </thead> <tbody> <tr><td>令和3年</td><td>4月</td><td>4</td><td>1</td><td></td><td>7</td><td>12</td><td>1.71</td><td>1.09</td></tr> <tr><td></td><td>5月</td><td>1</td><td>1</td><td>1</td><td>6</td><td>9</td><td>1.50</td><td>1.00</td></tr> <tr><td></td><td>6月</td><td>2</td><td>1</td><td></td><td>9</td><td>12</td><td>1.20</td><td>1.00</td></tr> <tr><td></td><td>7月</td><td>2</td><td>1</td><td></td><td>4</td><td>7</td><td>1.40</td><td>1.00</td></tr> <tr><td></td><td>8月</td><td>1</td><td>1</td><td></td><td></td><td>2</td><td>2.00</td><td>1.00</td></tr> <tr><td></td><td>9月</td><td>1</td><td>1</td><td></td><td>8</td><td>10</td><td>1.11</td><td>1.00</td></tr> <tr><td></td><td>10月</td><td>4</td><td></td><td></td><td>7</td><td>11</td><td>1.38</td><td>1.00</td></tr> <tr><td></td><td>11月</td><td>1</td><td></td><td></td><td>6</td><td>7</td><td>1.17</td><td>1.00</td></tr> <tr><td></td><td>12月</td><td>4</td><td>2</td><td></td><td>7</td><td>13</td><td>1.63</td><td>1.00</td></tr> <tr><td>令和4年</td><td>1月</td><td>3</td><td>1</td><td></td><td>5</td><td>9</td><td>1.50</td><td>1.13</td></tr> <tr><td></td><td>2月</td><td>4</td><td>3</td><td></td><td>7</td><td>14</td><td>2.33</td><td>1.00</td></tr> <tr><td></td><td>3月</td><td>3</td><td>2</td><td></td><td>8</td><td>13</td><td>1.44</td><td>1.08</td></tr> <tr><td>合計</td><td></td><td>30</td><td>14</td><td>1</td><td>74</td><td>119</td><td>1.47</td><td>1.03</td></tr> <tr><td>月平均</td><td></td><td>2.5</td><td>1.2</td><td>0.1</td><td>6.2</td><td>9.9</td><td></td><td></td></tr> </tbody> </table> <p>単位:人</p> | 運行月 | 午前便 | | 午後便 | | 計 | 1日平均 利用者数 | 1便平均 利用者数 | 周桑病院 方面行き | 保井野・楠窪・ 千原方面行き | 周桑病院 方面行き | 保井野・楠窪・ 千原方面行き | 8:30着 | 11:30発 | 14:30着 | 16:30発 | 令和3年 | 4月 | 4 | 1 | | 7 | 12 | 1.71 | 1.09 | | 5月 | 1 | 1 | 1 | 6 | 9 | 1.50 | 1.00 | | 6月 | 2 | 1 | | 9 | 12 | 1.20 | 1.00 | | 7月 | 2 | 1 | | 4 | 7 | 1.40 | 1.00 | | 8月 | 1 | 1 | | | 2 | 2.00 | 1.00 | | 9月 | 1 | 1 | | 8 | 10 | 1.11 | 1.00 | | 10月 | 4 | | | 7 | 11 | 1.38 | 1.00 | | 11月 | 1 | | | 6 | 7 | 1.17 | 1.00 | | 12月 | 4 | 2 | | 7 | 13 | 1.63 | 1.00 | 令和4年 | 1月 | 3 | 1 | | 5 | 9 | 1.50 | 1.13 | | 2月 | 4 | 3 | | 7 | 14 | 2.33 | 1.00 | | 3月 | 3 | 2 | | 8 | 13 | 1.44 | 1.08 | 合計 | | 30 | 14 | 1 | 74 | 119 | 1.47 | 1.03 | 月平均 | | 2.5 | 1.2 | 0.1 | 6.2 | 9.9 | | |
| 運行月 | 午前便 | | 午後便 | | 計 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 周桑病院 方面行き | 保井野・楠窪・ 千原方面行き | 周桑病院 方面行き | | | 保井野・楠窪・ 千原方面行き | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8:30着 | 11:30発 | 14:30着 | 16:30発 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 平成31年2月 | 3 | 1 | | 1 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3月 | 1 | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 令和元年4月 | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5月 | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6月 | 3 | 2 | | 8 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7月 | | | | 6 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8月 | 5 | 3 | | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9月 | 4 | 2 | | 6 | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10月 | 1 | | 1 | 8 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合計 | 17 | 8 | 1 | 31 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 月平均 | 1.9 | 0.9 | 0.1 | 3.4 | 6.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 運行月 | 午前便 | | 午後便 | | 計 | 1日平均 利用者数 | 1便平均 利用者数 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 周桑病院 方面行き | 保井野・楠窪・ 千原方面行き | 周桑病院 方面行き | 保井野・楠窪・ 千原方面行き | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8:30着 | 11:30発 | 14:30着 | 16:30発 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 令和3年 | 4月 | 4 | 1 | | 7 | 12 | 1.71 | 1.09 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5月 | 1 | 1 | 1 | 6 | 9 | 1.50 | 1.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 6月 | 2 | 1 | | 9 | 12 | 1.20 | 1.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 7月 | 2 | 1 | | 4 | 7 | 1.40 | 1.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8月 | 1 | 1 | | | 2 | 2.00 | 1.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 9月 | 1 | 1 | | 8 | 10 | 1.11 | 1.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 10月 | 4 | | | 7 | 11 | 1.38 | 1.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11月 | 1 | | | 6 | 7 | 1.17 | 1.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 12月 | 4 | 2 | | 7 | 13 | 1.63 | 1.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 令和4年 | 1月 | 3 | 1 | | 5 | 9 | 1.50 | 1.13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2月 | 4 | 3 | | 7 | 14 | 2.33 | 1.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3月 | 3 | 2 | | 8 | 13 | 1.44 | 1.08 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合計 | | 30 | 14 | 1 | 74 | 119 | 1.47 | 1.03 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 月平均 | | 2.5 | 1.2 | 0.1 | 6.2 | 9.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 時点変更による訂正 | <p>◆表 19 収支状況</p> <table border="1"> <thead> <tr> <th>月</th> <th>運行経費</th> <th>運賃収入</th> <th>タクシー事業者 への支払額</th> <th>1人あたりの 助成額</th> </tr> </thead> <tbody> <tr><td>2月</td><td>13,030</td><td>2,500</td><td>10,530</td><td>2,106.0</td></tr> <tr><td>3月</td><td>2,980</td><td>500</td><td>2,480</td><td>2,480.0</td></tr> <tr><td>4月</td><td>1,060</td><td>250</td><td>810</td><td>810.0</td></tr> <tr><td>5月</td><td>1,050</td><td>250</td><td>800</td><td>800.0</td></tr> <tr><td>6月</td><td>24,570</td><td>4,500</td><td>20,070</td><td>1,543.8</td></tr> <tr><td>7月</td><td>7,560</td><td>1,750</td><td>5,810</td><td>968.3</td></tr> <tr><td>8月</td><td>14,620</td><td>4,000</td><td>10,620</td><td>1,327.5</td></tr> <tr><td>9月</td><td>20,460</td><td>4,500</td><td>15,960</td><td>1,330.0</td></tr> <tr><td>10月</td><td>16,290</td><td>3,250</td><td>13,040</td><td>1,304.0</td></tr> <tr><td>合計</td><td>101,620</td><td>21,500</td><td>80,120</td><td></td></tr> <tr><td>月平均</td><td>11,291.1</td><td>2,388.9</td><td>8,902.2</td><td>1,407.7</td></tr> </tbody> </table> <p>運賃:大人500円・小人250円 単位:円</p> | 月 | 運行経費 | 運賃収入 | タクシー事業者 への支払額 | 1人あたりの 助成額 | 2月 | 13,030 | 2,500 | 10,530 | 2,106.0 | 3月 | 2,980 | 500 | 2,480 | 2,480.0 | 4月 | 1,060 | 250 | 810 | 810.0 | 5月 | 1,050 | 250 | 800 | 800.0 | 6月 | 24,570 | 4,500 | 20,070 | 1,543.8 | 7月 | 7,560 | 1,750 | 5,810 | 968.3 | 8月 | 14,620 | 4,000 | 10,620 | 1,327.5 | 9月 | 20,460 | 4,500 | 15,960 | 1,330.0 | 10月 | 16,290 | 3,250 | 13,040 | 1,304.0 | 合計 | 101,620 | 21,500 | 80,120 | | 月平均 | 11,291.1 | 2,388.9 | 8,902.2 | 1,407.7 | <p>◆表 18 収支状況 (令和3年度)</p> <table border="1"> <thead> <tr> <th>運行月</th> <th>運行費用(A) (千円)</th> <th>運賃収入(B) (千円)</th> <th>支払額(A-B) (千円)</th> <th>収支率(B/A) (%)</th> <th>助成額/人 (円)</th> </tr> </thead> <tbody> <tr><td>令和3年</td><td>4月</td><td>22,420</td><td>4,500</td><td>17,920</td><td>20.1%</td><td>1,493</td></tr> <tr><td></td><td>5月</td><td>15,530</td><td>3,000</td><td>12,530</td><td>19.3%</td><td>1,392</td></tr> <tr><td></td><td>6月</td><td>20,850</td><td>3,750</td><td>17,100</td><td>18.0%</td><td>1,425</td></tr> <tr><td></td><td>7月</td><td>14,420</td><td>2,250</td><td>12,170</td><td>15.6%</td><td>1,739</td></tr> <tr><td></td><td>8月</td><td>5,740</td><td>1,000</td><td>4,740</td><td>17.4%</td><td>2,370</td></tr> <tr><td></td><td>9月</td><td>11,540</td><td>2,750</td><td>8,790</td><td>23.8%</td><td>879</td></tr> <tr><td></td><td>10月</td><td>18,360</td><td>3,750</td><td>14,610</td><td>20.4%</td><td>1,328</td></tr> <tr><td></td><td>11月</td><td>11,440</td><td>2,000</td><td>9,440</td><td>17.5%</td><td>1,349</td></tr> <tr><td></td><td>12月</td><td>24,820</td><td>4,750</td><td>20,070</td><td>19.1%</td><td>1,544</td></tr> <tr><td>令和4年</td><td>1月</td><td>15,630</td><td>3,250</td><td>12,380</td><td>20.8%</td><td>1,376</td></tr> <tr><td></td><td>2月</td><td>19,400</td><td>5,250</td><td>14,150</td><td>27.1%</td><td>1,011</td></tr> <tr><td></td><td>3月</td><td>20,980</td><td>4,500</td><td>16,480</td><td>21.4%</td><td>1,268</td></tr> <tr><td>合計</td><td>201,130</td><td>40,750</td><td>160,380</td><td>20.3%</td><td>1,348</td></tr> <tr><td>月平均</td><td>16,760.8</td><td>3,395.8</td><td>13,365.0</td><td></td><td></td></tr> </tbody> </table> | 運行月 | 運行費用(A) (千円) | 運賃収入(B) (千円) | 支払額(A-B) (千円) | 収支率(B/A) (%) | 助成額/人 (円) | 令和3年 | 4月 | 22,420 | 4,500 | 17,920 | 20.1% | 1,493 | | 5月 | 15,530 | 3,000 | 12,530 | 19.3% | 1,392 | | 6月 | 20,850 | 3,750 | 17,100 | 18.0% | 1,425 | | 7月 | 14,420 | 2,250 | 12,170 | 15.6% | 1,739 | | 8月 | 5,740 | 1,000 | 4,740 | 17.4% | 2,370 | | 9月 | 11,540 | 2,750 | 8,790 | 23.8% | 879 | | 10月 | 18,360 | 3,750 | 14,610 | 20.4% | 1,328 | | 11月 | 11,440 | 2,000 | 9,440 | 17.5% | 1,349 | | 12月 | 24,820 | 4,750 | 20,070 | 19.1% | 1,544 | 令和4年 | 1月 | 15,630 | 3,250 | 12,380 | 20.8% | 1,376 | | 2月 | 19,400 | 5,250 | 14,150 | 27.1% | 1,011 | | 3月 | 20,980 | 4,500 | 16,480 | 21.4% | 1,268 | 合計 | 201,130 | 40,750 | 160,380 | 20.3% | 1,348 | 月平均 | 16,760.8 | 3,395.8 | 13,365.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 月 | 運行経費 | 運賃収入 | タクシー事業者 への支払額 | 1人あたりの 助成額 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2月 | 13,030 | 2,500 | 10,530 | 2,106.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3月 | 2,980 | 500 | 2,480 | 2,480.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4月 | 1,060 | 250 | 810 | 810.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5月 | 1,050 | 250 | 800 | 800.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6月 | 24,570 | 4,500 | 20,070 | 1,543.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7月 | 7,560 | 1,750 | 5,810 | 968.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8月 | 14,620 | 4,000 | 10,620 | 1,327.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9月 | 20,460 | 4,500 | 15,960 | 1,330.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10月 | 16,290 | 3,250 | 13,040 | 1,304.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合計 | 101,620 | 21,500 | 80,120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 月平均 | 11,291.1 | 2,388.9 | 8,902.2 | 1,407.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 運行月 | 運行費用(A) (千円) | 運賃収入(B) (千円) | 支払額(A-B) (千円) | 収支率(B/A) (%) | 助成額/人 (円) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 令和3年 | 4月 | 22,420 | 4,500 | 17,920 | 20.1% | 1,493 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5月 | 15,530 | 3,000 | 12,530 | 19.3% | 1,392 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 6月 | 20,850 | 3,750 | 17,100 | 18.0% | 1,425 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 7月 | 14,420 | 2,250 | 12,170 | 15.6% | 1,739 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8月 | 5,740 | 1,000 | 4,740 | 17.4% | 2,370 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 9月 | 11,540 | 2,750 | 8,790 | 23.8% | 879 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 10月 | 18,360 | 3,750 | 14,610 | 20.4% | 1,328 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11月 | 11,440 | 2,000 | 9,440 | 17.5% | 1,349 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 12月 | 24,820 | 4,750 | 20,070 | 19.1% | 1,544 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 令和4年 | 1月 | 15,630 | 3,250 | 12,380 | 20.8% | 1,376 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2月 | 19,400 | 5,250 | 14,150 | 27.1% | 1,011 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3月 | 20,980 | 4,500 | 16,480 | 21.4% | 1,268 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合計 | 201,130 | 40,750 | 160,380 | 20.3% | 1,348 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 月平均 | 16,760.8 | 3,395.8 | 13,365.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | |
|--|--|------------|---|--|--|--|-------------|--|--|-----------------|----|-------------------|--------|---|-----|------|-----------|-----|-------|-----|-------|------------|-----|-------|
| P 32 | 3-4-3 西条地域 (1) 運行の概要 | 新規導入による訂正 | | <p>瀬戸内運輸の禎瑞・オレンジハイツ線の廃止に伴い、令和4年10月より西条地域のデマンド型乗合タクシーの運行（1年間実証運行）を開始した。運行範囲は下図のように、西条地域の北部全域となっており、毎週火曜日と金曜日の2日運行する。運行時間帯や乗降ポイント等は以下のとおりである。</p> <p>この路線は「JR 伊予西条駅」や「済生会西条病院」等においてJRや路線バスといった地域間幹線系統や地域間交通ネットワークと接続し、西条地域住民の広域移動に資することからフィーダー路線として位置づける。</p> <p>◆図 46 西条地域デマンド型乗合タクシーの運行区域</p>  <p>◆表 20 西条地域デマンド型乗合タクシーの運行概要</p> <table border="1"> <tr> <td> ■ 運行日：火曜日・金曜日 <small>(祝日も運行、12/29～1/3 運休)</small> <small>※予約受付開始：利用日の1週間前から</small> </td> <td> 利用運賃（乗車1回） 大人（中学生以上） 500円 小人（小学生以下） 250円 <small>※未就学児は大人（保護者）1名につき1人無料</small> </td> </tr> </table> <table border="1"> <thead> <tr> <th colspan="3">運行時刻と予約締切時刻</th> <th>運行エリアと乗り降りできる場所</th> </tr> <tr> <th>便名</th> <th>運行時刻 【行き・帰り共通】</th> <th>予約締切時刻</th> <th rowspan="5"> 運行エリア：西条地域（山間部の市之川・加茂・大保木地区を除く） 運行エリア内では、自宅のほか、主に次の施設で乗り降り可能 ①交通結節点：JR駅、バス停留所 ②医療・福祉施設：病院、診療所、歯科医院、介護施設等 ③金融機関：銀行、信用金庫、農協、郵便局等 ④商業施設：各種小売店、理美容室、飲食店等 ⑤公共施設：市役所、公民館、文化・体育・福祉施設、学校等 </th> </tr> </thead> <tbody> <tr> <td>第1便</td> <td>9:00</td> <td rowspan="2">前日の午後4時まで</td> </tr> <tr> <td>第2便</td> <td>11:00</td> </tr> <tr> <td>第3便</td> <td>13:00</td> <td rowspan="2">当日の午前10時まで</td> </tr> <tr> <td>第4便</td> <td>15:00</td> </tr> </tbody> </table> | ■ 運行日：火曜日・金曜日 <small>(祝日も運行、12/29～1/3 運休)</small> <small>※予約受付開始：利用日の1週間前から</small> | 利用運賃（乗車1回） 大人（中学生以上） 500円 小人（小学生以下） 250円 <small>※未就学児は大人（保護者）1名につき1人無料</small> | 運行時刻と予約締切時刻 | | | 運行エリアと乗り降りできる場所 | 便名 | 運行時刻 【行き・帰り共通】 | 予約締切時刻 | 運行エリア：西条地域（山間部の市之川・加茂・大保木地区を除く） 運行エリア内では、自宅のほか、主に次の施設で乗り降り可能 ①交通結節点：JR駅、バス停留所 ②医療・福祉施設：病院、診療所、歯科医院、介護施設等 ③金融機関：銀行、信用金庫、農協、郵便局等 ④商業施設：各種小売店、理美容室、飲食店等 ⑤公共施設：市役所、公民館、文化・体育・福祉施設、学校等 | 第1便 | 9:00 | 前日の午後4時まで | 第2便 | 11:00 | 第3便 | 13:00 | 当日の午前10時まで | 第4便 | 15:00 |
| ■ 運行日：火曜日・金曜日 <small>(祝日も運行、12/29～1/3 運休)</small> <small>※予約受付開始：利用日の1週間前から</small> | 利用運賃（乗車1回） 大人（中学生以上） 500円 小人（小学生以下） 250円 <small>※未就学児は大人（保護者）1名につき1人無料</small> | | | | | | | | | | | | | | | | | | | | | | | |
| 運行時刻と予約締切時刻 | | | 運行エリアと乗り降りできる場所 | | | | | | | | | | | | | | | | | | | | | |
| 便名 | 運行時刻 【行き・帰り共通】 | 予約締切時刻 | 運行エリア：西条地域（山間部の市之川・加茂・大保木地区を除く） 運行エリア内では、自宅のほか、主に次の施設で乗り降り可能 ①交通結節点：JR駅、バス停留所 ②医療・福祉施設：病院、診療所、歯科医院、介護施設等 ③金融機関：銀行、信用金庫、農協、郵便局等 ④商業施設：各種小売店、理美容室、飲食店等 ⑤公共施設：市役所、公民館、文化・体育・福祉施設、学校等 | | | | | | | | | | | | | | | | | | | | | |
| 第1便 | 9:00 | 前日の午後4時まで | | | | | | | | | | | | | | | | | | | | | | |
| 第2便 | 11:00 | | | | | | | | | | | | | | | | | | | | | | | |
| 第3便 | 13:00 | 当日の午前10時まで | | | | | | | | | | | | | | | | | | | | | | |
| 第4便 | 15:00 | | | | | | | | | | | | | | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） |
|------|------------------------------|--|--|--|
| P 33 | 3-5 交通空白地域の状況 | 時点変更による訂正 時点変更及び総務省データへの転換による訂正 | <p>『西条市立地適正化計画』では、バス停の徒歩圏を「バス停から半径300m以内」、JR 駅の徒歩圏を「JR 駅から概ね 800m～1,000m」と定義している。</p> <p>これに準じて人口分布図に落とし込むと以下のようになり、縁辺部よりむしろ市街地に接する周辺部で交通空白地域が多くみられる。</p> <p>◆図 45 バス停半径 300m 圏と 50m メッシュ人口</p>  | <p>『西条市立地適正化計画』では、バス停の徒歩圏を「バス停から半径300m以内」、JR 駅の徒歩圏を「JR 駅から概ね 800m～1,000m」と定義している。</p> <p>これに準じて人口分布図に落とし込むと以下のようになり、主に市域の西側の地域に交通空白地域が多くみられる。</p> <p>◆図 47 バス停半径 300m 圏と 250m メッシュ人口</p>  |
| P 34 | 3-6 その他の公共交通 3-6-1 一般タクシー | 時点変更及び調査内容の変更に伴う訂正 | <p>本市のタクシー営業所は平坦部に 7 か所あり、目安として各社の主な営業所を中心とする半径 5 km の圏域を設定すると、平坦部をほぼ網羅する状況となる。</p> | <p>本市のタクシー営業所は平坦部に 8 か所あり、全営業所の合計車両数は小型車が 43 台、中型車が 39 台、特大車が 12 台、福祉車両が 8 台となっている。</p> <p>目安として各社の主な営業所を中心とする半径 5 km の圏域を設定すると、平坦部をほぼ網羅する状況となる。</p> |

| 頁 | 項目 | 修正理由 | 現行 (西条市地域公共交通網形成計画) | 変更案 (西条市地域公共交通計画) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------|--------------|--------------------|---|-------------------|------|-----|------------|------------|--|--|------|-----------|----|----|------|----|---|-----------|-------|----|----|---|---|------------|----|---|-----------|---------|---|---|---|---|------------|----|---|--------|--------|---|---|---|---|------------|----|---|---------|--------|----|---|---|---|------------|----|---|-----------|--------|---|---|---|---|------------|----|---|---------|--------|---|---|---|---|------------|---|----|--|--|----|----|----|---|---|-----|---|----|-----|-----|--------|--|--|--|--|------|-----|-----|-----|----|---|---|-----------|----|----|----|---|---|----|------------|---|-----------|------|---|---|---|---|---|------------|---|--------|-----|---|---|---|---|----|------------|---|---------|-----|----|---|---|---|----|------------|---|-----------|-----|---|---|---|---|----|------------|---|---------|-----|---|---|---|---|---|------------|---|--------------|----|---|---|---|---|---|------------|---|-------------|----|---|---|---|---|---|------------|----|--|--|----|----|----|---|-----|--|
| P 34 | 3-6-1 一般タクシー | 時点変更による訂正 | <p>◆図 46 西条市内のタクシー営業所の位置</p> <p>◆表 20 西条市内のタクシーの状況</p> <table border="1"> <thead> <tr> <th rowspan="2">No</th> <th rowspan="2">会社名</th> <th rowspan="2">所在地</th> <th colspan="4">所有車両数(台)</th> <th rowspan="2">営業時間</th> <th rowspan="2">ドライバー数(人)</th> </tr> <tr> <th>小型</th> <th>中型</th> <th>ジャンボ</th> <th>福祉</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>渡部タクシー(株)</td> <td>西条市東町</td> <td>11</td> <td>16</td> <td>4</td> <td>2</td> <td>6:00~27:00</td> <td>40</td> </tr> <tr> <td>2</td> <td>瀬戸タクシー(株)</td> <td>西条市新玉通り</td> <td>4</td> <td>4</td> <td>1</td> <td>1</td> <td>7:30~24:00</td> <td>16</td> </tr> <tr> <td>3</td> <td>石鐘タクシー</td> <td>西条市朔日市</td> <td>3</td> <td>5</td> <td>2</td> <td>1</td> <td>6:00~25:30</td> <td>10</td> </tr> <tr> <td>4</td> <td>衛東豫タクシー</td> <td>西条市三津屋</td> <td>16</td> <td>4</td> <td>1</td> <td>4</td> <td>5:00~26:00</td> <td>27</td> </tr> <tr> <td>5</td> <td>衛周桑丹原タクシー</td> <td>西条市丹原町</td> <td>5</td> <td>3</td> <td>2</td> <td>0</td> <td>6:00~26:00</td> <td>13</td> </tr> <tr> <td>6</td> <td>衛小松タクシー</td> <td>西条市小松町</td> <td>5</td> <td>2</td> <td>1</td> <td>0</td> <td>6:00~25:00</td> <td>8</td> </tr> <tr> <td colspan="3">合計</td> <td>44</td> <td>34</td> <td>11</td> <td>8</td> <td>-</td> <td>114</td> </tr> </tbody> </table> <p>資料:タクシー事業者ヒアリング結果</p> | No | 会社名 | 所在地 | 所有車両数(台) | | | | 営業時間 | ドライバー数(人) | 小型 | 中型 | ジャンボ | 福祉 | 1 | 渡部タクシー(株) | 西条市東町 | 11 | 16 | 4 | 2 | 6:00~27:00 | 40 | 2 | 瀬戸タクシー(株) | 西条市新玉通り | 4 | 4 | 1 | 1 | 7:30~24:00 | 16 | 3 | 石鐘タクシー | 西条市朔日市 | 3 | 5 | 2 | 1 | 6:00~25:30 | 10 | 4 | 衛東豫タクシー | 西条市三津屋 | 16 | 4 | 1 | 4 | 5:00~26:00 | 27 | 5 | 衛周桑丹原タクシー | 西条市丹原町 | 5 | 3 | 2 | 0 | 6:00~26:00 | 13 | 6 | 衛小松タクシー | 西条市小松町 | 5 | 2 | 1 | 0 | 6:00~25:00 | 8 | 合計 | | | 44 | 34 | 11 | 8 | - | 114 | <p>◆図 48 西条市内のタクシー営業所の位置</p> <p>◆表 21 西条市内のタクシーの状況 (令和4年3月末現在)</p> <table border="1"> <thead> <tr> <th rowspan="2">No</th> <th rowspan="2">会社名</th> <th rowspan="2">所在地</th> <th colspan="5">所有車両台数</th> <th rowspan="2">営業時間</th> </tr> <tr> <th>小型車</th> <th>中型車</th> <th>特大車</th> <th>福祉</th> <th>計</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>渡部タクシー(株)</td> <td>東町</td> <td>11</td> <td>16</td> <td>4</td> <td>2</td> <td>33</td> <td>6:00~27:00</td> </tr> <tr> <td>2</td> <td>瀬戸タクシー(株)</td> <td>新玉通り</td> <td>3</td> <td>4</td> <td>1</td> <td>1</td> <td>9</td> <td>6:00~22:00</td> </tr> <tr> <td>3</td> <td>石鐘タクシー</td> <td>朔日市</td> <td>3</td> <td>5</td> <td>2</td> <td>1</td> <td>11</td> <td>7:00~24:00</td> </tr> <tr> <td>4</td> <td>衛東豫タクシー</td> <td>三津屋</td> <td>10</td> <td>3</td> <td>1</td> <td>4</td> <td>18</td> <td>7:00~26:00</td> </tr> <tr> <td>5</td> <td>衛周桑丹原タクシー</td> <td>丹原町</td> <td>5</td> <td>3</td> <td>2</td> <td>0</td> <td>10</td> <td>6:00~26:00</td> </tr> <tr> <td>6</td> <td>衛小松タクシー</td> <td>小松町</td> <td>4</td> <td>1</td> <td>1</td> <td>0</td> <td>6</td> <td>7:00~25:00</td> </tr> <tr> <td>7</td> <td>ときわタクシー(営業所)</td> <td>楠甲</td> <td>7</td> <td>1</td> <td>1</td> <td>0</td> <td>9</td> <td>6:00~24:00</td> </tr> <tr> <td>8</td> <td>近鉄タクシー(営業所)</td> <td>玉津</td> <td>0</td> <td>6</td> <td>0</td> <td>0</td> <td>6</td> <td>7:00~24:00</td> </tr> <tr> <td colspan="3">合計</td> <td>43</td> <td>39</td> <td>12</td> <td>8</td> <td>102</td> <td></td> </tr> </tbody> </table> <p>資料:タクシー事業者ヒアリング結果</p> | No | 会社名 | 所在地 | 所有車両台数 | | | | | 営業時間 | 小型車 | 中型車 | 特大車 | 福祉 | 計 | 1 | 渡部タクシー(株) | 東町 | 11 | 16 | 4 | 2 | 33 | 6:00~27:00 | 2 | 瀬戸タクシー(株) | 新玉通り | 3 | 4 | 1 | 1 | 9 | 6:00~22:00 | 3 | 石鐘タクシー | 朔日市 | 3 | 5 | 2 | 1 | 11 | 7:00~24:00 | 4 | 衛東豫タクシー | 三津屋 | 10 | 3 | 1 | 4 | 18 | 7:00~26:00 | 5 | 衛周桑丹原タクシー | 丹原町 | 5 | 3 | 2 | 0 | 10 | 6:00~26:00 | 6 | 衛小松タクシー | 小松町 | 4 | 1 | 1 | 0 | 6 | 7:00~25:00 | 7 | ときわタクシー(営業所) | 楠甲 | 7 | 1 | 1 | 0 | 9 | 6:00~24:00 | 8 | 近鉄タクシー(営業所) | 玉津 | 0 | 6 | 0 | 0 | 6 | 7:00~24:00 | 合計 | | | 43 | 39 | 12 | 8 | 102 | |
| No | 会社名 | 所在地 | 所有車両数(台) | | | | 営業時間 | ドライバー数(人) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 小型 | 中型 | ジャンボ | 福祉 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 渡部タクシー(株) | 西条市東町 | 11 | 16 | 4 | 2 | 6:00~27:00 | 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 瀬戸タクシー(株) | 西条市新玉通り | 4 | 4 | 1 | 1 | 7:30~24:00 | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 石鐘タクシー | 西条市朔日市 | 3 | 5 | 2 | 1 | 6:00~25:30 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 衛東豫タクシー | 西条市三津屋 | 16 | 4 | 1 | 4 | 5:00~26:00 | 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 衛周桑丹原タクシー | 西条市丹原町 | 5 | 3 | 2 | 0 | 6:00~26:00 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 衛小松タクシー | 西条市小松町 | 5 | 2 | 1 | 0 | 6:00~25:00 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合計 | | | 44 | 34 | 11 | 8 | - | 114 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No | 会社名 | 所在地 | 所有車両台数 | | | | | 営業時間 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 小型車 | 中型車 | 特大車 | 福祉 | 計 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 渡部タクシー(株) | 東町 | 11 | 16 | 4 | 2 | 33 | 6:00~27:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 瀬戸タクシー(株) | 新玉通り | 3 | 4 | 1 | 1 | 9 | 6:00~22:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 石鐘タクシー | 朔日市 | 3 | 5 | 2 | 1 | 11 | 7:00~24:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 衛東豫タクシー | 三津屋 | 10 | 3 | 1 | 4 | 18 | 7:00~26:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 衛周桑丹原タクシー | 丹原町 | 5 | 3 | 2 | 0 | 10 | 6:00~26:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 衛小松タクシー | 小松町 | 4 | 1 | 1 | 0 | 6 | 7:00~25:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | ときわタクシー(営業所) | 楠甲 | 7 | 1 | 1 | 0 | 9 | 6:00~24:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 近鉄タクシー(営業所) | 玉津 | 0 | 6 | 0 | 0 | 6 | 7:00~24:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合計 | | | 43 | 39 | 12 | 8 | 102 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 時点変更及び調査内容の変更に伴う訂正 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------|--|---|---|------------------|----|-------------|-------|-------|---|-----|---------|------|-----------|--------|---------------------|--------|----------|------|--|--------|--|--------|---|---------------|---|------------|-------------|--------------------------------|---|-------|---|------|---|--|----|--------|--------|-------|-------|---|-------|---------|------|------------|--------|---------------------|--------|----------|-------|--|------------|--|------------|---|------------------------|---|-------|-------------|---|--|-------------|---|-------------|---|-------|-------|-----|------|------|-------|--------|------|--------|-------|------|------|-----|-------|-------|------|------------|--|------------|--|-------|-------|-----|------|------|-------|--------|---|--------|-------|------|------|-----|-------|-------|------|------------|--|------------|--|---------|-------|-----|------|-------|-------|---------|------|-----|-------|------|------|
| P 35 | 3-6-2 オレンジフェリー | 時点変更による訂正 | <p>◆表 22 連絡バス</p> <table border="1"> <thead> <tr> <th colspan="2">新居浜⇒東予港(無料)</th> <th colspan="2">東予港⇒新居浜(無料)</th> </tr> </thead> <tbody> <tr> <td>新居浜駅前</td> <td>20:10</td> <td>東予港</td> <td>6:20</td> </tr> <tr> <td>西条駅前</td> <td>20:53</td> <td>小松総合支所</td> <td>6:28</td> </tr> <tr> <td>小松総合支所</td> <td>21:11</td> <td>西条駅前</td> <td>6:45</td> </tr> <tr> <td>東予港</td> <td>21:19</td> <td>新居浜駅前</td> <td>7:28</td> </tr> <tr> <th colspan="2">今治⇒東予港(無料)</th> <th colspan="2">東予港⇒今治(無料)</th> </tr> <tr> <td>今治営業所</td> <td>19:50</td> <td>東予港</td> <td>6:20</td> </tr> <tr> <td>今治駅前</td> <td>20:00</td> <td>小松総合支所</td> <td>-</td> </tr> <tr> <td>小松総合支所</td> <td>20:46</td> <td>今治駅前</td> <td>7:03</td> </tr> <tr> <td>東予港</td> <td>20:54</td> <td>今治営業所</td> <td>7:13</td> </tr> <tr> <th colspan="2">松山⇒東予港(有料)</th> <th colspan="2">東予港⇒松山(有料)</th> </tr> <tr> <td>JR 松山駅前</td> <td>20:10</td> <td>東予港</td> <td>6:20</td> </tr> <tr> <td>-</td> <td>-</td> <td>JR 松山駅前</td> <td>7:33</td> </tr> <tr> <td>東予港</td> <td>21:23</td> <td>道後温泉</td> <td>7:48</td> </tr> </tbody> </table> | 新居浜⇒東予港(無料) | | 東予港⇒新居浜(無料) | | 新居浜駅前 | 20:10 | 東予港 | 6:20 | 西条駅前 | 20:53 | 小松総合支所 | 6:28 | 小松総合支所 | 21:11 | 西条駅前 | 6:45 | 東予港 | 21:19 | 新居浜駅前 | 7:28 | 今治⇒東予港(無料) | | 東予港⇒今治(無料) | | 今治営業所 | 19:50 | 東予港 | 6:20 | 今治駅前 | 20:00 | 小松総合支所 | - | 小松総合支所 | 20:46 | 今治駅前 | 7:03 | 東予港 | 20:54 | 今治営業所 | 7:13 | 松山⇒東予港(有料) | | 東予港⇒松山(有料) | | JR 松山駅前 | 20:10 | 東予港 | 6:20 | - | - | JR 松山駅前 | 7:33 | 東予港 | 21:23 | 道後温泉 | 7:48 | <p>◆表 23 連絡バス</p> <table border="1"> <thead> <tr> <th colspan="2">新居浜⇒東予港(無料)</th> <th colspan="2">東予港⇒新居浜(無料)</th> </tr> </thead> <tbody> <tr> <td>新居浜駅前</td> <td>20:15</td> <td>東予港</td> <td>6:20</td> </tr> <tr> <td>西条駅前</td> <td>20:58</td> <td>小松総合支所</td> <td>6:28</td> </tr> <tr> <td>小松総合支所</td> <td>21:16</td> <td>西条駅前</td> <td>6:45</td> </tr> <tr> <td>東予港</td> <td>21:24</td> <td>新居浜駅前</td> <td>7:28</td> </tr> <tr> <th colspan="2">今治⇒東予港(無料)</th> <th colspan="2">東予港⇒今治(無料)</th> </tr> <tr> <td>今治営業所</td> <td>19:50</td> <td>東予港</td> <td>6:20</td> </tr> <tr> <td>今治駅前</td> <td>20:00</td> <td>小松総合支所</td> <td>-</td> </tr> <tr> <td>小松総合支所</td> <td>20:46</td> <td>今治駅前</td> <td>7:03</td> </tr> <tr> <td>東予港</td> <td>20:54</td> <td>今治営業所</td> <td>7:13</td> </tr> <tr> <th colspan="2">松山⇒東予港(有料)</th> <th colspan="2">東予港⇒松山(有料)</th> </tr> <tr> <td>JR 松山駅前</td> <td>20:10</td> <td>東予港</td> <td>6:20</td> </tr> <tr> <td>松山市駅前</td> <td>20:20</td> <td>JR 松山駅前</td> <td>7:33</td> </tr> <tr> <td>東予港</td> <td>21:23</td> <td>道後温泉</td> <td>7:48</td> </tr> </tbody> </table> | 新居浜⇒東予港(無料) | | 東予港⇒新居浜(無料) | | 新居浜駅前 | 20:15 | 東予港 | 6:20 | 西条駅前 | 20:58 | 小松総合支所 | 6:28 | 小松総合支所 | 21:16 | 西条駅前 | 6:45 | 東予港 | 21:24 | 新居浜駅前 | 7:28 | 今治⇒東予港(無料) | | 東予港⇒今治(無料) | | 今治営業所 | 19:50 | 東予港 | 6:20 | 今治駅前 | 20:00 | 小松総合支所 | - | 小松総合支所 | 20:46 | 今治駅前 | 7:03 | 東予港 | 20:54 | 今治営業所 | 7:13 | 松山⇒東予港(有料) | | 東予港⇒松山(有料) | | JR 松山駅前 | 20:10 | 東予港 | 6:20 | 松山市駅前 | 20:20 | JR 松山駅前 | 7:33 | 東予港 | 21:23 | 道後温泉 | 7:48 |
| 新居浜⇒東予港(無料) | | 東予港⇒新居浜(無料) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 新居浜駅前 | 20:10 | 東予港 | 6:20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条駅前 | 20:53 | 小松総合支所 | 6:28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 小松総合支所 | 21:11 | 西条駅前 | 6:45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 東予港 | 21:19 | 新居浜駅前 | 7:28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 今治⇒東予港(無料) | | 東予港⇒今治(無料) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 今治営業所 | 19:50 | 東予港 | 6:20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 今治駅前 | 20:00 | 小松総合支所 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 小松総合支所 | 20:46 | 今治駅前 | 7:03 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 東予港 | 20:54 | 今治営業所 | 7:13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 松山⇒東予港(有料) | | 東予港⇒松山(有料) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| JR 松山駅前 | 20:10 | 東予港 | 6:20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - | - | JR 松山駅前 | 7:33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 東予港 | 21:23 | 道後温泉 | 7:48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 新居浜⇒東予港(無料) | | 東予港⇒新居浜(無料) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 新居浜駅前 | 20:15 | 東予港 | 6:20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条駅前 | 20:58 | 小松総合支所 | 6:28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 小松総合支所 | 21:16 | 西条駅前 | 6:45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 東予港 | 21:24 | 新居浜駅前 | 7:28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 今治⇒東予港(無料) | | 東予港⇒今治(無料) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 今治営業所 | 19:50 | 東予港 | 6:20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 今治駅前 | 20:00 | 小松総合支所 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 小松総合支所 | 20:46 | 今治駅前 | 7:03 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 東予港 | 20:54 | 今治営業所 | 7:13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 松山⇒東予港(有料) | | 東予港⇒松山(有料) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| JR 松山駅前 | 20:10 | 東予港 | 6:20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 松山市駅前 | 20:20 | JR 松山駅前 | 7:33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 東予港 | 21:23 | 道後温泉 | 7:48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P 36 | 3-7 西条市の公共交通ネットワーク体系 | 時点変更による訂正 | <p>◆表 24 西条市の公共交通ネットワーク</p> <table border="1"> <thead> <tr> <th>区分</th> <th>役割</th> <th>該当交通機関</th> <th>該当路線等</th> </tr> </thead> <tbody> <tr> <td rowspan="4">都市間交通</td> <td rowspan="4">県内外の都市間を連絡し、ビジネス、観光、通勤通学等の多様な目的での移動を担う。</td> <td>鉄道</td> <td>○JR 予讃線</td> </tr> <tr> <td>航路</td> <td>○オレンジフェリー</td> </tr> <tr> <td>高速バス</td> <td>○バイレーツ ○いしづちライナー</td> </tr> <tr> <td>特急バス</td> <td>○新居浜～松山線</td> </tr> <tr> <td rowspan="3">幹線</td> <td rowspan="3">市内の拠点間を連絡し、通勤通学、買い物、通院等の日常生活行動だけでなく、都市間交通と接続することで、観光、ビジネス等、多様な目的での移動を担う。</td> <td>広域バス路線</td> <td>○今治～小松線 ○周桑～マイントピア線 ○新居浜～西条線 ○今治～新居浜線</td> </tr> <tr> <td>幹線バス路線</td> <td>○今治～小松線 ○周桑～マイントピア線 ○新居浜～西条線 ○今治～新居浜線 ○壬生川線</td> </tr> <tr> <td>市内バス路線(定時定路線)</td> <td>○加茂線 ○西之川線 ○嶺瑞線 ○三芳線 ○関屋線 ○保井野線 ○湯谷口線</td> </tr> <tr> <td>市内交通</td> <td>支線(フィーダー路線)</td> <td>○加茂地区よりそいタクシー ○丹原地域よりそいタクシー</td> <td>○JR 伊予西条駅 ○JR 壬生川駅 ○JR 伊予三芳駅 ○小松総合支所前 ○東予港 ○湯谷口バス停</td> </tr> <tr> <td>交通結節点</td> <td>JR とバス、船舶とバス、バスとバスなどの乗り継ぎ拠点として重要な箇所を交通結節点とし、公共交通機関同士を結び役割を担う。</td> <td>-</td> <td>○JR 伊予西条駅 ○JR 壬生川駅 ○JR 伊予三芳駅 ○小松総合支所前 ○東予港 ○湯谷口バス停</td> </tr> </tbody> </table> | 区分 | 役割 | 該当交通機関 | 該当路線等 | 都市間交通 | 県内外の都市間を連絡し、ビジネス、観光、通勤通学等の多様な目的での移動を担う。 | 鉄道 | ○JR 予讃線 | 航路 | ○オレンジフェリー | 高速バス | ○バイレーツ ○いしづちライナー | 特急バス | ○新居浜～松山線 | 幹線 | 市内の拠点間を連絡し、通勤通学、買い物、通院等の日常生活行動だけでなく、都市間交通と接続することで、観光、ビジネス等、多様な目的での移動を担う。 | 広域バス路線 | ○今治～小松線 ○周桑～マイントピア線 ○新居浜～西条線 ○今治～新居浜線 | 幹線バス路線 | ○今治～小松線 ○周桑～マイントピア線 ○新居浜～西条線 ○今治～新居浜線 ○壬生川線 | 市内バス路線(定時定路線) | ○加茂線 ○西之川線 ○嶺瑞線 ○三芳線 ○関屋線 ○保井野線 ○湯谷口線 | 市内交通 | 支線(フィーダー路線) | ○加茂地区よりそいタクシー ○丹原地域よりそいタクシー | ○JR 伊予西条駅 ○JR 壬生川駅 ○JR 伊予三芳駅 ○小松総合支所前 ○東予港 ○湯谷口バス停 | 交通結節点 | JR とバス、船舶とバス、バスとバスなどの乗り継ぎ拠点として重要な箇所を交通結節点とし、公共交通機関同士を結び役割を担う。 | - | ○JR 伊予西条駅 ○JR 壬生川駅 ○JR 伊予三芳駅 ○小松総合支所前 ○東予港 ○湯谷口バス停 | <p>◆表 25 西条市の公共交通ネットワーク</p> <table border="1"> <thead> <tr> <th>区分</th> <th>役割</th> <th>該当交通機関</th> <th>該当路線等</th> </tr> </thead> <tbody> <tr> <td rowspan="4">都市間交通</td> <td rowspan="4">県内外の都市間を連絡し、ビジネス、観光、通勤通学等の多様な目的での移動を担う。</td> <td>鉄 道</td> <td>○JR 予讃線</td> </tr> <tr> <td>航 路</td> <td>○オレンジフェリー</td> </tr> <tr> <td>高 速 バス</td> <td>○バイレーツ ○いしづちライナー</td> </tr> <tr> <td>特 急 バス</td> <td>○新居浜～松山線</td> </tr> <tr> <td rowspan="3">幹線</td> <td rowspan="3">市内の拠点間を連絡し、通勤通学、買い物、通院等の日常生活行動だけでなく、都市間交通と接続することで、観光、ビジネス等、多様な目的での移動を担う。</td> <td>広 域 バス 路 線</td> <td>○今治～小松線(国庫補助路線：地域間幹線系統補助) ○周桑～マイントピア線(国庫補助路線：地域間幹線系統補助) ○新居浜～西条線(国庫補助路線：地域間幹線系統補助) ○今治～新居浜線(国庫補助路線：地域間幹線系統補助)</td> </tr> <tr> <td>幹 線 バス 路 線</td> <td>○今治～小松線(国庫補助路線：地域間幹線系統補助) ○周桑～マイントピア線(国庫補助路線：地域間幹線系統補助) ○新居浜～西条線(国庫補助路線：地域間幹線系統補助) ○今治～新居浜線(国庫補助路線：地域間幹線系統補助) ○壬生川線</td> </tr> <tr> <td>市 内 バス 路 線 (定 時 定 路 線)</td> <td>○西之川線(国庫補助路線：地域内フィーダー系統補助) ○三芳線 ○関屋線 ○保井野線(国庫補助路線：地域内フィーダー系統補助) ○湯谷口線</td> </tr> <tr> <td>市内交通</td> <td>支線(フィーダー路線)</td> <td>○西条地域よりそいタクシー(地域内フィーダー系統補助) ○加茂地区よりそいタクシー ○丹原地域よりそいタクシー</td> <td>○JR 伊予西条駅 ○JR 壬生川駅 ○JR 伊予三芳駅 ○小松総合支所前 ○東予港 ○湯谷口バス停</td> </tr> <tr> <td>交通結節点</td> <td>JR とバス、船舶とバス、バスとバスなどの乗り継ぎ拠点として重要な箇所を交通結節点とし、公共交通機関同士を結び役割を担う。</td> <td>-</td> <td>○JR 伊予西条駅 ○JR 壬生川駅 ○JR 伊予三芳駅 ○小松総合支所前 ○東予港 ○湯谷口バス停</td> </tr> </tbody> </table> | 区分 | 役割 | 該当交通機関 | 該当路線等 | 都市間交通 | 県内外の都市間を連絡し、ビジネス、観光、通勤通学等の多様な目的での移動を担う。 | 鉄 道 | ○JR 予讃線 | 航 路 | ○オレンジフェリー | 高 速 バス | ○バイレーツ ○いしづちライナー | 特 急 バス | ○新居浜～松山線 | 幹線 | 市内の拠点間を連絡し、通勤通学、買い物、通院等の日常生活行動だけでなく、都市間交通と接続することで、観光、ビジネス等、多様な目的での移動を担う。 | 広 域 バス 路 線 | ○今治～小松線(国庫補助路線：地域間幹線系統補助) ○周桑～マイントピア線(国庫補助路線：地域間幹線系統補助) ○新居浜～西条線(国庫補助路線：地域間幹線系統補助) ○今治～新居浜線(国庫補助路線：地域間幹線系統補助) | 幹 線 バス 路 線 | ○今治～小松線(国庫補助路線：地域間幹線系統補助) ○周桑～マイントピア線(国庫補助路線：地域間幹線系統補助) ○新居浜～西条線(国庫補助路線：地域間幹線系統補助) ○今治～新居浜線(国庫補助路線：地域間幹線系統補助) ○壬生川線 | 市 内 バス 路 線 (定 時 定 路 線) | ○西之川線(国庫補助路線：地域内フィーダー系統補助) ○三芳線 ○関屋線 ○保井野線(国庫補助路線：地域内フィーダー系統補助) ○湯谷口線 | 市内交通 | 支線(フィーダー路線) | ○西条地域よりそいタクシー(地域内フィーダー系統補助) ○加茂地区よりそいタクシー ○丹原地域よりそいタクシー | ○JR 伊予西条駅 ○JR 壬生川駅 ○JR 伊予三芳駅 ○小松総合支所前 ○東予港 ○湯谷口バス停 | 交通結節点 | JR とバス、船舶とバス、バスとバスなどの乗り継ぎ拠点として重要な箇所を交通結節点とし、公共交通機関同士を結び役割を担う。 | - | ○JR 伊予西条駅 ○JR 壬生川駅 ○JR 伊予三芳駅 ○小松総合支所前 ○東予港 ○湯谷口バス停 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区分 | 役割 | 該当交通機関 | 該当路線等 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | 航路 | ○オレンジフェリー | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 高速バス | ○バイレーツ ○いしづちライナー | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 特急バス | ○新居浜～松山線 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | 幹線バス路線 | ○今治～小松線 ○周桑～マイントピア線 ○新居浜～西条線 ○今治～新居浜線 ○壬生川線 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 市内バス路線(定時定路線) | ○加茂線 ○西之川線 ○嶺瑞線 ○三芳線 ○関屋線 ○保井野線 ○湯谷口線 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 市内交通 | 支線(フィーダー路線) | ○加茂地区よりそいタクシー ○丹原地域よりそいタクシー | ○JR 伊予西条駅 ○JR 壬生川駅 ○JR 伊予三芳駅 ○小松総合支所前 ○東予港 ○湯谷口バス停 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 区分 | 役割 | 該当交通機関 | 該当路線等 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | 航 路 | ○オレンジフェリー | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 高 速 バス | ○バイレーツ ○いしづちライナー | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 特 急 バス | ○新居浜～松山線 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 幹線 | 市内の拠点間を連絡し、通勤通学、買い物、通院等の日常生活行動だけでなく、都市間交通と接続することで、観光、ビジネス等、多様な目的での移動を担う。 | 広 域 バス 路 線 | ○今治～小松線(国庫補助路線：地域間幹線系統補助) ○周桑～マイントピア線(国庫補助路線：地域間幹線系統補助) ○新居浜～西条線(国庫補助路線：地域間幹線系統補助) ○今治～新居浜線(国庫補助路線：地域間幹線系統補助) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 幹 線 バス 路 線 | ○今治～小松線(国庫補助路線：地域間幹線系統補助) ○周桑～マイントピア線(国庫補助路線：地域間幹線系統補助) ○新居浜～西条線(国庫補助路線：地域間幹線系統補助) ○今治～新居浜線(国庫補助路線：地域間幹線系統補助) ○壬生川線 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 市 内 バス 路 線 (定 時 定 路 線) | ○西之川線(国庫補助路線：地域内フィーダー系統補助) ○三芳線 ○関屋線 ○保井野線(国庫補助路線：地域内フィーダー系統補助) ○湯谷口線 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 市内交通 | 支線(フィーダー路線) | ○西条地域よりそいタクシー(地域内フィーダー系統補助) ○加茂地区よりそいタクシー ○丹原地域よりそいタクシー | ○JR 伊予西条駅 ○JR 壬生川駅 ○JR 伊予三芳駅 ○小松総合支所前 ○東予港 ○湯谷口バス停 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 交通結節点 | JR とバス、船舶とバス、バスとバスなどの乗り継ぎ拠点として重要な箇所を交通結節点とし、公共交通機関同士を結び役割を担う。 | - | ○JR 伊予西条駅 ○JR 壬生川駅 ○JR 伊予三芳駅 ○小松総合支所前 ○東予港 ○湯谷口バス停 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------|--|--------------|--|--|------|--------------|-------------|---------|----------|--------------|----------|--|------|--------------|--------------|-------------|---------|----------|--------------|---|----------|------|------------|-------------|---------|---------|-------------|---------|-------|------|--------------|---------|------|-----|----------|---------|
| P 37 | 3-7 西条市の公共交通ネットワーク体系 | 時点変更による訂正 | <p>◆図 47 西条市公共交通ネットワーク体系</p>  | <p>◆図 49 西条市公共交通ネットワーク体系</p>  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P 38 | 3-8 各種助成制度と利用状況 3-8-1 各種助成制度、補助制度の概要 (1) 市が実施している助成制度 ① 高齢者路線バス利用者助成事業（いきいきバス制度） ② 山間部交通不便地域移動助成事業 | 時点変更による訂正 | <p>① いきいきバス制度 いきいきバス制度の概要は以下のとおりである。</p> <p>◆表 25 いきいきバス制度の概要</p> <p>◆表 26 いきいきバス制度利用実績（平成 30 年度）</p> <table border="1"> <thead> <tr> <th>交付人数(延べ)</th> <th>交付枚数</th> <th>バス事業者への支払額</th> <th>交付人数1人当り助成額</th> </tr> </thead> <tbody> <tr> <td>887 人</td> <td>3,893 冊</td> <td>10,995,880 円</td> <td>12,397 円</td> </tr> </tbody> </table> <p>◆表 28 山間部交通不便地域移動助成事業利用実績（平成 30 年度）</p> <table border="1"> <thead> <tr> <th>申請世帯数</th> <th>利用件数</th> <th>タクシー事業者への支払額</th> <th>1件当り助成額</th> </tr> </thead> <tbody> <tr> <td>6 世帯</td> <td>13 件</td> <td>33,000 円</td> <td>2,538 円</td> </tr> </tbody> </table> | 交付人数(延べ) | 交付枚数 | バス事業者への支払額 | 交付人数1人当り助成額 | 887 人 | 3,893 冊 | 10,995,880 円 | 12,397 円 | 申請世帯数 | 利用件数 | タクシー事業者への支払額 | 1件当り助成額 | 6 世帯 | 13 件 | 33,000 円 | 2,538 円 | <p>① 高齢者路線バス利用者助成事業（いきいきバス制度） 高齢者路線バス利用者助成事業（いきいきバス制度）の概要は以下のとおりである。</p> <p>◆表 26 高齢者路線バス利用者助成事業（いきいきバス制度）の概要</p> <p>◆表 27 高齢者路線バス利用者助成事業（いきいきバス制度）利用実績（令和 3 年度）</p> <table border="1"> <thead> <tr> <th>交付人数(延べ)</th> <th>交付枚数</th> <th>バス事業者への支払額</th> <th>交付人数1人当り助成額</th> </tr> </thead> <tbody> <tr> <td>1,030 人</td> <td>2,500 冊</td> <td>7,279,150 円</td> <td>7,067 円</td> </tr> </tbody> </table> <p>◆表 29 山間部交通不便地域移動助成事業利用実績（令和 3 年度）</p> <table border="1"> <thead> <tr> <th>申請世帯数</th> <th>利用件数</th> <th>タクシー事業者への支払額</th> <th>1件当り助成額</th> </tr> </thead> <tbody> <tr> <td>2 世帯</td> <td>5 件</td> <td>15,000 円</td> <td>3,000 円</td> </tr> </tbody> </table> | 交付人数(延べ) | 交付枚数 | バス事業者への支払額 | 交付人数1人当り助成額 | 1,030 人 | 2,500 冊 | 7,279,150 円 | 7,067 円 | 申請世帯数 | 利用件数 | タクシー事業者への支払額 | 1件当り助成額 | 2 世帯 | 5 件 | 15,000 円 | 3,000 円 |
| 交付人数(延べ) | 交付枚数 | バス事業者への支払額 | 交付人数1人当り助成額 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 887 人 | 3,893 冊 | 10,995,880 円 | 12,397 円 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 申請世帯数 | 利用件数 | タクシー事業者への支払額 | 1件当り助成額 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 世帯 | 13 件 | 33,000 円 | 2,538 円 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 交付人数(延べ) | 交付枚数 | バス事業者への支払額 | 交付人数1人当り助成額 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1,030 人 | 2,500 冊 | 7,279,150 円 | 7,067 円 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 申請世帯数 | 利用件数 | タクシー事業者への支払額 | 1件当り助成額 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 世帯 | 5 件 | 15,000 円 | 3,000 円 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P 39 | ③ 高齢者タクシー利用助成事業 | 時点変更による訂正 | <p>◆表 30 高齢者タクシー利用助成事業利用実績（平成 30 年度）</p> <table border="1"> <thead> <tr> <th>交付人数</th> <th>利用枚数</th> <th>タクシー事業者への支払額</th> <th>交付人数1人当り助成額</th> </tr> </thead> <tbody> <tr> <td>4,277 人</td> <td>28,006 枚</td> <td>16,038,830 円</td> <td>3,741 円</td> </tr> </tbody> </table> | 交付人数 | 利用枚数 | タクシー事業者への支払額 | 交付人数1人当り助成額 | 4,277 人 | 28,006 枚 | 16,038,830 円 | 3,741 円 | <p>◆表 31 高齢者タクシー利用助成事業利用実績（令和 3 年度）</p> <table border="1"> <thead> <tr> <th>交付人数</th> <th>利用枚数</th> <th>タクシー事業者への支払額</th> <th>交付人数1人当り助成額</th> </tr> </thead> <tbody> <tr> <td>3,146 人</td> <td>19,902 枚</td> <td>11,607,180 円</td> <td>3,690 円</td> </tr> </tbody> </table> | 交付人数 | 利用枚数 | タクシー事業者への支払額 | 交付人数1人当り助成額 | 3,146 人 | 19,902 枚 | 11,607,180 円 | 3,690 円 | | | | | | | | | | | | | | | | |
| 交付人数 | 利用枚数 | タクシー事業者への支払額 | 交付人数1人当り助成額 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4,277 人 | 28,006 枚 | 16,038,830 円 | 3,741 円 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 交付人数 | 利用枚数 | タクシー事業者への支払額 | 交付人数1人当り助成額 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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|--------|---|--|--|-------------------------|------|------------|-------------|-------|---|-------------|------------------------------------|--------|--------|------|---|-------|--|------|----------------------------------|------------|---------------|------|--|-------------|----------|------|------|--------------|-------------|------------|---------|-------------|-----------------|---|-----------------|------|-------------------|-------------|----------|---------|-------------|----------|----------|----------|------|--------------------------------------|----------|---|-------|---|--------|--------------------------------|-----------|--|--|--------|------|------|--------------|-------------|---|---------|--|---------|--------|------|---|-----|--------|------|------|------------|-------------|------|-------|-----------|----------|------|-----|--------|------|-----------|------|-------|-----------------|-----------|-------------------------|----|-------------------|-----|--|-----|-------|----------|----------|--------------------|------|-----|----------|----------|-----------|----|--|--|-----------|--|
| P 39 | ④外出支援サービス ⑤重度障害者（児）タクシー利用助成 | 時点変更による訂正 内容の表現変更による訂正 時点変更による訂正 | <p>◆表 32 外出支援サービス事業利用実績（平成 30 年度）</p> <table border="1"> <thead> <tr> <th>交付人数</th> <th>利用枚数</th> <th>移送事業者への支払額</th> <th>交付人数1人当り助成額</th> </tr> </thead> <tbody> <tr> <td>386 人</td> <td>2,999 枚</td> <td>4,830,970 円</td> <td>12,515 円</td> </tr> </tbody> </table> <p>◆表 33 重度障がい者（児）タクシー利用助成事業の概要</p> <table border="1"> <thead> <tr> <th>項目</th> <th>内容</th> </tr> </thead> <tbody> <tr> <td>開始年度</td> <td>○平成 16 年度</td> </tr> <tr> <td>利用対象者</td> <td>○市民税非課税世帯の方で、 ○身体障害者手帳 1 級 ○身体障害者手帳 2 級（視覚障害、下肢障害、体幹障害） ○療育手帳 A ○精神障害者保健福祉手帳 1 級のいずれかの手帳をお持ちの方</td> </tr> <tr> <td>助成内容</td> <td>○乗車 1 回につき基本料金を 1 年度につき 24 回分を交付</td> </tr> <tr> <td>利用対象路線</td> <td>○協力機関のタクシーに適用</td> </tr> <tr> <td>利用方法</td> <td>○身体障害者手帳、療育手帳または精神障害者保険福祉手帳を乗務員に提示し、利用券と現金で支払う</td> </tr> <tr> <td>所管課</td> <td>○社会福祉課</td> </tr> </tbody> </table> <p>◆表 34 重度障がい者（児）タクシー利用助成事業利用実績（平成 30 年度）</p> <table border="1"> <thead> <tr> <th>交付人数</th> <th>利用枚数</th> <th>タクシー事業者への支払額</th> <th>交付人数1人当り助成額</th> </tr> </thead> <tbody> <tr> <td>457 人</td> <td>5,475 枚</td> <td>3,109,820 円</td> <td>6,805 円</td> </tr> </tbody> </table> | 交付人数 | 利用枚数 | 移送事業者への支払額 | 交付人数1人当り助成額 | 386 人 | 2,999 枚 | 4,830,970 円 | 12,515 円 | 項目 | 内容 | 開始年度 | ○平成 16 年度 | 利用対象者 | ○市民税非課税世帯の方で、 ○身体障害者手帳 1 級 ○身体障害者手帳 2 級（視覚障害、下肢障害、体幹障害） ○療育手帳 A ○精神障害者保健福祉手帳 1 級のいずれかの手帳をお持ちの方 | 助成内容 | ○乗車 1 回につき基本料金を 1 年度につき 24 回分を交付 | 利用対象路線 | ○協力機関のタクシーに適用 | 利用方法 | ○身体障害者手帳、療育手帳または精神障害者保険福祉手帳を乗務員に提示し、利用券と現金で支払う | 所管課 | ○社会福祉課 | 交付人数 | 利用枚数 | タクシー事業者への支払額 | 交付人数1人当り助成額 | 457 人 | 5,475 枚 | 3,109,820 円 | 6,805 円 | <p>◆表 33 外出支援サービス事業利用実績（令和 3 年度）</p> <table border="1"> <thead> <tr> <th>交付人数</th> <th>利用枚数</th> <th>移送事業者への支払額</th> <th>交付人数1人当り助成額</th> </tr> </thead> <tbody> <tr> <td>206 人</td> <td>1,680 枚</td> <td>2,926,850 円</td> <td>14,208 円</td> </tr> </tbody> </table> <p>◆表 34 重度障害者（児）タクシー利用助成事業の概要</p> <table border="1"> <thead> <tr> <th>項目</th> <th>内容</th> </tr> </thead> <tbody> <tr> <td>開始年度</td> <td>○平成 16 年度 在宅の市民税非課税世帯の方で、</td> </tr> <tr> <td>利用対象者</td> <td>○身体障害者手帳 1 級 ○身体障害者手帳 2 級の者のうち、単独障害で（視覚、下肢、体幹及び移動機能障害 2 級） ○療育手帳 A ○精神障害者保健福祉手帳 1 級のいずれかの手帳をお持ちの方</td> </tr> <tr> <td>助成内容</td> <td>○タクシーの基本料金を助成する利用券を年間 24 枚（月割り）交付</td> </tr> <tr> <td>利用対象路線</td> <td>○市内を運行している全ての一般タクシーに適用</td> </tr> <tr> <td>利用方法</td> <td>○身体障害者手帳、療育手帳または精神障害者保健福祉手帳を乗務員に提示し、利用券と現金で支払う</td> </tr> <tr> <td>所管課</td> <td>○社会福祉課</td> </tr> </tbody> </table> <p>◆表 35 重度障害者（児）タクシー利用助成事業利用実績（令和 3 年度）</p> <table border="1"> <thead> <tr> <th>交付人数</th> <th>利用枚数</th> <th>タクシー事業者への支払額</th> <th>交付人数1人当り助成額</th> </tr> </thead> <tbody> <tr> <td>322 人</td> <td>3,438 枚</td> <td>2,015,910 円</td> <td>6,261 円</td> </tr> </tbody> </table> | 交付人数 | 利用枚数 | 移送事業者への支払額 | 交付人数1人当り助成額 | 206 人 | 1,680 枚 | 2,926,850 円 | 14,208 円 | 項目 | 内容 | 開始年度 | ○平成 16 年度 在宅の 市民税非課税世帯の方で、 | 利用対象者 | ○身体障害者手帳 1 級 ○身体障害者手帳 2 級の者のうち、 単独障害 で（視覚、下肢、体幹及び移動機能障害 2 級） ○療育手帳 A ○精神障害者保健福祉手帳 1 級のいずれかの手帳をお持ちの方 | 助成内容 | ○ タクシーの基本料金を助成する利用券を年間 24 枚（月割り）交付 | 利用対象路線 | ○ 市内を運行している全ての一般タクシーに適用 | 利用方法 | ○身体障害者手帳、療育手帳または精神障害者保健福祉手帳を乗務員に提示し、利用券と現金で支払う | 所管課 | ○社会福祉課 | 交付人数 | 利用枚数 | タクシー事業者への支払額 | 交付人数1人当り助成額 | 322 人 | 3,438 枚 | 2,015,910 円 | 6,261 円 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 開始年度 | ○平成 16 年度 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 利用対象者 | ○市民税非課税世帯の方で、 ○身体障害者手帳 1 級 ○身体障害者手帳 2 級（視覚障害、下肢障害、体幹障害） ○療育手帳 A ○精神障害者保健福祉手帳 1 級のいずれかの手帳をお持ちの方 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 助成内容 | ○乗車 1 回につき基本料金を 1 年度につき 24 回分を交付 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 利用対象路線 | ○協力機関のタクシーに適用 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 利用方法 | ○身体障害者手帳、療育手帳または精神障害者保険福祉手帳を乗務員に提示し、利用券と現金で支払う | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 所管課 | ○社会福祉課 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 交付人数 | 利用枚数 | タクシー事業者への支払額 | 交付人数1人当り助成額 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 457 人 | 5,475 枚 | 3,109,820 円 | 6,805 円 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 交付人数 | 利用枚数 | 移送事業者への支払額 | 交付人数1人当り助成額 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 206 人 | 1,680 枚 | 2,926,850 円 | 14,208 円 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 助成内容 | ○ タクシーの基本料金を助成する利用券を年間 24 枚（月割り）交付 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 利用対象路線 | ○ 市内を運行している全ての一般タクシーに適用 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 所管課 | ○社会福祉課 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 交付人数 | 利用枚数 | タクシー事業者への支払額 | 交付人数1人当り助成額 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 322 人 | 3,438 枚 | 2,015,910 円 | 6,261 円 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P 40 | ⑥重度身体障害者移動支援 ⑦通学補助 | 内容の表現変更による訂正 時点変更による訂正 時点変更による訂正 | <p>◆表 35 重度身体障害者移動支援事業の概要</p> <table border="1"> <thead> <tr> <th>項目</th> <th>内容</th> </tr> </thead> <tbody> <tr> <td>開始年度</td> <td>○平成 16 年度</td> </tr> <tr> <td>利用対象者</td> <td>○市民税非課税世帯に属する、下肢機能または体幹機能の重度身体障害により常時車いすを使用している重度身体障害者（65 歳未満）で、一般の交通機関の利用困難者</td> </tr> <tr> <td>助成内容</td> <td>○移送料の支払いに使用できる利用券を 1 人につき年間 24 枚交付</td> </tr> <tr> <td>利用対象路線</td> <td>○移送事業者</td> </tr> <tr> <td>利用方法</td> <td>○利用券を移送業者に渡し、利用者負担として移送料の 1 割を市の請求に基づき支払う</td> </tr> <tr> <td>所管課</td> <td>○社会福祉課</td> </tr> </tbody> </table> <p>◆表 36 重度身体障害者移動支援事業利用実績（平成 30 年度）</p> <table border="1"> <thead> <tr> <th>交付人数</th> <th>利用枚数</th> <th>移送事業者への支払額</th> <th>交付人数1人当り助成額</th> </tr> </thead> <tbody> <tr> <td>54 人</td> <td>730 枚</td> <td>1,335,821 円</td> <td>24,737 円</td> </tr> </tbody> </table> <p>◆表 37 通学補助制度</p> <table border="1"> <thead> <tr> <th>交通手段</th> <th>学校別</th> <th>補助対象区間</th> <th>補助金額</th> <th>平成 30 年度実績</th> </tr> </thead> <tbody> <tr> <td rowspan="2">定期バス</td> <td>小・中学校</td> <td>自宅最寄停留所～学校最寄停留所</td> <td>493,620 円</td> <td>大町小:9 人、中学校:0 人</td> </tr> <tr> <td>高校</td> <td>自宅最寄停留所～常心、湯谷口停留所</td> <td>190,160 円</td> <td>西条高校:1 人</td> </tr> <tr> <td>自転車</td> <td>中学・高校</td> <td>自宅から学校まで</td> <td>20,000 円</td> <td>西条南中:1 人</td> </tr> <tr> <td>タクシー</td> <td>小学校</td> <td>自宅から学校まで</td> <td>147,480 円</td> <td>大町小学校</td> </tr> <tr> <td colspan="3">合計</td> <td>851,260 円</td> <td></td> </tr> </tbody> </table> | 項目 | 内容 | 開始年度 | ○平成 16 年度 | 利用対象者 | ○市民税非課税世帯に属する、下肢機能または体幹機能の重度身体障害により常時車いすを使用している重度身体障害者（65 歳未満）で、一般の交通機関の利用困難者 | 助成内容 | ○移送料の支払いに使用できる利用券を 1 人につき年間 24 枚交付 | 利用対象路線 | ○移送事業者 | 利用方法 | ○利用券を移送業者に渡し、利用者負担として移送料の 1 割を市の請求に基づき支払う | 所管課 | ○社会福祉課 | 交付人数 | 利用枚数 | 移送事業者への支払額 | 交付人数1人当り助成額 | 54 人 | 730 枚 | 1,335,821 円 | 24,737 円 | 交通手段 | 学校別 | 補助対象区間 | 補助金額 | 平成 30 年度実績 | 定期バス | 小・中学校 | 自宅最寄停留所～学校最寄停留所 | 493,620 円 | 大町小:9 人、中学校:0 人 | 高校 | 自宅最寄停留所～常心、湯谷口停留所 | 190,160 円 | 西条高校:1 人 | 自転車 | 中学・高校 | 自宅から学校まで | 20,000 円 | 西条南中:1 人 | タクシー | 小学校 | 自宅から学校まで | 147,480 円 | 大町小学校 | 合計 | | | 851,260 円 | | <p>◆表 36 重度身体障害者移動支援事業の概要</p> <table border="1"> <thead> <tr> <th>項目</th> <th>内容</th> </tr> </thead> <tbody> <tr> <td>開始年度</td> <td>○平成 16 年度</td> </tr> <tr> <td>利用対象者</td> <td>○在宅の市民税非課税世帯に属する、下肢機能または体幹機能の重度身体障害により常時車いすを使用している重度身体障害者（65 歳未満）で、一般の交通機関の利用困難者</td> </tr> <tr> <td>助成内容</td> <td>○移送料の支払いに使用できる利用券を 1 人につき年間 24 枚（月割り）交付</td> </tr> <tr> <td>利用対象路線</td> <td>○移送事業者</td> </tr> <tr> <td>利用方法</td> <td>○利用券を移送事業者に渡し、利用者負担として移送料の 1 割を市の請求に基づき支払う</td> </tr> <tr> <td>所管課</td> <td>○社会福祉課</td> </tr> </tbody> </table> <p>◆表 37 重度身体障害者移動支援事業利用実績（令和 3 年度）</p> <table border="1"> <thead> <tr> <th>交付人数</th> <th>利用枚数</th> <th>移送事業者への支払額</th> <th>交付人数1人当り助成額</th> </tr> </thead> <tbody> <tr> <td>19 人</td> <td>196 枚</td> <td>387,630 円</td> <td>20,402 円</td> </tr> </tbody> </table> <p>◆表 38 通学補助制度（令和 3 年度）</p> <table border="1"> <thead> <tr> <th>交通手段</th> <th>学校別</th> <th>補助対象区間</th> <th>補助金額</th> <th>令和 3 年度実績</th> </tr> </thead> <tbody> <tr> <td rowspan="2">定期バス</td> <td>小・中学校</td> <td>自宅最寄停留所～学校最寄停留所</td> <td>246,550 円</td> <td>大町小:3 人、神戸小:1 人、中学校:0 人</td> </tr> <tr> <td>高校</td> <td>自宅最寄停留所～常心、湯谷口停留所</td> <td>0 円</td> <td></td> </tr> <tr> <td>自転車</td> <td>中学・高校</td> <td>自宅から学校まで</td> <td>60,000 円</td> <td>西条南中:2 人、新居浜高専:1 人</td> </tr> <tr> <td>タクシー</td> <td>小学校</td> <td>自宅から学校まで</td> <td>58,020 円</td> <td>大町小学校:3 人</td> </tr> <tr> <td colspan="3">合計</td> <td>364,570 円</td> <td></td> </tr> </tbody> </table> | 項目 | 内容 | 開始年度 | ○平成 16 年度 | 利用対象者 | ○ 在宅の 市民税非課税世帯に属する、下肢機能または体幹機能の重度身体障害により常時車いすを使用している重度身体障害者（65 歳未満）で、一般の交通機関の利用困難者 | 助成内容 | ○移送料の支払いに使用できる利用券を 1 人につき年間 24 枚（ 月割り ）交付 | 利用対象路線 | ○移送事業者 | 利用方法 | ○利用券を移送 事業者 に渡し、利用者負担として移送料の 1 割を市の請求に基づき支払う | 所管課 | ○社会福祉課 | 交付人数 | 利用枚数 | 移送事業者への支払額 | 交付人数1人当り助成額 | 19 人 | 196 枚 | 387,630 円 | 20,402 円 | 交通手段 | 学校別 | 補助対象区間 | 補助金額 | 令和 3 年度実績 | 定期バス | 小・中学校 | 自宅最寄停留所～学校最寄停留所 | 246,550 円 | 大町小:3 人、神戸小:1 人、中学校:0 人 | 高校 | 自宅最寄停留所～常心、湯谷口停留所 | 0 円 | | 自転車 | 中学・高校 | 自宅から学校まで | 60,000 円 | 西条南中:2 人、新居浜高専:1 人 | タクシー | 小学校 | 自宅から学校まで | 58,020 円 | 大町小学校:3 人 | 合計 | | | 364,570 円 | |
| 項目 | 内容 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 開始年度 | ○平成 16 年度 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 助成内容 | ○移送料の支払いに使用できる利用券を 1 人につき年間 24 枚交付 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 利用対象路線 | ○移送事業者 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 利用方法 | ○利用券を移送業者に渡し、利用者負担として移送料の 1 割を市の請求に基づき支払う | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 所管課 | ○社会福祉課 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 交付人数 | 利用枚数 | 移送事業者への支払額 | 交付人数1人当り助成額 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54 人 | 730 枚 | 1,335,821 円 | 24,737 円 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 交通手段 | 学校別 | 補助対象区間 | 補助金額 | 平成 30 年度実績 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 定期バス | 小・中学校 | 自宅最寄停留所～学校最寄停留所 | 493,620 円 | 大町小:9 人、中学校:0 人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 高校 | 自宅最寄停留所～常心、湯谷口停留所 | 190,160 円 | 西条高校:1 人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 自転車 | 中学・高校 | 自宅から学校まで | 20,000 円 | 西条南中:1 人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| タクシー | 小学校 | 自宅から学校まで | 147,480 円 | 大町小学校 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合計 | | | 851,260 円 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 項目 | 内容 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 開始年度 | ○平成 16 年度 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 利用対象者 | ○ 在宅の 市民税非課税世帯に属する、下肢機能または体幹機能の重度身体障害により常時車いすを使用している重度身体障害者（65 歳未満）で、一般の交通機関の利用困難者 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 助成内容 | ○移送料の支払いに使用できる利用券を 1 人につき年間 24 枚（ 月割り ）交付 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 利用対象路線 | ○移送事業者 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 利用方法 | ○利用券を移送 事業者 に渡し、利用者負担として移送料の 1 割を市の請求に基づき支払う | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 所管課 | ○社会福祉課 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 交付人数 | 利用枚数 | 移送事業者への支払額 | 交付人数1人当り助成額 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 人 | 196 枚 | 387,630 円 | 20,402 円 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 交通手段 | 学校別 | 補助対象区間 | 補助金額 | 令和 3 年度実績 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 定期バス | 小・中学校 | 自宅最寄停留所～学校最寄停留所 | 246,550 円 | 大町小:3 人、神戸小:1 人、中学校:0 人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 高校 | 自宅最寄停留所～常心、湯谷口停留所 | 0 円 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 自転車 | 中学・高校 | 自宅から学校まで | 60,000 円 | 西条南中:2 人、新居浜高専:1 人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| タクシー | 小学校 | 自宅から学校まで | 58,020 円 | 大町小学校:3 人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合計 | | | 364,570 円 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

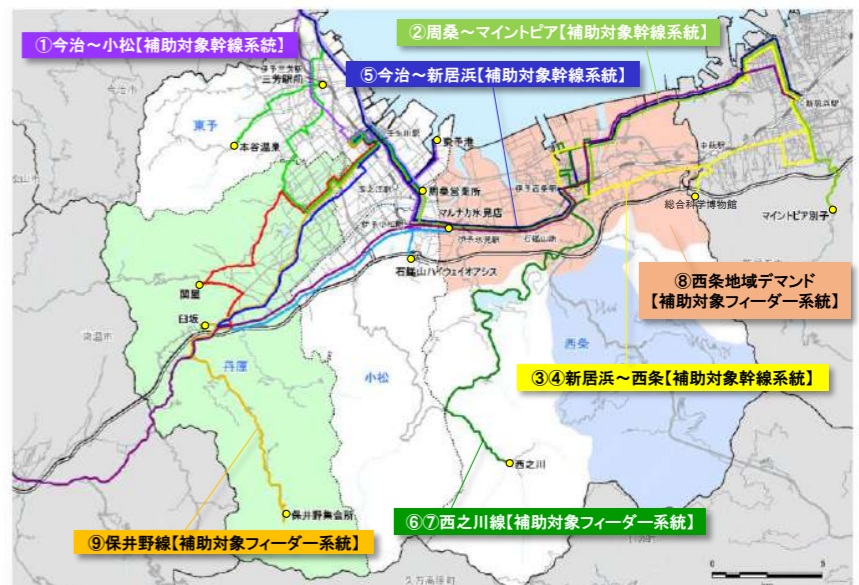
| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|---|-----------|---|------------------|---------|------------|--------------|-------|--------|------------|--------|-------|--------|--------|--------|-------|--------|--------|--------|-------|--------|--------|--------|-------|--------|--------|--------|-------|--------|--------|--------|-------|---------|--------|--------|--|-------|-------|----------|--------|-------|--------|--------|--------|-------|--------|--------|--------|-------|--------|--------|--------|-------|--------|--------|--------|-------|--------|--------|---|-------|---------|--------|--------------|-------|---------|------------|--------|-------|--------|--------|--------|-------|---------|--------|--------|-------|---------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|------|--------|-------|-------|-------|-------|-------|------|--------|-------|-------|-------|-------|-------|------|--------|-------|-------|-------|-------|-------|
| P41 | 3-8-2 西条市公共交通にかか る補助金 (1) 一般乗合バスへの補助金の推移 ①バス事業者別 | 時点変更による訂正 | <p>バス欠損額に対する西条市の補助金は、せとうち周桑バス(株)と瀬戸内運輸(株)のどちらも年々微増の傾向が見られる。</p> <p>◆図 48 西条市バス補助金額の推移（バス事業者別）</p> <p>(千円)</p> <table border="1"> <thead> <tr> <th>年度</th> <th>西条市合計</th> <th>せとうち周桑バス</th> <th>瀬戸内運輸</th> </tr> </thead> <tbody> <tr><td>H24年度</td><td>89,521</td><td>52,616</td><td>36,905</td></tr> <tr><td>H25年度</td><td>92,859</td><td>53,128</td><td>39,731</td></tr> <tr><td>H26年度</td><td>93,174</td><td>54,580</td><td>38,594</td></tr> <tr><td>H27年度</td><td>94,966</td><td>53,502</td><td>41,464</td></tr> <tr><td>H28年度</td><td>92,455</td><td>50,672</td><td>41,783</td></tr> <tr><td>H29年度</td><td>96,648</td><td>53,110</td><td>43,538</td></tr> <tr><td>H30年度</td><td>100,091</td><td>54,724</td><td>45,367</td></tr> </tbody> </table> | 年度 | 西条市合計 | せとうち周桑バス | 瀬戸内運輸 | H24年度 | 89,521 | 52,616 | 36,905 | H25年度 | 92,859 | 53,128 | 39,731 | H26年度 | 93,174 | 54,580 | 38,594 | H27年度 | 94,966 | 53,502 | 41,464 | H28年度 | 92,455 | 50,672 | 41,783 | H29年度 | 96,648 | 53,110 | 43,538 | H30年度 | 100,091 | 54,724 | 45,367 | <p>バス欠損額に対する西条市の補助金は、せとうち周桑バス(株)はほぼ横ばいから微増、瀬戸内運輸(株)は令和 2 年度以降に大幅な増加が見られ、結果として西条市全体の補助金は令和 2 年度から 3 年度にかけて急増している。</p> <p>◆図 50 西条市バス補助金額の推移（バス事業者別）</p> <p>(千円)</p> <table border="1"> <thead> <tr> <th>年度</th> <th>合計</th> <th>せとうち周桑バス</th> <th>瀬戸内運輸</th> </tr> </thead> <tbody> <tr><td>H24年度</td><td>89,521</td><td>52,616</td><td>36,905</td></tr> <tr><td>H25年度</td><td>92,859</td><td>53,128</td><td>39,731</td></tr> <tr><td>H26年度</td><td>93,174</td><td>54,580</td><td>38,594</td></tr> <tr><td>H27年度</td><td>94,966</td><td>53,502</td><td>41,464</td></tr> <tr><td>H28年度</td><td>92,455</td><td>50,672</td><td>41,783</td></tr> <tr><td>H29年度</td><td>96,648</td><td>53,110</td><td>43,538</td></tr> <tr><td>H30年度</td><td>100,091</td><td>54,724</td><td>45,367</td></tr> <tr><td>R元年度</td><td>95,348</td><td>51,475</td><td>43,873</td></tr> <tr><td>R2年度</td><td>111,669</td><td>51,879</td><td>59,790</td></tr> <tr><td>R3年度</td><td>120,409</td><td>56,558</td><td>63,851</td></tr> </tbody> </table> | 年度 | 合計 | せとうち周桑バス | 瀬戸内運輸 | H24年度 | 89,521 | 52,616 | 36,905 | H25年度 | 92,859 | 53,128 | 39,731 | H26年度 | 93,174 | 54,580 | 38,594 | H27年度 | 94,966 | 53,502 | 41,464 | H28年度 | 92,455 | 50,672 | 41,783 | H29年度 | 96,648 | 53,110 | 43,538 | H30年度 | 100,091 | 54,724 | 45,367 | R元年度 | 95,348 | 51,475 | 43,873 | R2年度 | 111,669 | 51,879 | 59,790 | R3年度 | 120,409 | 56,558 | 63,851 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 年度 | 西条市合計 | せとうち周桑バス | 瀬戸内運輸 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H24年度 | 89,521 | 52,616 | 36,905 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H25年度 | 92,859 | 53,128 | 39,731 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H26年度 | 93,174 | 54,580 | 38,594 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H27年度 | 94,966 | 53,502 | 41,464 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H28年度 | 92,455 | 50,672 | 41,783 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H29年度 | 96,648 | 53,110 | 43,538 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H30年度 | 100,091 | 54,724 | 45,367 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 年度 | 合計 | せとうち周桑バス | 瀬戸内運輸 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H24年度 | 89,521 | 52,616 | 36,905 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H25年度 | 92,859 | 53,128 | 39,731 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H26年度 | 93,174 | 54,580 | 38,594 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H27年度 | 94,966 | 53,502 | 41,464 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H28年度 | 92,455 | 50,672 | 41,783 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H29年度 | 96,648 | 53,110 | 43,538 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H30年度 | 100,091 | 54,724 | 45,367 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R元年度 | 95,348 | 51,475 | 43,873 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R2年度 | 111,669 | 51,879 | 59,790 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R3年度 | 120,409 | 56,558 | 63,851 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ②瀬戸内運輸(株)路線 | 時点変更による訂正 | <p>全体的に年々補助金の増加傾向が見られる。特に今治～新居浜線は平成 27 年度、住友病院前～西条済生会線は平成 29 年度、西之川線は平成 30 年度に大幅な増加が見られる。</p> <p>◆図 49 瀬戸内運輸(株)に対する西条市の補助金額の推移</p> <p>(千円)</p> <table border="1"> <thead> <tr> <th>年度</th> <th>今治～新居浜線</th> <th>西之川線</th> <th>住友病院前～西条済生会線</th> <th>加茂線</th> <th>今治～小松線</th> <th>周桑～マイントピア線</th> </tr> </thead> <tbody> <tr><td>H24年度</td><td>8,883</td><td>8,144</td><td>5,310</td><td>4,943</td><td>3,521</td><td>2,810</td></tr> <tr><td>H25年度</td><td>9,370</td><td>8,208</td><td>5,649</td><td>5,144</td><td>3,780</td><td>3,366</td></tr> <tr><td>H26年度</td><td>8,688</td><td>8,317</td><td>5,199</td><td>5,102</td><td>3,835</td><td>3,101</td></tr> <tr><td>H27年度</td><td>10,557</td><td>8,772</td><td>5,257</td><td>5,220</td><td>4,521</td><td>3,157</td></tr> <tr><td>H28年度</td><td>10,990</td><td>8,212</td><td>5,433</td><td>5,182</td><td>4,646</td><td>3,198</td></tr> <tr><td>H29年度</td><td>11,363</td><td>8,127</td><td>6,447</td><td>5,313</td><td>4,260</td><td>3,222</td></tr> <tr><td>H30年度</td><td>11,899</td><td>8,850</td><td>6,733</td><td>5,238</td><td>4,385</td><td>3,261</td></tr> </tbody> </table> | 年度 | 今治～新居浜線 | 西之川線 | 住友病院前～西条済生会線 | 加茂線 | 今治～小松線 | 周桑～マイントピア線 | H24年度 | 8,883 | 8,144 | 5,310 | 4,943 | 3,521 | 2,810 | H25年度 | 9,370 | 8,208 | 5,649 | 5,144 | 3,780 | 3,366 | H26年度 | 8,688 | 8,317 | 5,199 | 5,102 | 3,835 | 3,101 | H27年度 | 10,557 | 8,772 | 5,257 | 5,220 | 4,521 | 3,157 | H28年度 | 10,990 | 8,212 | 5,433 | 5,182 | 4,646 | 3,198 | H29年度 | 11,363 | 8,127 | 6,447 | 5,313 | 4,260 | 3,222 | H30年度 | 11,899 | 8,850 | 6,733 | 5,238 | 4,385 | 3,261 | <p>平成 24 年度から令和元年度までは各路線とも横ばいから微増となっているが、令和 2 年度から令和 3 年度にかけて、禎瑞線と西之川線を除く広域路線の補助金額が大幅に増加している。</p> <p>◆図 51 瀬戸内運輸(株)に対する西条市の補助金額の推移</p> <p>(千円)</p> <table border="1"> <thead> <tr> <th>年度</th> <th>今治～新居浜線</th> <th>西之川線</th> <th>住友病院前～西条済生会線</th> <th>加茂線</th> <th>今治～小松線</th> <th>周桑～マイントピア線</th> </tr> </thead> <tbody> <tr><td>H24年度</td><td>8,883</td><td>8,144</td><td>5,310</td><td>4,943</td><td>3,521</td><td>2,810</td></tr> <tr><td>H25年度</td><td>9,370</td><td>8,208</td><td>5,649</td><td>5,144</td><td>3,780</td><td>3,366</td></tr> <tr><td>H26年度</td><td>8,688</td><td>8,317</td><td>5,199</td><td>5,102</td><td>3,835</td><td>3,101</td></tr> <tr><td>H27年度</td><td>10,557</td><td>8,772</td><td>5,257</td><td>5,220</td><td>4,521</td><td>3,157</td></tr> <tr><td>H28年度</td><td>10,990</td><td>8,212</td><td>5,433</td><td>5,182</td><td>4,646</td><td>3,198</td></tr> <tr><td>H29年度</td><td>11,363</td><td>8,127</td><td>6,447</td><td>5,313</td><td>4,260</td><td>3,222</td></tr> <tr><td>H30年度</td><td>11,899</td><td>8,850</td><td>6,733</td><td>5,238</td><td>4,385</td><td>3,261</td></tr> <tr><td>R元年度</td><td>11,442</td><td>8,184</td><td>6,768</td><td>6,623</td><td>4,356</td><td>3,196</td></tr> <tr><td>R2年度</td><td>19,751</td><td>9,438</td><td>6,842</td><td>6,391</td><td>5,306</td><td>3,439</td></tr> <tr><td>R3年度</td><td>23,487</td><td>8,873</td><td>8,301</td><td>8,034</td><td>3,763</td><td>3,763</td></tr> </tbody> </table> | 年度 | 今治～新居浜線 | 西之川線 | 住友病院前～西条済生会線 | 加茂線 | 今治～小松線 | 周桑～マイントピア線 | H24年度 | 8,883 | 8,144 | 5,310 | 4,943 | 3,521 | 2,810 | H25年度 | 9,370 | 8,208 | 5,649 | 5,144 | 3,780 | 3,366 | H26年度 | 8,688 | 8,317 | 5,199 | 5,102 | 3,835 | 3,101 | H27年度 | 10,557 | 8,772 | 5,257 | 5,220 | 4,521 | 3,157 | H28年度 | 10,990 | 8,212 | 5,433 | 5,182 | 4,646 | 3,198 | H29年度 | 11,363 | 8,127 | 6,447 | 5,313 | 4,260 | 3,222 | H30年度 | 11,899 | 8,850 | 6,733 | 5,238 | 4,385 | 3,261 | R元年度 | 11,442 | 8,184 | 6,768 | 6,623 | 4,356 | 3,196 | R2年度 | 19,751 | 9,438 | 6,842 | 6,391 | 5,306 | 3,439 | R3年度 | 23,487 | 8,873 | 8,301 | 8,034 | 3,763 | 3,763 |
| 年度 | 今治～新居浜線 | 西之川線 | 住友病院前～西条済生会線 | 加茂線 | 今治～小松線 | 周桑～マイントピア線 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H24年度 | 8,883 | 8,144 | 5,310 | 4,943 | 3,521 | 2,810 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H25年度 | 9,370 | 8,208 | 5,649 | 5,144 | 3,780 | 3,366 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H26年度 | 8,688 | 8,317 | 5,199 | 5,102 | 3,835 | 3,101 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H27年度 | 10,557 | 8,772 | 5,257 | 5,220 | 4,521 | 3,157 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H28年度 | 10,990 | 8,212 | 5,433 | 5,182 | 4,646 | 3,198 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H29年度 | 11,363 | 8,127 | 6,447 | 5,313 | 4,260 | 3,222 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H30年度 | 11,899 | 8,850 | 6,733 | 5,238 | 4,385 | 3,261 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 年度 | 今治～新居浜線 | 西之川線 | 住友病院前～西条済生会線 | 加茂線 | 今治～小松線 | 周桑～マイントピア線 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H24年度 | 8,883 | 8,144 | 5,310 | 4,943 | 3,521 | 2,810 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H25年度 | 9,370 | 8,208 | 5,649 | 5,144 | 3,780 | 3,366 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H26年度 | 8,688 | 8,317 | 5,199 | 5,102 | 3,835 | 3,101 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H27年度 | 10,557 | 8,772 | 5,257 | 5,220 | 4,521 | 3,157 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H28年度 | 10,990 | 8,212 | 5,433 | 5,182 | 4,646 | 3,198 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H29年度 | 11,363 | 8,127 | 6,447 | 5,313 | 4,260 | 3,222 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H30年度 | 11,899 | 8,850 | 6,733 | 5,238 | 4,385 | 3,261 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R元年度 | 11,442 | 8,184 | 6,768 | 6,623 | 4,356 | 3,196 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R2年度 | 19,751 | 9,438 | 6,842 | 6,391 | 5,306 | 3,439 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R3年度 | 23,487 | 8,873 | 8,301 | 8,034 | 3,763 | 3,763 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------|------------------|-----------------|---|---|--------|----|------|--|--|----------|--------|--|-------------|--------|--|---|---------|--|-----------------|-----|--|-----------------|----|-----------------|---|-----|--|---------|--|--|----------|--------|--|-----------------|----|--|-------------|--------|--|---|--------|--|----|---------|--|----------|--|--|----------|-------|--|-------------------|-------|--|-------------|-------|--|----|-------|--|------|--|--|---------------|-----|--|----|-----|--|----|---------|--|---|----|--------|------|--|------------|--------|---------------|--------|---|---------|-----------------|-------|-----------------|-----|---|-------|-----------|--|--------------------------|-------|---------------|----|-------------|--------|---|--------|----|---------|-----------|--|----------|-------|------------------|-------|-------------|-----|---|-------|------|--|----------|-----|----|-------|----|---------|
| P 42 | ③せとうち周桑バス(株)路線 | 時点変更による訂正 | <p>◆図 50 せとうち周桑バス(株)に対する西条市の補助金額の推移</p> | <p>◆図 52 せとうち周桑バス(株)に対する西条市の補助金額の推移</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (2) 西条市全体としての負担額 | 時点変更による訂正 | <p>本市の公共交通関連の負担額は以下のとおりであり、平成 30 年度の実績で約 137,772 千円となる。</p> <p>◆表 40 西条市の公共交通関連負担額</p> <table border="1"> <thead> <tr> <th>項目</th> <th>金額(千円)</th> <th>備考</th> </tr> </thead> <tbody> <tr> <td>公共交通</td> <td></td> <td></td> </tr> <tr> <td> 瀬戸内運輸(株)</td> <td>45,367</td> <td></td> </tr> <tr> <td> せとうち周桑バス(株)</td> <td>54,724</td> <td></td> </tr> <tr> <td> 計</td> <td>100,091</td> <td></td> </tr> <tr> <td> 加茂地区デマンド型乗合タクシー</td> <td>472</td> <td></td> </tr> <tr> <td> 丹原地域デマンド型乗合タクシー</td> <td>13</td> <td>H31年2月～H31年3月実績</td> </tr> <tr> <td> 計</td> <td>485</td> <td></td> </tr> <tr> <td>高齢者助成事業</td> <td></td> <td></td> </tr> <tr> <td> いきいきバス制度</td> <td>10,996</td> <td></td> </tr> <tr> <td> 山間部交通不便地域移動助成事業</td> <td>33</td> <td></td> </tr> <tr> <td> 高齢者タクシー利用助成</td> <td>16,039</td> <td></td> </tr> <tr> <td> 計</td> <td>27,068</td> <td></td> </tr> <tr> <td>小計</td> <td>127,644</td> <td></td> </tr> <tr> <td>障がい者助成事業</td> <td></td> <td></td> </tr> <tr> <td> 外出支援サービス</td> <td>4,831</td> <td></td> </tr> <tr> <td> 重度障がい者(児)タクシー利用助成</td> <td>3,110</td> <td></td> </tr> <tr> <td> 重度身体障害者移動支援</td> <td>1,336</td> <td></td> </tr> <tr> <td> 小計</td> <td>9,277</td> <td></td> </tr> <tr> <td>通学補助</td> <td></td> <td></td> </tr> <tr> <td> 定期バス、自転車、タクシー</td> <td>851</td> <td></td> </tr> <tr> <td> 小計</td> <td>851</td> <td></td> </tr> <tr> <td>合計</td> <td>137,772</td> <td></td> </tr> </tbody> </table> | 項目 | 金額(千円) | 備考 | 公共交通 | | | 瀬戸内運輸(株) | 45,367 | | せとうち周桑バス(株) | 54,724 | | 計 | 100,091 | | 加茂地区デマンド型乗合タクシー | 472 | | 丹原地域デマンド型乗合タクシー | 13 | H31年2月～H31年3月実績 | 計 | 485 | | 高齢者助成事業 | | | いきいきバス制度 | 10,996 | | 山間部交通不便地域移動助成事業 | 33 | | 高齢者タクシー利用助成 | 16,039 | | 計 | 27,068 | | 小計 | 127,644 | | 障がい者助成事業 | | | 外出支援サービス | 4,831 | | 重度障がい者(児)タクシー利用助成 | 3,110 | | 重度身体障害者移動支援 | 1,336 | | 小計 | 9,277 | | 通学補助 | | | 定期バス、自転車、タクシー | 851 | | 小計 | 851 | | 合計 | 137,772 | | <p>本市の公共交通関連の負担額は以下のとおりであり、令和 3 年度の実績で 146,225 千円となる。</p> <p>◆表 41 西条市の公共交通関連負担額（令和 3 年度）</p> <table border="1"> <thead> <tr> <th>分類</th> <th>金額(千円)</th> </tr> </thead> <tbody> <tr> <td>公共交通</td> <td></td> </tr> <tr> <td> 瀬戸内運輸(株)路線</td> <td>63,851</td> </tr> <tr> <td> せとうち周桑バス(株)路線</td> <td>56,558</td> </tr> <tr> <td> 計</td> <td>120,409</td> </tr> <tr> <td> 加茂地区デマンド型乗合タクシー</td> <td>1,060</td> </tr> <tr> <td> 丹原地域デマンド型乗合タクシー</td> <td>160</td> </tr> <tr> <td> 計</td> <td>1,220</td> </tr> <tr> <td>高齢者移動助成事業</td> <td></td> </tr> <tr> <td> 高齢者路線バス利用者助成事業(いきいきバス制度)</td> <td>7,279</td> </tr> <tr> <td> 山間部交通不便地域移動助成</td> <td>15</td> </tr> <tr> <td> 高齢者タクシー利用助成</td> <td>11,607</td> </tr> <tr> <td> 計</td> <td>18,901</td> </tr> <tr> <td>小計</td> <td>140,531</td> </tr> <tr> <td>障がい者等移動助成</td> <td></td> </tr> <tr> <td> 外出支援サービス</td> <td>2,927</td> </tr> <tr> <td> 重度障害者(児)タクシー利用助成</td> <td>2,016</td> </tr> <tr> <td> 重度身体障害者移動支援</td> <td>388</td> </tr> <tr> <td> 計</td> <td>5,330</td> </tr> <tr> <td>通学助成</td> <td></td> </tr> <tr> <td> 遠距離通学費補助</td> <td>365</td> </tr> <tr> <td> 小計</td> <td>5,695</td> </tr> <tr> <td>合計</td> <td>146,225</td> </tr> </tbody> </table> | 分類 | 金額(千円) | 公共交通 | | 瀬戸内運輸(株)路線 | 63,851 | せとうち周桑バス(株)路線 | 56,558 | 計 | 120,409 | 加茂地区デマンド型乗合タクシー | 1,060 | 丹原地域デマンド型乗合タクシー | 160 | 計 | 1,220 | 高齢者移動助成事業 | | 高齢者路線バス利用者助成事業(いきいきバス制度) | 7,279 | 山間部交通不便地域移動助成 | 15 | 高齢者タクシー利用助成 | 11,607 | 計 | 18,901 | 小計 | 140,531 | 障がい者等移動助成 | | 外出支援サービス | 2,927 | 重度障害者(児)タクシー利用助成 | 2,016 | 重度身体障害者移動支援 | 388 | 計 | 5,330 | 通学助成 | | 遠距離通学費補助 | 365 | 小計 | 5,695 | 合計 | 146,225 |
| 項目 | 金額(千円) | 備考 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 公共交通 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 瀬戸内運輸(株) | 45,367 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| せとうち周桑バス(株) | 54,724 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計 | 100,091 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 加茂地区デマンド型乗合タクシー | 472 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 丹原地域デマンド型乗合タクシー | 13 | H31年2月～H31年3月実績 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計 | 485 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 高齢者助成事業 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| いきいきバス制度 | 10,996 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 山間部交通不便地域移動助成事業 | 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 高齢者タクシー利用助成 | 16,039 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計 | 27,068 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 小計 | 127,644 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 障がい者助成事業 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 外出支援サービス | 4,831 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 重度障がい者(児)タクシー利用助成 | 3,110 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 重度身体障害者移動支援 | 1,336 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 小計 | 9,277 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 通学補助 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 定期バス、自転車、タクシー | 851 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 小計 | 851 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合計 | 137,772 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 分類 | 金額(千円) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 公共交通 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 瀬戸内運輸(株)路線 | 63,851 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| せとうち周桑バス(株)路線 | 56,558 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計 | 120,409 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 加茂地区デマンド型乗合タクシー | 1,060 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 丹原地域デマンド型乗合タクシー | 160 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計 | 1,220 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 高齢者移動助成事業 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 高齢者路線バス利用者助成事業(いきいきバス制度) | 7,279 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 山間部交通不便地域移動助成 | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 高齢者タクシー利用助成 | 11,607 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計 | 18,901 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 小計 | 140,531 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 障がい者等移動助成 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 外出支援サービス | 2,927 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 重度障害者(児)タクシー利用助成 | 2,016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 重度身体障害者移動支援 | 388 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計 | 5,330 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 通学助成 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 遠距離通学費補助 | 365 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 小計 | 5,695 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合計 | 146,225 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------|--|----------------|--|------------------|----------------|----------------|---|---------------------|------------------------------|----------|-------------------|---------------------|-------------------|---------------------|--------|----|----|-----------|-------|----------|------|------|-----|-------|--------|-------|-------|------|-------|-------|----------------|------|-------|------|-------|-----|-------|-------|------|-------|-------|----------|------|------|---|-------|-------|------|-------|------|-------|-------|----------|---|------|------|--------|------|-------|--|----|------------------------------|------|----------|-------|------|-----|-------------|-------|-------|-------|-------|------|-------|--|-------|----------------|----------------|----|-------------|-----|-------------|---------------|---------------------|--------|-----|-----|-----|-------------|-------|------|----------|------|------|---|-------------|-------|-------|-------|------|-------|-------|----------------|------|------|---|-------|---|-------|-------|---|-------|-------|----------|------|------|---|-------|---|---|-------|------|-------|-------|----------|------|------|---|-------|---|-------|---|---|---|---|----------|------|------|---|-------|---|-------|-------|------|-------|-------|
| P 46 | 4-2 高校生の通学ニーズ 4-2-1 高校生の通学の実態 (1) 高校の時間帯 | 時点変更による訂正 | <p>◆表 43 西条市内の高校の主な時間帯</p> <table border="1"> <thead> <tr> <th rowspan="2">高校名</th> <th rowspan="2">生徒 必着 時間</th> <th rowspan="2">授業 開始 時刻</th> <th rowspan="2">限</th> <th colspan="3">終礼(授業)の終了時刻</th> <th rowspan="2">試験 期間中 終了時刻</th> <th rowspan="2">部活 「朝練習」 開始時刻</th> <th colspan="2">部活終了時刻</th> </tr> <tr> <th>時刻</th> <th>限</th> <th>時刻</th> <th>早い部活</th> <th>遅い部活</th> </tr> </thead> <tbody> <tr> <td>西条 高校</td> <td>8:25</td> <td>8:30</td> <td>6</td> <td>15:30</td> <td>7</td> <td>16:30</td> <td>12:30</td> <td>-</td> <td>18:30</td> <td>21:30</td> </tr> <tr> <td>西条 農業 高校</td> <td>8:35</td> <td>9:00</td> <td>6</td> <td>15:40</td> <td>7</td> <td>16:40</td> <td>12:00</td> <td>7:30</td> <td>18:00</td> <td>21:00</td> </tr> <tr> <td>東予 高校</td> <td>8:40</td> <td>8:50</td> <td>6</td> <td>15:40</td> <td>-</td> <td>-</td> <td>12:05</td> <td>-</td> <td>17:00</td> <td>21:00</td> </tr> <tr> <td>丹原 高校</td> <td>8:30</td> <td>8:35</td> <td>6</td> <td>15:40</td> <td>7</td> <td>16:40</td> <td>12:10</td> <td>-</td> <td>18:30(4~11月) 18:00(12~3月)</td> <td>-</td> </tr> <tr> <td>小松 高校</td> <td>8:45</td> <td>9:00</td> <td>6</td> <td>15:35</td> <td>7</td> <td>16:35</td> <td>12:00</td> <td>7:30頃</td> <td>-</td> <td>19:30</td> </tr> </tbody> </table> | 高校名 | 生徒 必着 時間 | 授業 開始 時刻 | 限 | 終礼(授業)の終了時刻 | | | 試験 期間中 終了時刻 | 部活 「朝練習」 開始時刻 | 部活終了時刻 | | 時刻 | 限 | 時刻 | 早い部活 | 遅い部活 | 西条 高校 | 8:25 | 8:30 | 6 | 15:30 | 7 | 16:30 | 12:30 | - | 18:30 | 21:30 | 西条 農業 高校 | 8:35 | 9:00 | 6 | 15:40 | 7 | 16:40 | 12:00 | 7:30 | 18:00 | 21:00 | 東予 高校 | 8:40 | 8:50 | 6 | 15:40 | - | - | 12:05 | - | 17:00 | 21:00 | 丹原 高校 | 8:30 | 8:35 | 6 | 15:40 | 7 | 16:40 | 12:10 | - | 18:30(4~11月) 18:00(12~3月) | - | 小松 高校 | 8:45 | 9:00 | 6 | 15:35 | 7 | 16:35 | 12:00 | 7:30頃 | - | 19:30 | <p>◆表 44 西条市内の高校の主な時間帯（令和4年度）</p> <table border="1"> <thead> <tr> <th rowspan="2">高校名</th> <th rowspan="2">生徒 必着 時間</th> <th rowspan="2">授業 開始 時刻</th> <th rowspan="2">限</th> <th colspan="3">終礼(授業)の終了時刻</th> <th rowspan="2">試験期間中 終了時刻</th> <th rowspan="2">部活 「朝練習」 開始時刻</th> <th colspan="2">部活終了時刻</th> </tr> <tr> <th>時刻</th> <th>限</th> <th>時刻</th> <th>早い部活</th> <th>遅い部活</th> </tr> </thead> <tbody> <tr> <td>西条 高校</td> <td>8:30</td> <td>8:50</td> <td>6</td> <td>15:30</td> <td>7</td> <td>16:30</td> <td>11:05</td> <td>7:00</td> <td>18:30</td> <td>20:30</td> </tr> <tr> <td>西条 農業 高校</td> <td>8:30</td> <td>8:35</td> <td>6</td> <td>15:40</td> <td>7</td> <td>16:40</td> <td>12:05</td> <td>-</td> <td>17:00</td> <td>19:00</td> </tr> <tr> <td>東予 高校</td> <td>8:40</td> <td>9:00</td> <td>6</td> <td>15:50</td> <td>-</td> <td>-</td> <td>12:05</td> <td>7:00</td> <td>17:00</td> <td>20:30</td> </tr> <tr> <td>丹原 高校</td> <td>8:35</td> <td>8:55</td> <td>6</td> <td>15:40</td> <td>7</td> <td>16:40</td> <td>1 限目まで10:00 2 限目まで11:05 3 限目まで12:10</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>小松 高校</td> <td>8:45</td> <td>9:00</td> <td>6</td> <td>15:35</td> <td>7</td> <td>16:35</td> <td>12:00</td> <td>7:45</td> <td>18:00</td> <td>20:00</td> </tr> </tbody> </table> | 高校名 | 生徒 必着 時間 | 授業 開始 時刻 | 限 | 終礼(授業)の終了時刻 | | | 試験期間中 終了時刻 | 部活 「朝練習」 開始時刻 | 部活終了時刻 | | 時刻 | 限 | 時刻 | 早い部活 | 遅い部活 | 西条 高校 | 8:30 | 8:50 | 6 | 15:30 | 7 | 16:30 | 11:05 | 7:00 | 18:30 | 20:30 | 西条 農業 高校 | 8:30 | 8:35 | 6 | 15:40 | 7 | 16:40 | 12:05 | - | 17:00 | 19:00 | 東予 高校 | 8:40 | 9:00 | 6 | 15:50 | - | - | 12:05 | 7:00 | 17:00 | 20:30 | 丹原 高校 | 8:35 | 8:55 | 6 | 15:40 | 7 | 16:40 | 1 限目まで10:00 2 限目まで11:05 3 限目まで12:10 | - | - | - | 小松 高校 | 8:45 | 9:00 | 6 | 15:35 | 7 | 16:35 | 12:00 | 7:45 | 18:00 | 20:00 |
| 高校名 | 生徒 必着 時間 | 授業 開始 時刻 | 限 | | | | | 終礼(授業)の終了時刻 | | | | | 試験 期間中 終了時刻 | 部活 「朝練習」 開始時刻 | 部活終了時刻 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 時刻 | 限 | 時刻 | 早い部活 | 遅い部活 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条 高校 | 8:25 | 8:30 | 6 | 15:30 | 7 | 16:30 | 12:30 | - | 18:30 | 21:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条 農業 高校 | 8:35 | 9:00 | 6 | 15:40 | 7 | 16:40 | 12:00 | 7:30 | 18:00 | 21:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 東予 高校 | 8:40 | 8:50 | 6 | 15:40 | - | - | 12:05 | - | 17:00 | 21:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 丹原 高校 | 8:30 | 8:35 | 6 | 15:40 | 7 | 16:40 | 12:10 | - | 18:30(4~11月) 18:00(12~3月) | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 小松 高校 | 8:45 | 9:00 | 6 | 15:35 | 7 | 16:35 | 12:00 | 7:30頃 | - | 19:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 高校名 | 生徒 必着 時間 | 授業 開始 時刻 | 限 | 終礼(授業)の終了時刻 | | | 試験期間中 終了時刻 | 部活 「朝練習」 開始時刻 | 部活終了時刻 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 時刻 | 限 | 時刻 | | | 早い部活 | 遅い部活 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条 高校 | 8:30 | 8:50 | 6 | 15:30 | 7 | 16:30 | 11:05 | 7:00 | 18:30 | 20:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条 農業 高校 | 8:30 | 8:35 | 6 | 15:40 | 7 | 16:40 | 12:05 | - | 17:00 | 19:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 東予 高校 | 8:40 | 9:00 | 6 | 15:50 | - | - | 12:05 | 7:00 | 17:00 | 20:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 丹原 高校 | 8:35 | 8:55 | 6 | 15:40 | 7 | 16:40 | 1 限目まで10:00 2 限目まで11:05 3 限目まで12:10 | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 小松 高校 | 8:45 | 9:00 | 6 | 15:35 | 7 | 16:35 | 12:00 | 7:45 | 18:00 | 20:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (2) 全校生徒数 | 時点変更による訂正 | <p>西条市内の高校生の総数は令和元年度で 2,115 人で、西条高校、小松高校、丹原高校、西条農業高校、東予高校、西条高校定時制の順に多くなっている。</p> <p>全体的に市外からの通学生は新居浜市・今治市が多いが、丹原高校はほとんどが西条市内となっている。</p> <p>◆表 44 西条市内の高校生徒数</p> <table border="1"> <thead> <tr> <th rowspan="2">学年</th> <th colspan="2">西条高校</th> <th rowspan="2">西条 農業 高校</th> <th rowspan="2">東予 高校</th> <th rowspan="2">丹原 高校</th> <th rowspan="2">小松 高校</th> <th rowspan="2">合計</th> </tr> <tr> <th>全日制</th> <th>定時制</th> </tr> </thead> <tbody> <tr> <td>1 年生</td> <td>281</td> <td>21</td> <td>96</td> <td>67</td> <td>125</td> <td>138</td> <td>728</td> </tr> <tr> <td>2 年生</td> <td>276</td> <td>10</td> <td>85</td> <td>76</td> <td>108</td> <td>136</td> <td>691</td> </tr> <tr> <td>3 年生</td> <td>272</td> <td>11</td> <td>95</td> <td>77</td> <td>98</td> <td>135</td> <td>688</td> </tr> <tr> <td>4 年生</td> <td>-</td> <td>8</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>8</td> </tr> <tr> <td>合計</td> <td>829</td> <td>50</td> <td>276</td> <td>220</td> <td>331</td> <td>409</td> <td>2,115</td> </tr> </tbody> </table> | 学年 | 西条高校 | | 西条 農業 高校 | 東予 高校 | 丹原 高校 | 小松 高校 | 合計 | 全日制 | 定時制 | 1 年生 | 281 | 21 | 96 | 67 | 125 | 138 | 728 | 2 年生 | 276 | 10 | 85 | 76 | 108 | 136 | 691 | 3 年生 | 272 | 11 | 95 | 77 | 98 | 135 | 688 | 4 年生 | - | 8 | - | - | - | - | 8 | 合計 | 829 | 50 | 276 | 220 | 331 | 409 | 2,115 | <p>西条市内の高校生の総数は 1,703 人（令和4年度）で、西条高校、小松高校、丹原高校、西条農業高校、東予高校の順に多くなっている。</p> <p>全体的に市外からの通学生は新居浜市が多い。丹原高校はほとんどが西条市内からの通学となっている。</p> <p>◆表 45 西条市内の高校生徒数（令和4年度）</p> <table border="1"> <thead> <tr> <th>学年</th> <th>西条高校</th> <th>西条農業高校</th> <th>東予高校</th> <th>丹原高校</th> <th>小松高校</th> <th>合計</th> </tr> </thead> <tbody> <tr> <td>1 年生</td> <td>198</td> <td>96</td> <td>83</td> <td>128</td> <td>122</td> <td>627</td> </tr> <tr> <td>2 年生</td> <td>174</td> <td>80</td> <td>48</td> <td>122</td> <td>108</td> <td>532</td> </tr> <tr> <td>3 年生</td> <td>187</td> <td>61</td> <td>68</td> <td>96</td> <td>132</td> <td>544</td> </tr> <tr> <td>合計</td> <td>559</td> <td>237</td> <td>199</td> <td>346</td> <td>362</td> <td>1,703</td> </tr> </tbody> </table> | 学年 | 西条高校 | 西条農業高校 | 東予高校 | 丹原高校 | 小松高校 | 合計 | 1 年生 | 198 | 96 | 83 | 128 | 122 | 627 | 2 年生 | 174 | 80 | 48 | 122 | 108 | 532 | 3 年生 | 187 | 61 | 68 | 96 | 132 | 544 | 合計 | 559 | 237 | 199 | 346 | 362 | 1,703 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 学年 | 西条高校 | | 西条 農業 高校 | | 東予 高校 | 丹原 高校 | | | | | | 小松 高校 | 合計 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 全日制 | 定時制 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 年生 | 281 | 21 | 96 | 67 | 125 | 138 | 728 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 年生 | 276 | 10 | 85 | 76 | 108 | 136 | 691 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 年生 | 272 | 11 | 95 | 77 | 98 | 135 | 688 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 年生 | - | 8 | - | - | - | - | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合計 | 829 | 50 | 276 | 220 | 331 | 409 | 2,115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 学年 | 西条高校 | 西条農業高校 | 東予高校 | 丹原高校 | 小松高校 | 合計 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 年生 | 198 | 96 | 83 | 128 | 122 | 627 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 年生 | 174 | 80 | 48 | 122 | 108 | 532 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 年生 | 187 | 61 | 68 | 96 | 132 | 544 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合計 | 559 | 237 | 199 | 346 | 362 | 1,703 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 時点変更による訂正 | <p>◆図 53 西条市内の高校の生徒居住地割合</p> <table border="1"> <thead> <tr> <th>学校</th> <th>西条市</th> <th>新居浜市</th> <th>今治市</th> <th>四国中央市</th> <th>松山市</th> <th>県外</th> </tr> </thead> <tbody> <tr> <td>西条高校(全日制)</td> <td>84.9%</td> <td>9.4%</td> <td>3.7%</td> <td>1.9%</td> <td>-</td> <td>-</td> </tr> <tr> <td>西条高校(定時制)</td> <td>94.0%</td> <td>6.0%</td> <td>0.7%</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>西条農業高校</td> <td>83.0%</td> <td>16.3%</td> <td>0.7%</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>東予高校</td> <td>93.2%</td> <td>2.3%</td> <td>4.5%</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>丹原高校</td> <td>99.4%</td> <td>0.3%</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>小松高校</td> <td>88.0%</td> <td>3.2%</td> <td>2.7%</td> <td>1.5%</td> <td>4.4%</td> <td>1.2%</td> </tr> <tr> <td>合計</td> <td>88.6%</td> <td>6.8%</td> <td>2.5%</td> <td>1.2%</td> <td>0.9%</td> <td>-</td> </tr> </tbody> </table> | 学校 | 西条市 | 新居浜市 | 今治市 | 四国中央市 | 松山市 | 県外 | 西条高校(全日制) | 84.9% | 9.4% | 3.7% | 1.9% | - | - | 西条高校(定時制) | 94.0% | 6.0% | 0.7% | - | - | - | 西条農業高校 | 83.0% | 16.3% | 0.7% | - | - | - | 東予高校 | 93.2% | 2.3% | 4.5% | - | - | - | 丹原高校 | 99.4% | 0.3% | - | - | - | - | 小松高校 | 88.0% | 3.2% | 2.7% | 1.5% | 4.4% | 1.2% | 合計 | 88.6% | 6.8% | 2.5% | 1.2% | 0.9% | - | <p>◆図 55 西条市内の高校の生徒居住地割合（令和4年度）</p> <table border="1"> <thead> <tr> <th>学校</th> <th>西条市</th> <th>新居浜市</th> <th>今治市</th> <th>四国中央市</th> <th>松山市</th> <th>その他</th> </tr> </thead> <tbody> <tr> <td>西条高校(n=559)</td> <td>83.4%</td> <td>14.5%</td> <td>1.4%</td> <td>0.4%</td> <td>0.4%</td> <td>-</td> </tr> <tr> <td>西条農業高校(n=237)</td> <td>73.4%</td> <td>25.3%</td> <td>1.3%</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>東予高校(n=199)</td> <td>94.5%</td> <td>1.5%</td> <td>4.0%</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>丹原高校(n=346)</td> <td>98.3%</td> <td>1.7%</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>小松高校(n=362)</td> <td>84.5%</td> <td>2.5%</td> <td>5.0%</td> <td>0.8%</td> <td>7.2%</td> <td>-</td> </tr> </tbody> </table> | 学校 | 西条市 | 新居浜市 | 今治市 | 四国中央市 | 松山市 | その他 | 西条高校(n=559) | 83.4% | 14.5% | 1.4% | 0.4% | 0.4% | - | 西条農業高校(n=237) | 73.4% | 25.3% | 1.3% | - | - | - | 東予高校(n=199) | 94.5% | 1.5% | 4.0% | - | - | - | 丹原高校(n=346) | 98.3% | 1.7% | - | - | - | - | 小松高校(n=362) | 84.5% | 2.5% | 5.0% | 0.8% | 7.2% | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 学校 | 西条市 | 新居浜市 | 今治市 | 四国中央市 | 松山市 | 県外 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条高校(全日制) | 84.9% | 9.4% | 3.7% | 1.9% | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条高校(定時制) | 94.0% | 6.0% | 0.7% | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条農業高校 | 83.0% | 16.3% | 0.7% | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 東予高校 | 93.2% | 2.3% | 4.5% | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 丹原高校 | 99.4% | 0.3% | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 小松高校 | 88.0% | 3.2% | 2.7% | 1.5% | 4.4% | 1.2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合計 | 88.6% | 6.8% | 2.5% | 1.2% | 0.9% | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 学校 | 西条市 | 新居浜市 | 今治市 | 四国中央市 | 松山市 | その他 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条高校(n=559) | 83.4% | 14.5% | 1.4% | 0.4% | 0.4% | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条農業高校(n=237) | 73.4% | 25.3% | 1.3% | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 東予高校(n=199) | 94.5% | 1.5% | 4.0% | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 丹原高校(n=346) | 98.3% | 1.7% | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 小松高校(n=362) | 84.5% | 2.5% | 5.0% | 0.8% | 7.2% | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|---|-----------------------------------|--|--|-------|---------------------------|------|-------|--------|--|--|---|-----|------|-----|-------|-----|----|---|-----------|-----|----|----|----|---|---|-----|---|-----------|----|---|---|---|---|---|----|---|--------|-----|----|---|---|---|---|-----|---|------|-----|---|----|---|---|---|-----|---|------|-----|---|---|---|---|---|-----|---|------|-----|----|----|---|---|----|-----|--|----|-------|-----|----|----|---|----|-------|-----|----------|--------|-----------|---|-----|-----------|---|---|--------|---|----|------|---|----|------|---|---|------|---|-----|---|-----|-----|-----|------|-----|----|-----|------|-----|---|------|------|----|-----|----|----|----|----|----|------|--------|------|----|-----|----|----|----|----|----|------|------|------|----|----|----|----|----|----|----|------|------|------|----|----|----|----|----|----|----|------|------|------|-----|----|----|----|----|----|-----|------|----|--------|-----|------|----|----|----|----|-----|--------|-----|----------|--------|------|---|-----|--------|---|----|------|---|----|------|---|----|------|---|-----|
| P 47 | <p>(2) 全校生徒数</p> <p>(3) 通学手段</p> | <p>時点変更による訂正</p> <p>時点変更による訂正</p> | <p>◆表 45 西条市内の高校の居住地別生徒数</p> <table border="1"> <thead> <tr> <th rowspan="2">No</th> <th rowspan="2">高校名</th> <th colspan="6">市町村別生徒数(人) ※寮生の場合、出身市町を含む</th> <th rowspan="2">計</th> </tr> <tr> <th>西条市</th> <th>新居浜市</th> <th>今治市</th> <th>四国中央市</th> <th>松山市</th> <th>県外</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>西条高校(全日制)</td> <td>704</td> <td>78</td> <td>31</td> <td>16</td> <td>0</td> <td>0</td> <td>829</td> </tr> <tr> <td>2</td> <td>西条高校(定時制)</td> <td>47</td> <td>3</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>50</td> </tr> <tr> <td>3</td> <td>西条農業高校</td> <td>229</td> <td>45</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>276</td> </tr> <tr> <td>4</td> <td>東予高校</td> <td>205</td> <td>5</td> <td>10</td> <td>0</td> <td>0</td> <td>0</td> <td>220</td> </tr> <tr> <td>5</td> <td>丹原高校</td> <td>329</td> <td>0</td> <td>1</td> <td>1</td> <td>0</td> <td>0</td> <td>331</td> </tr> <tr> <td>6</td> <td>小松高校</td> <td>360</td> <td>13</td> <td>11</td> <td>6</td> <td>1</td> <td>18</td> <td>409</td> </tr> <tr> <td></td> <td>合計</td> <td>1,874</td> <td>144</td> <td>53</td> <td>25</td> <td>1</td> <td>18</td> <td>2,115</td> </tr> </tbody> </table> <p>各校の生徒の通学手段としては JR が多く、バス通学生は西条高校で 3 人、小松高校で 2 人、それ以外はないというのが現状である。 これは、各高校とも最寄りの JR 駅から近く、徒歩や自転車で行ける距離にあるためと考えられる。 バス利用促進のためには通学時の高校生の利用が有効だが、上記の理由から現状では利用を促すことは難しいと考えられる。</p> <p>◆図 54 西条市内の高校の JR・バスによる通学生徒数</p> <table border="1"> <caption>図 54 西条市内の高校の JR・バスによる通学生徒数</caption> <thead> <tr> <th>高校名</th> <th>路線バス利用者数</th> <th>JR利用者数</th> </tr> </thead> <tbody> <tr> <td>西条高校(全日制)</td> <td>3</td> <td>296</td> </tr> <tr> <td>西条高校(定時制)</td> <td>0</td> <td>5</td> </tr> <tr> <td>西条農業高校</td> <td>0</td> <td>42</td> </tr> <tr> <td>東予高校</td> <td>0</td> <td>37</td> </tr> <tr> <td>丹原高校</td> <td>0</td> <td>9</td> </tr> <tr> <td>小松高校</td> <td>2</td> <td>151</td> </tr> </tbody> </table> | No | 高校名 | 市町村別生徒数(人) ※寮生の場合、出身市町を含む | | | | | | 計 | 西条市 | 新居浜市 | 今治市 | 四国中央市 | 松山市 | 県外 | 1 | 西条高校(全日制) | 704 | 78 | 31 | 16 | 0 | 0 | 829 | 2 | 西条高校(定時制) | 47 | 3 | 0 | 0 | 0 | 0 | 50 | 3 | 西条農業高校 | 229 | 45 | 0 | 2 | 0 | 0 | 276 | 4 | 東予高校 | 205 | 5 | 10 | 0 | 0 | 0 | 220 | 5 | 丹原高校 | 329 | 0 | 1 | 1 | 0 | 0 | 331 | 6 | 小松高校 | 360 | 13 | 11 | 6 | 1 | 18 | 409 | | 合計 | 1,874 | 144 | 53 | 25 | 1 | 18 | 2,115 | 高校名 | 路線バス利用者数 | JR利用者数 | 西条高校(全日制) | 3 | 296 | 西条高校(定時制) | 0 | 5 | 西条農業高校 | 0 | 42 | 東予高校 | 0 | 37 | 丹原高校 | 0 | 9 | 小松高校 | 2 | 151 | <p>◆表 46 西条市内の高校の居住地別生徒数（令和 4 年度）</p> <table border="1"> <thead> <tr> <th>高校名</th> <th>西条市</th> <th>今治市</th> <th>新居浜市</th> <th>松山市</th> <th>宇和</th> <th>宇和島</th> <th>四国中央</th> <th>その他</th> <th>計</th> </tr> </thead> <tbody> <tr> <td>西条高校</td> <td>466人</td> <td>8人</td> <td>81人</td> <td>2人</td> <td>1人</td> <td>1人</td> <td>0人</td> <td>0人</td> <td>559人</td> </tr> <tr> <td>西条農業高校</td> <td>174人</td> <td>0人</td> <td>60人</td> <td>0人</td> <td>0人</td> <td>0人</td> <td>3人</td> <td>0人</td> <td>237人</td> </tr> <tr> <td>東予高校</td> <td>188人</td> <td>8人</td> <td>3人</td> <td>0人</td> <td>0人</td> <td>0人</td> <td>0人</td> <td>0人</td> <td>199人</td> </tr> <tr> <td>丹原高校</td> <td>340人</td> <td>6人</td> <td>0人</td> <td>0人</td> <td>0人</td> <td>0人</td> <td>0人</td> <td>0人</td> <td>346人</td> </tr> <tr> <td>小松高校</td> <td>306人</td> <td>18人</td> <td>9人</td> <td>3人</td> <td>0人</td> <td>0人</td> <td>0人</td> <td>26人</td> <td>362人</td> </tr> <tr> <td>合計</td> <td>1,474人</td> <td>40人</td> <td>153人</td> <td>5人</td> <td>1人</td> <td>1人</td> <td>3人</td> <td>26人</td> <td>1,703人</td> </tr> </tbody> </table> <p>各校の生徒の通学手段としては JR が多く、バス通学生は西条高校 2 人、西条農業高校 1 人、それ以外はないというのが現状である。 これは、各高校とも最寄りの JR 駅から近く、徒歩や自転車で行ける距離にあるためと考えられる。 バス利用促進のためには通学時の高校生の利用が有効だが、上記の理由から現状では利用を促すことは難しいと考えられる。</p> <p>◆図 56 西条市内の高校の JR・バスによる通学生徒数（令和 4 年度）</p> <table border="1"> <caption>図 56 西条市内の高校の JR・バスによる通学生徒数（令和 4 年度）</caption> <thead> <tr> <th>高校名</th> <th>路線バス利用者数</th> <th>JR利用者数</th> </tr> </thead> <tbody> <tr> <td>西条高校</td> <td>2</td> <td>254</td> </tr> <tr> <td>西条農業高校</td> <td>1</td> <td>37</td> </tr> <tr> <td>東予高校</td> <td>0</td> <td>38</td> </tr> <tr> <td>丹原高校</td> <td>0</td> <td>18</td> </tr> <tr> <td>小松高校</td> <td>0</td> <td>126</td> </tr> </tbody> </table> | 高校名 | 西条市 | 今治市 | 新居浜市 | 松山市 | 宇和 | 宇和島 | 四国中央 | その他 | 計 | 西条高校 | 466人 | 8人 | 81人 | 2人 | 1人 | 1人 | 0人 | 0人 | 559人 | 西条農業高校 | 174人 | 0人 | 60人 | 0人 | 0人 | 0人 | 3人 | 0人 | 237人 | 東予高校 | 188人 | 8人 | 3人 | 0人 | 0人 | 0人 | 0人 | 0人 | 199人 | 丹原高校 | 340人 | 6人 | 0人 | 0人 | 0人 | 0人 | 0人 | 0人 | 346人 | 小松高校 | 306人 | 18人 | 9人 | 3人 | 0人 | 0人 | 0人 | 26人 | 362人 | 合計 | 1,474人 | 40人 | 153人 | 5人 | 1人 | 1人 | 3人 | 26人 | 1,703人 | 高校名 | 路線バス利用者数 | JR利用者数 | 西条高校 | 2 | 254 | 西条農業高校 | 1 | 37 | 東予高校 | 0 | 38 | 丹原高校 | 0 | 18 | 小松高校 | 0 | 126 |
| No | 高校名 | 市町村別生徒数(人) ※寮生の場合、出身市町を含む | | | | | | 計 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 西条市 | 新居浜市 | 今治市 | 四国中央市 | 松山市 | 県外 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 西条高校(全日制) | 704 | 78 | 31 | 16 | 0 | 0 | 829 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 西条高校(定時制) | 47 | 3 | 0 | 0 | 0 | 0 | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 西条農業高校 | 229 | 45 | 0 | 2 | 0 | 0 | 276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 東予高校 | 205 | 5 | 10 | 0 | 0 | 0 | 220 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 丹原高校 | 329 | 0 | 1 | 1 | 0 | 0 | 331 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 小松高校 | 360 | 13 | 11 | 6 | 1 | 18 | 409 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 合計 | 1,874 | 144 | 53 | 25 | 1 | 18 | 2,115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 高校名 | 路線バス利用者数 | JR利用者数 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条高校(全日制) | 3 | 296 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条高校(定時制) | 0 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条農業高校 | 0 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 東予高校 | 0 | 37 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 丹原高校 | 0 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 小松高校 | 2 | 151 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 高校名 | 西条市 | 今治市 | 新居浜市 | 松山市 | 宇和 | 宇和島 | 四国中央 | その他 | 計 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条高校 | 466人 | 8人 | 81人 | 2人 | 1人 | 1人 | 0人 | 0人 | 559人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条農業高校 | 174人 | 0人 | 60人 | 0人 | 0人 | 0人 | 3人 | 0人 | 237人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 東予高校 | 188人 | 8人 | 3人 | 0人 | 0人 | 0人 | 0人 | 0人 | 199人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 丹原高校 | 340人 | 6人 | 0人 | 0人 | 0人 | 0人 | 0人 | 0人 | 346人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 小松高校 | 306人 | 18人 | 9人 | 3人 | 0人 | 0人 | 0人 | 26人 | 362人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合計 | 1,474人 | 40人 | 153人 | 5人 | 1人 | 1人 | 3人 | 26人 | 1,703人 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 高校名 | 路線バス利用者数 | JR利用者数 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条高校 | 2 | 254 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西条農業高校 | 1 | 37 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 東予高校 | 0 | 38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 丹原高校 | 0 | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 小松高校 | 0 | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P 48 | <p>V. 西条市公共交通の方向性</p> <p>5-1 上位・関連計画の整理</p> <p>5-1-1 愛媛県の計画</p> | 時点変更による訂正 | (1) 愛媛県地域公共交通網形成計画（平成 30 年 3 月策定） | (1) 愛媛県地域公共交通網形成計画（平成 30 年 3 月策定/令和元年 5 月一部改正） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） |
|------|---------------------------------------|-------------|---|------------------|
| P 60 | 5-3 将来像と基本方針 5-3-1 西条市地域公共交通計画の方向性 | 計画名称変更による訂正 | 5-3-1 西条市地域公共交通網形成計画の方向性 本改定版は「第2期西条市総合計画」「西条市立地適正化計画」「愛媛県地域公共交通網形成計画」といった上位計画を踏まえ、地域課題に対応した今後の公共交通のあり方を示すものとする。 <div data-bbox="1121 443 1872 1121" style="border: 1px dashed black; padding: 5px; margin: 10px 0;"> <p style="text-align: center;">第2期西条市総合計画 《将来都市像》「人がつどい、まちが輝く、快適環境実感都市」</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p style="text-align: center;">西条市立地適正化計画</p> <p>《基本的な考え方》 ○拠点における都市機能の強化により、市全体の生活利便性と活力のベースアップを図る</p> <p>《居住誘導区域》 ○西条居住誘導区域 ○三芳・国安居住誘導区域 ○壬生川・丹原居住誘導区域 ○小松・水見居住誘導区域</p> <p>《都市機能誘導区域》 ○西条都市機能誘導区域 ○三芳都市機能誘導区域 ○国安都市機能誘導区域 ○壬生川都市機能誘導区域 ○東予丹原IC周辺都市機能誘導区域 ○丹原都市機能誘導区域 ○小松・水見都市機能誘導区域</p> <p>《路線バスネットワーク》 ○西条都市機能誘導区域は東の交通拠点、壬生川都市機能誘導区域は西の交通拠点として位置づける ○都市機能誘導区域へのアクセスを強化するため、路線やダイヤ等の検討を行い、使いやすい路線バスネットワークを構築 ○山間部では、居住利便性の確保を図るため、路線バスの維持とともに、デマンド型乗合タクシー等の代替交通導入を検討</p> </div> <div style="width: 48%;"> <p style="text-align: center;">愛媛県地域公共交通網形成計画</p> <p>基本方針1: 東予地域、中予地域、南予地域の地域間を強く結ぶ広域交通軸の形成 基本方針2: 生活圏域を円滑に移動できる地域内交通網の形成 基本方針3: 居住地区でのきめ細かな移動を実現させる支線（フィーダー路線）との乗り継ぎ拠点の形成</p> <p style="text-align: center;">東予地域、中予地域、南予地域の各地域を結び、愛媛県の生活、経済、地域交流の基盤となる公共交通ネットワークを構築</p> </div> </div> <div style="margin-top: 10px;"> <p style="text-align: center;">西条市地域公共交通網形成計画(現計画)</p> <p>《基本方針》 ○市民生活とまちづくり寄り添い、次世代を牽引する地域公共交通ネットワークの形成</p> <p>《基本方針に基づく方向性》 ～多様な主体の参画と地域公共交通ネットワークの再構築～ ①まちづくり、観光振興等の地域戦略と一体性の確保 ②地域全体を見渡した総合的な公共交通網の形成 ③地域特性に応じた多様な交通サービスの組み合わせ ④住民の協力を含む関係者の連携</p> <p>《行動目標》 ○バス路線の「機能」と「運営主体」の明確化 ○市のまちづくりに貢献する「幹線」の構築 ○地域自ら考え、地域の移動を支援する「地域路線」の変更・創設</p> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 30%;"> <p style="text-align: center;">西条市の公共交通における問題点・課題</p> <p>《問題点》 ○JRとバスとの競合・接続の不備 ○バス等の利用者数の減少 ○非効率な運行 ○バス事業者の路線撤退意向 ○交通空白地域の存在 ○バス利用者間の料金格差の発生 ○バス関連経費の拡大</p> </div> <div style="width: 35%;"> <p style="text-align: center;">《課題》</p> <p>(1) JR駅を中心とした交通体系の構築 (2) 住民ニーズに応じた移動サービスの確保 (3) 公共交通を取り巻く環境の変化への対応 (4) 効率的なバス運行と公共交通コストの適正化 (5) 公共交通の利用促進</p> </div> <div style="width: 30%;"> <p style="text-align: center;">《問題点》</p> <p>○バス路線の「機能」と「運営主体」の明確化 ○市のまちづくりに貢献する「幹線」の構築 ○地域自ら考え、地域の移動を支援する「地域路線」の変更・創設</p> </div> </div> <p style="text-align: center; background-color: #0056b3; color: white; padding: 5px; margin-top: 10px;">西条市地域公共交通網形成計画(改定版)</p> | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） |
|------|---|---|--------------------|---|
| P 62 | 5-3-4 地域公共交通確保維持改善事業 (1) 西条市の公共交通ネットワークと国庫補助路線の必要性 | 地域公共交通計画の記載条件に基づき新たに記載するもの(地域公共交通確保維持事業の必要性、補助系統の地域の公共交通における位置づけ) | | <p>「今治～小松線」「周桑～マイントピア線」「新居浜～西条線」「今治～新居浜線」の4路線は、JR予讃線とともに西条市において通勤・通学・買物等の目的による近隣都市間の広域移動に必要不可欠な、地域間交通ネットワークを形成する地域間幹線系統である。</p> <p>「西之川線」「保井野線」についても、山間部と中心部を結ぶ地域内フィーダー系統で、買物や通院等の日常的な移動手段としてのバス路線として位置付けており、「西之川線」については石鎚山登山のための観光路線ともなっている。</p> <p>また、「西条地域デマンド型乗合タクシー」は「JR伊予西条駅」や「済生会西条病院」等において上記の補助対象地域間幹線バス系統等と接続し、西条地域住民の広域移動に資する地域内フィーダー系統に位置付ける。</p> <p>西条市における公共交通ネットワークを確保・維持するため、これらの路線について国及び県の支援を受けつつ、地域間幹線系統・フィーダー系統バス路線として運行を継続していく。</p> <p>なお、利用状況によっては、路線再編や改善を行い、代替交通についても検討を行う。</p> <p>◆図 59 西条市内のバス路線（再掲）</p>  <p>せとうち周桑バス 三芳線 関屋線 保井野線 壬生川線 湯谷口線</p> <p>よりそいタクシー(乗合タクシー)運行区域 加茂地域 西条地域(国庫補助路線：地域内フィーダー系統補助) 丹原地域</p> <p>瀬戸内運輸 今治～小松(国庫補助路線：地域間幹線系統補助) 周桑～マイントピア(国庫補助路線：地域間幹線系統補助) 新居浜～西条(国庫補助路線：地域間幹線系統補助) 今治～新居浜(国庫補助路線：地域間幹線系統補助) 今治～周桑営業所 西之川線(国庫補助路線：地域内フィーダー系統補助)</p> <p>せとうちバス・伊予鉄道 新居浜～松山線(特急)</p> |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------|-------------------------------|----------------------------|---|--|----------|--------|---------|---------|----------|---------|---------|----------|----------|---------|---------|-----------|-----------|----------|-----------|----------|---------|---------|-----------|-----------|----------|------------|-----------|--------|------|----------|--------|--------|--------|--------|-------|-------------|-------|--------|------|-----------|------|-------|-------------|------|-------|--------|--------|--------|---------|-------|-------|-------|--------|----------|--------|-------------|-----|-------|-------|------|--------|--------|--------|--------|-------|-------|-------|---------|-------|--------|-------------|-----------|-------|------|-------|--------|--------|--------|---------|-------|-------|-------|--------|------|--------|--------|---------|------|------|-------|---------|--------|--------|--------|--------|--------|--------|---------|-----|------|--------|--|------|---|-----|----|-----|------|--------|--|---|-------|-----|-----|------|--------|---------|------|---|-------|------|-----|------|--------|--|---|-------|------|-----|------|--------|--|------|---|---------|----|-----|------|--------|--|---|---------|---------|-----|------|--------|--|
| P 63 | (1) 西条市の公共交通ネットワークと国庫補助路線の必要性 | 地域公共交通計画の記載条件に基づき新たに記載するもの | | <p>◆表 51 西条市内のバス路線一覧表（令和3年度）</p> <table border="1"> <thead> <tr> <th rowspan="2">実施主体</th> <th rowspan="2">路線名</th> <th rowspan="2">No</th> <th colspan="3">系統</th> <th rowspan="2">事業許可区分</th> <th rowspan="2">運行態様</th> <th rowspan="2">補助事業の活用</th> </tr> <tr> <th>起点</th> <th>経由地</th> <th>終点</th> </tr> </thead> <tbody> <tr> <td rowspan="7">瀬戸内運輸株式会社</td> <td>今治～小松線</td> <td>①</td> <td>今治(営)</td> <td>クアハウス</td> <td>小松総合支所前</td> <td>4条乗合</td> <td>路線定期運行</td> <td>幹線補助</td> </tr> <tr> <td>周桑～マイントピア線</td> <td>②</td> <td>周桑(営)</td> <td>横黒</td> <td>マイントピア別子</td> <td>4条乗合</td> <td>路線定期運行</td> <td>幹線補助</td> </tr> <tr> <td rowspan="2">新居浜～西条</td> <td>③</td> <td>新居浜西バスターミナル</td> <td>中萩</td> <td>西条済生会</td> <td>4条乗合</td> <td>路線定期運行</td> <td>幹線補助</td> </tr> <tr> <td>④</td> <td>新居浜西バスターミナル</td> <td>博物館</td> <td>西条済生会</td> <td>4条乗合</td> <td>路線定期運行</td> <td>幹線補助</td> </tr> <tr> <td>今治～新居浜線</td> <td>⑤</td> <td>今治(営)</td> <td>西条</td> <td>新居浜駅</td> <td>4条乗合</td> <td>路線定期運行</td> <td>幹線補助</td> </tr> <tr> <td rowspan="2">禎瑞線</td> <td>⑥</td> <td>今治(営)</td> <td>桜井</td> <td>周桑(営)</td> <td>4条乗合</td> <td>路線定期運行</td> <td></td> </tr> <tr> <td>⑦</td> <td>周桑(営)</td> <td>禎瑞</td> <td>オレンジハイツ</td> <td>4条乗合</td> <td>路線定期運行</td> <td></td> </tr> <tr> <td>西之川線(循環線)</td> <td>⑧</td> <td>西条駅前</td> <td>西条済生会</td> <td>西之川</td> <td>4条乗合</td> <td>路線定期運行</td> <td>フィーダー補助</td> </tr> <tr> <td>三芳線</td> <td>⑨</td> <td>西之川</td> <td>西条済生会</td> <td>西条駅前</td> <td>4条乗合</td> <td>路線定期運行</td> <td>フィーダー補助</td> </tr> <tr> <td rowspan="2">関屋線</td> <td>⑩</td> <td>周桑(営)</td> <td>三芳駅</td> <td>本谷温泉</td> <td>4条乗合</td> <td>路線定期運行</td> <td></td> </tr> <tr> <td>⑪</td> <td>周桑(営)</td> <td>関屋</td> <td>湯谷口</td> <td>4条乗合</td> <td>路線定期運行</td> <td></td> </tr> <tr> <td rowspan="2">保井野線</td> <td>⑫</td> <td>湯谷口</td> <td>落合</td> <td>保井野</td> <td>4条乗合</td> <td>路線定期運行</td> <td></td> </tr> <tr> <td>⑬</td> <td>周桑(営)</td> <td>湯谷口</td> <td>保井野</td> <td>4条乗合</td> <td>路線定期運行</td> <td>フィーダー補助</td> </tr> <tr> <td rowspan="2">壬生川線</td> <td>⑭</td> <td>周桑(営)</td> <td>丹原上町</td> <td>湯谷口</td> <td>4条乗合</td> <td>路線定期運行</td> <td></td> </tr> <tr> <td>⑮</td> <td>周桑(営)</td> <td>周桑病院</td> <td>湯谷口</td> <td>4条乗合</td> <td>路線定期運行</td> <td></td> </tr> <tr> <td rowspan="2">湯谷口線</td> <td>⑯</td> <td>小松総合支所前</td> <td>大頭</td> <td>湯谷口</td> <td>4条乗合</td> <td>路線定期運行</td> <td></td> </tr> <tr> <td>⑰</td> <td>マルナカ水見店</td> <td>小松総合支所前</td> <td>湯谷口</td> <td>4条乗合</td> <td>路線定期運行</td> <td></td> </tr> </tbody> </table> | 実施主体 | 路線名 | No | 系統 | | | 事業許可区分 | 運行態様 | 補助事業の活用 | 起点 | 経由地 | 終点 | 瀬戸内運輸株式会社 | 今治～小松線 | ① | 今治(営) | クアハウス | 小松総合支所前 | 4条乗合 | 路線定期運行 | 幹線補助 | 周桑～マイントピア線 | ② | 周桑(営) | 横黒 | マイントピア別子 | 4条乗合 | 路線定期運行 | 幹線補助 | 新居浜～西条 | ③ | 新居浜西バスターミナル | 中萩 | 西条済生会 | 4条乗合 | 路線定期運行 | 幹線補助 | ④ | 新居浜西バスターミナル | 博物館 | 西条済生会 | 4条乗合 | 路線定期運行 | 幹線補助 | 今治～新居浜線 | ⑤ | 今治(営) | 西条 | 新居浜駅 | 4条乗合 | 路線定期運行 | 幹線補助 | 禎瑞線 | ⑥ | 今治(営) | 桜井 | 周桑(営) | 4条乗合 | 路線定期運行 | | ⑦ | 周桑(営) | 禎瑞 | オレンジハイツ | 4条乗合 | 路線定期運行 | | 西之川線(循環線) | ⑧ | 西条駅前 | 西条済生会 | 西之川 | 4条乗合 | 路線定期運行 | フィーダー補助 | 三芳線 | ⑨ | 西之川 | 西条済生会 | 西条駅前 | 4条乗合 | 路線定期運行 | フィーダー補助 | 関屋線 | ⑩ | 周桑(営) | 三芳駅 | 本谷温泉 | 4条乗合 | 路線定期運行 | | ⑪ | 周桑(営) | 関屋 | 湯谷口 | 4条乗合 | 路線定期運行 | | 保井野線 | ⑫ | 湯谷口 | 落合 | 保井野 | 4条乗合 | 路線定期運行 | | ⑬ | 周桑(営) | 湯谷口 | 保井野 | 4条乗合 | 路線定期運行 | フィーダー補助 | 壬生川線 | ⑭ | 周桑(営) | 丹原上町 | 湯谷口 | 4条乗合 | 路線定期運行 | | ⑮ | 周桑(営) | 周桑病院 | 湯谷口 | 4条乗合 | 路線定期運行 | | 湯谷口線 | ⑯ | 小松総合支所前 | 大頭 | 湯谷口 | 4条乗合 | 路線定期運行 | | ⑰ | マルナカ水見店 | 小松総合支所前 | 湯谷口 | 4条乗合 | 路線定期運行 | |
| 実施主体 | 路線名 | No | | 系統 | | | | 事業許可区分 | 運行態様 | 補助事業の活用 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 起点 | 経由地 | 終点 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 瀬戸内運輸株式会社 | 今治～小松線 | ① | 今治(営) | クアハウス | 小松総合支所前 | 4条乗合 | 路線定期運行 | 幹線補助 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 周桑～マイントピア線 | ② | 周桑(営) | 横黒 | マイントピア別子 | 4条乗合 | 路線定期運行 | 幹線補助 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 新居浜～西条 | ③ | 新居浜西バスターミナル | 中萩 | 西条済生会 | 4条乗合 | 路線定期運行 | 幹線補助 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ④ | 新居浜西バスターミナル | 博物館 | 西条済生会 | 4条乗合 | 路線定期運行 | 幹線補助 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 今治～新居浜線 | ⑤ | 今治(営) | 西条 | 新居浜駅 | 4条乗合 | 路線定期運行 | 幹線補助 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 禎瑞線 | ⑥ | 今治(営) | 桜井 | 周桑(営) | 4条乗合 | 路線定期運行 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ⑦ | 周桑(営) | 禎瑞 | オレンジハイツ | 4条乗合 | 路線定期運行 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 西之川線(循環線) | ⑧ | 西条駅前 | 西条済生会 | 西之川 | 4条乗合 | 路線定期運行 | フィーダー補助 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 三芳線 | ⑨ | 西之川 | 西条済生会 | 西条駅前 | 4条乗合 | 路線定期運行 | フィーダー補助 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 関屋線 | ⑩ | 周桑(営) | 三芳駅 | 本谷温泉 | 4条乗合 | 路線定期運行 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ⑪ | 周桑(営) | 関屋 | 湯谷口 | 4条乗合 | 路線定期運行 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 保井野線 | ⑫ | 湯谷口 | 落合 | 保井野 | 4条乗合 | 路線定期運行 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ⑬ | 周桑(営) | 湯谷口 | 保井野 | 4条乗合 | 路線定期運行 | フィーダー補助 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 壬生川線 | ⑭ | 周桑(営) | 丹原上町 | 湯谷口 | 4条乗合 | 路線定期運行 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ⑮ | 周桑(営) | 周桑病院 | 湯谷口 | 4条乗合 | 路線定期運行 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 湯谷口線 | ⑯ | 小松総合支所前 | 大頭 | 湯谷口 | 4条乗合 | 路線定期運行 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ⑰ | マルナカ水見店 | 小松総合支所前 | 湯谷口 | 4条乗合 | 路線定期運行 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (2) 地域間幹線系統補助路線 | 地域公共交通計画の記載条件に基づき新たに記載するもの | 地域公共交通計画の記載条件に基づき新たに記載するもの | <p>◆表 52 地域間幹線系統補助路線の状況（令和3年度）</p> <table border="1"> <thead> <tr> <th rowspan="2">事業者名</th> <th rowspan="2">番号</th> <th rowspan="2">運行系統名</th> <th colspan="3">系統</th> <th rowspan="2">キロ程(km)</th> <th rowspan="2">運行回数(回)</th> <th rowspan="2">経常費用(千円)</th> <th rowspan="2">経常収益(千円)</th> <th rowspan="2">欠損額(千円)</th> <th rowspan="2">収支率(%)</th> <th rowspan="2">国庫補助額(千円)</th> <th rowspan="2">県補助額(千円)</th> <th rowspan="2">市補助額(千円)</th> <th rowspan="2">年間輸送人員(人)</th> </tr> <tr> <th>起点</th> <th>経由地</th> <th>終点</th> </tr> </thead> <tbody> <tr> <td rowspan="5">瀬戸内運輸株式会社</td> <td>①</td> <td>今治～小松</td> <td>今治</td> <td>クアハウス</td> <td>小松総合支所</td> <td>31.4</td> <td>6.2</td> <td>40,246</td> <td>13,004</td> <td>27,242</td> <td>32.3%</td> <td>4,933</td> <td>4,933</td> <td>8,301</td> <td>36,479</td> </tr> <tr> <td>②</td> <td>周桑～マイントピア</td> <td>周桑</td> <td>横黒</td> <td>マイントピア別子</td> <td>37.8</td> <td>5.6</td> <td>43,651</td> <td>15,053</td> <td>28,598</td> <td>34.5%</td> <td>5,470</td> <td>5,470</td> <td>8,034</td> <td>46,097</td> </tr> <tr> <td>③</td> <td>新居浜～西条</td> <td>新居浜西バスターミナル</td> <td>中萩</td> <td>西条済生会</td> <td>24.1</td> <td>6.2</td> <td>30,849</td> <td>10,234</td> <td>20,615</td> <td>33.2%</td> <td>3,781</td> <td>3,781</td> <td>5,471</td> <td>34,277</td> </tr> <tr> <td>④</td> <td>新居浜～西条</td> <td>新居浜西バスターミナル</td> <td>博物館</td> <td>西条済生会</td> <td>27.5</td> <td>7.5</td> <td>42,637</td> <td>14,925</td> <td>27,712</td> <td>35.0%</td> <td>5,793</td> <td>5,793</td> <td>5,922</td> <td>49,616</td> </tr> <tr> <td>⑤</td> <td>今治～新居浜</td> <td>今治</td> <td>西条</td> <td>新居浜駅</td> <td>50.9</td> <td>12.0</td> <td>125,115</td> <td>47,788</td> <td>77,327</td> <td>38.2%</td> <td>18,114</td> <td>18,114</td> <td>21,963</td> <td>104,882</td> </tr> </tbody> </table> | 事業者名 | 番号 | 運行系統名 | 系統 | | | キロ程(km) | 運行回数(回) | 経常費用(千円) | 経常収益(千円) | 欠損額(千円) | 収支率(%) | 国庫補助額(千円) | 県補助額(千円) | 市補助額(千円) | 年間輸送人員(人) | 起点 | 経由地 | 終点 | 瀬戸内運輸株式会社 | ① | 今治～小松 | 今治 | クアハウス | 小松総合支所 | 31.4 | 6.2 | 40,246 | 13,004 | 27,242 | 32.3% | 4,933 | 4,933 | 8,301 | 36,479 | ② | 周桑～マイントピア | 周桑 | 横黒 | マイントピア別子 | 37.8 | 5.6 | 43,651 | 15,053 | 28,598 | 34.5% | 5,470 | 5,470 | 8,034 | 46,097 | ③ | 新居浜～西条 | 新居浜西バスターミナル | 中萩 | 西条済生会 | 24.1 | 6.2 | 30,849 | 10,234 | 20,615 | 33.2% | 3,781 | 3,781 | 5,471 | 34,277 | ④ | 新居浜～西条 | 新居浜西バスターミナル | 博物館 | 西条済生会 | 27.5 | 7.5 | 42,637 | 14,925 | 27,712 | 35.0% | 5,793 | 5,793 | 5,922 | 49,616 | ⑤ | 今治～新居浜 | 今治 | 西条 | 新居浜駅 | 50.9 | 12.0 | 125,115 | 47,788 | 77,327 | 38.2% | 18,114 | 18,114 | 21,963 | 104,882 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 事業者名 | 番号 | 運行系統名 | 系統 | | | | キロ程(km) | 運行回数(回) | 経常費用(千円) | | | | | | | | | | | 経常収益(千円) | 欠損額(千円) | 収支率(%) | | 国庫補助額(千円) | 県補助額(千円) | 市補助額(千円) | 年間輸送人員(人) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 起点 | 経由地 | 終点 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 瀬戸内運輸株式会社 | ① | 今治～小松 | 今治 | クアハウス | 小松総合支所 | 31.4 | 6.2 | 40,246 | 13,004 | 27,242 | 32.3% | 4,933 | 4,933 | 8,301 | 36,479 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ② | 周桑～マイントピア | 周桑 | 横黒 | マイントピア別子 | 37.8 | 5.6 | 43,651 | 15,053 | 28,598 | 34.5% | 5,470 | 5,470 | 8,034 | 46,097 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ③ | 新居浜～西条 | 新居浜西バスターミナル | 中萩 | 西条済生会 | 24.1 | 6.2 | 30,849 | 10,234 | 20,615 | 33.2% | 3,781 | 3,781 | 5,471 | 34,277 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ④ | 新居浜～西条 | 新居浜西バスターミナル | 博物館 | 西条済生会 | 27.5 | 7.5 | 42,637 | 14,925 | 27,712 | 35.0% | 5,793 | 5,793 | 5,922 | 49,616 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ⑤ | 今治～新居浜 | 今治 | 西条 | 新居浜駅 | 50.9 | 12.0 | 125,115 | 47,788 | 77,327 | 38.2% | 18,114 | 18,114 | 21,963 | 104,882 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (3) 地域内フィーダー系統補助路線 | 地域公共交通計画の記載条件に基づき新たに記載するもの | 地域公共交通計画の記載条件に基づき新たに記載するもの | <p>◆表 53 地域内フィーダー系統補助路線の状況（令和3年度）</p> <table border="1"> <thead> <tr> <th rowspan="2">事業者名</th> <th rowspan="2">番号</th> <th rowspan="2">運行系統名</th> <th colspan="3">系統</th> <th rowspan="2">キロ程(km)</th> <th rowspan="2">運行回数(回)</th> <th rowspan="2">経常費用(千円)</th> <th rowspan="2">経常収益(千円)</th> <th rowspan="2">欠損額(千円)</th> <th rowspan="2">収支率(%)</th> <th rowspan="2">国庫補助額(千円)</th> <th rowspan="2">県補助額(千円)</th> <th rowspan="2">市補助額(千円)</th> <th rowspan="2">年間輸送人員(人)</th> </tr> <tr> <th>起点</th> <th>経由地</th> <th>終点</th> </tr> </thead> <tbody> <tr> <td rowspan="2">瀬戸内運輸</td> <td>⑥</td> <td>西之川</td> <td>西条駅前</td> <td>西条済生会</td> <td>西之川</td> <td>35.6</td> <td>4.0</td> <td>15,184</td> <td>3,091</td> <td>12,093</td> <td>20.4%</td> <td>4,204</td> <td>0</td> <td>3,944</td> <td>6,019</td> </tr> <tr> <td>⑦</td> <td>西之川</td> <td>西之川</td> <td>西条済生会</td> <td>西条駅前</td> <td>35.6</td> <td>4.7</td> <td>17,982</td> <td>2,869</td> <td>15,113</td> <td>16.0%</td> <td>5,254</td> <td>0</td> <td>4,929</td> <td>5,377</td> </tr> <tr> <td>せとうち周桑バス</td> <td>⑧</td> <td>保井野</td> <td>周桑</td> <td>湯谷口</td> <td>保井野</td> <td>36.9</td> <td>3.6</td> <td>17,570</td> <td>1,705</td> <td>15,865</td> <td>9.7%</td> <td>5,515</td> <td>0</td> <td>10,349</td> <td>3,996</td> </tr> </tbody> </table> | 事業者名 | 番号 | 運行系統名 | 系統 | | | キロ程(km) | 運行回数(回) | 経常費用(千円) | 経常収益(千円) | 欠損額(千円) | 収支率(%) | 国庫補助額(千円) | 県補助額(千円) | 市補助額(千円) | 年間輸送人員(人) | 起点 | 経由地 | 終点 | 瀬戸内運輸 | ⑥ | 西之川 | 西条駅前 | 西条済生会 | 西之川 | 35.6 | 4.0 | 15,184 | 3,091 | 12,093 | 20.4% | 4,204 | 0 | 3,944 | 6,019 | ⑦ | 西之川 | 西之川 | 西条済生会 | 西条駅前 | 35.6 | 4.7 | 17,982 | 2,869 | 15,113 | 16.0% | 5,254 | 0 | 4,929 | 5,377 | せとうち周桑バス | ⑧ | 保井野 | 周桑 | 湯谷口 | 保井野 | 36.9 | 3.6 | 17,570 | 1,705 | 15,865 | 9.7% | 5,515 | 0 | 10,349 | 3,996 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 事業者名 | 番号 | 運行系統名 | 系統 | | | | キロ程(km) | 運行回数(回) | 経常費用(千円) | | | | | | | | | | | 経常収益(千円) | 欠損額(千円) | 収支率(%) | | 国庫補助額(千円) | 県補助額(千円) | 市補助額(千円) | 年間輸送人員(人) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 起点 | 経由地 | 終点 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 瀬戸内運輸 | ⑥ | 西之川 | 西条駅前 | 西条済生会 | 西之川 | 35.6 | 4.0 | 15,184 | 3,091 | 12,093 | 20.4% | 4,204 | 0 | 3,944 | 6,019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ⑦ | 西之川 | 西之川 | 西条済生会 | 西条駅前 | 35.6 | 4.7 | 17,982 | 2,869 | 15,113 | 16.0% | 5,254 | 0 | 4,929 | 5,377 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| せとうち周桑バス | ⑧ | 保井野 | 周桑 | 湯谷口 | 保井野 | 36.9 | 3.6 | 17,570 | 1,705 | 15,865 | 9.7% | 5,515 | 0 | 10,349 | 3,996 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------------|--------------------------------------|---|---|-------------------|--|------------------|----|------|------|-----------------------------------|--|--|--|--|--|-------------------------------------|-----|--------------------------------|-----------------------------|------------|-----------------|-----|------------------------|---|------------|-----|------------------------|--|-------------------|--------------------------------------|-----|-----------------------|--|-------------------|------------------------------------|-----|-----------------|------------------------------------|--|--------------------------------------|--|--|--|--|--|--------------------------------|-----|------------|----------------------|------------|--|-----|------------|-------------------|------------|------------------------|-----|---------------------|---|------------|-----------------|-----|---------------------|---|--|--------------------------------|--|--|--|--|--|--------------------------|-----|----------|-----------------------------|------------|----------------|-----|----------------------|---|--|------------------|-----|------------|--------------------------------|-----|-------------------|-------------------------|-----|-------------------------|---|-----|------------------|---|----|-------|-----|----|------|------|-----------------------------------|--|--|--|--|--|-------------------------------------|-----|--------------------------------|--|-------------------|---|-----|------------------------|---|------------|------------------|-----|------------------------|--|-------------------|--------------------------------------|-----|-----------------------|--|-------------------|------------------------------------|-----|-----------------|------------------------------------|--|--------------------------------------|--|--|--|--|--|--------------------------------|-----|------------|----------------------|------------|--|-----|------------|-------------------|------------|------------------------|-----|---------------------|---|------------|-----------------|-----|---------------------|---|--|--------------------------------|--|--|--|--|--|--------------------------|-----|----------|-----------------------------|------------|------------------------------------|-----|----------------------|---|--|------------------|-----|------------|--------------------------------|-----|-------------------|-------------------------|-----|-------------------------|---|-----|------------------|
| P64 | | 地域公共交通計画の記載条件に基づき新たに記載するもの 計画期間変更による訂正 | <p>表 50 施策の体系</p> <table border="1"> <thead> <tr> <th>目標</th> <th>事業 No</th> <th>事業名</th> <th>内容</th> <th>対応課題</th> <th>評価指標</th> </tr> </thead> <tbody> <tr> <td colspan="6">基本方針1：住みやすさを実感できる移動サービスの充実</td> </tr> <tr> <td rowspan="3">《目標1》 市域を網羅する 交通ネットワーク の形成</td> <td>1-1</td> <td>周辺部と都市機能誘導 区域間の移動利便性の 向上</td> <td>○バス路線の再編 ○デマンド型乗合タクシーの導入</td> <td>(1) (2)</td> <td rowspan="3">交通空白地の 解消地区数</td> </tr> <tr> <td>1-2</td> <td>都市機能誘導区域間の 移動利便性の向上</td> <td>○交通結節点となる JR 駅での予讃線と支線 との接続の改善 ○地域内交通・幹線と支線の接続の改善</td> <td>(3) (5)</td> </tr> <tr> <td>2-1</td> <td>都市機能誘導区域内の 移動利便性の向上</td> <td>○既存バス路線による主要施設間循環線の 設定 ○新たな移動目的地への乗り入れ</td> <td>(2) (3) (5)</td> </tr> <tr> <td rowspan="3">《目標2》 住民ニーズに 対応した移動 サービスの提供</td> <td>2-2</td> <td>通院・買物移動に対応 したダイヤ編成</td> <td>○高齢者に対応した午前中のダイヤの充実 ○ICT を活用した情報提供・デマンド予約シ テム導入の研究</td> <td>(2) (3) (5)</td> <td rowspan="3">市内バス路線 の1便あたり 輸送人員 (1日平均)</td> </tr> <tr> <td>2-3</td> <td>公共交通利用環境の 整備</td> <td>○MaaS・自動運転等の研究 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| 目標 | 事業 No | 事業名 | 内容 | 対応課題 | 評価指標 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 基本方針1：住みやすさを実感できる移動サービスの充実 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 《目標1》 市域を網羅する 交通ネットワーク の形成 | 1-1 | 周辺部と都市機能誘導 区域間の移動利便性の 向上 | ○バス路線の再編 ○デマンド型乗合タクシーの導入 | (1) (2) | 交通空白地の 解消地区数 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1-2 | 都市機能誘導区域間の 移動利便性の向上 | ○交通結節点となる JR 駅での予讃線と支線 との接続の改善 ○地域内交通・幹線と支線の接続の改善 | (3) (5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2-1 | 都市機能誘導区域内の 移動利便性の向上 | ○既存バス路線による主要施設間循環線の 設定 ○新たな移動目的地への乗り入れ | (2) (3) (5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 《目標2》 住民ニーズに 対応した移動 サービスの提供 | 2-2 | 通院・買物移動に対応 したダイヤ編成 | ○高齢者に対応した午前中のダイヤの充実 ○ICT を活用した情報提供・デマンド予約シ テム導入の研究 | (2) (3) (5) | 市内バス路線 の1便あたり 輸送人員 (1日平均) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2-3 | 公共交通利用環境の 整備 | ○MaaS・自動運転等の研究 ○バス停の点検と必要に応じた整備 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 基本方針2：新たな需要の掘り起こしによる公共交通の利用促進 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 《目標3》 日常的な 公共交通利用 の促進 | 3-1 | 通勤・通学利用の促進 | ○通勤・通学時間に対応したダイヤの改善等 | (1) (2) | 市内バス路線の 1日あたり輸送人 員と市内 JR 駅の 乗車人員の合計 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3-2 | 免許返納者の利用促進 | ○免許返納者への公共交通情報の提供 | (3) (5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 《目標4》 観光2次交通 の充実 | 4-1 | 観光客に対応した 2次交通の充実 | ○JR 予讃線と西之川線の接続の充実 ○オレンジフェリーとその他の公共交通との連 携の充実 | (1) (5) | 西之川線の 年間輸送人員 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4-2 | 外来者へのわかりやす い情報提供 | ○JR 伊予西条駅・壬生川駅・伊予三芳駅で のバス情報の充実 ○JR 伊予西条駅での表示の多言語化 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 基本方針3：持続可能な交通施策・運行体制の確立 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 《目標5》 効率的なバス 運行の実現 | 5-1 | バス運行の効率化 | ○同一時間帯の路線重複の解消 ○需要に応じた再編 | (3) (4) | 市内バス路線 の収支率 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5-2 | 競合を回避する路線・ ダイヤの設定 | ○JR、バス、タクシーの役割分担の明確化と 連携 ○交通機関間での競合回避 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 《目標6》 行政負担の抑制 | 6-1 | サービス水準の適正化 | ○各種助成制度の見直し・再構築 ○路線見直し基準の設定 | (4) | 西条市の公共 交通関連負担額 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 《目標7》 公共交通の 担い手確保 | 7-1 | 交通事業者と行政の 連携による担い手確保 | ○バス事業者、タクシー事業者、行政等が連 携した求人活動等の実施 ○ドライバー確保のための環境整備 | (3) | 交通事業者の ドライバー数 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 目標 | 事業 No | 事業名 | 内容 | 対応課題 | 評価指標 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 基本方針1：住みやすさを実感できる移動サービスの充実 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 《目標1》 市域を網羅する 交通ネットワーク の形成 | 1-1 | 周辺部と都市機能誘導 区域間の移動利便性の 向上 | ○国庫補助路線の維持・改善 ○バス路線の再編 ○デマンド型乗合タクシーの導入 | (1) (2) (3) | ①路線バス・デマ ンド型乗合タク シー・鉄 道の年間利用者数 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1-2 | 都市機能誘導区域間の 移動利便性の向上 | ○交通結節点となる JR 駅での予讃線と支線 との接続の改善 ○地域内交通・幹線と支線の接続の改善 | (4) (5) | | ②交通空白地の 解消地区数 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2-1 | 都市機能誘導区域内の 移動利便性の向上 | ○既存バス路線による主要施設間循環線の 設定 ○新たな移動目的地への乗り入れ | (2) (3) (5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 《目標2》 住民ニーズに 対応した移動 サービスの提供 | 2-2 | 通院・買物移動に対応 したダイヤ編成 | ○高齢者に対応した午前中のダイヤの充実 ○ICT を活用した情報提供・デマンド予約シ テム導入の研究 | (2) (3) (5) | 市内バス路線 の1便あたり 輸送人員 (1日平均) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2-3 | 公共交通利用環境の 整備 | ○MaaS・自動運転等の研究 ○バス停の点検と必要に応じた整備 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 基本方針2：新たな需要の掘り起こしによる公共交通の利用促進 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 《目標3》 日常的な 公共交通利用 の促進 | 3-1 | 通勤・通学利用の促進 | ○通勤・通学時間に対応したダイヤの改善等 | (1) (2) | 市内バス路線の1日 平均輸送人員と市内 JR 駅の1日平均乗 車人員の合計 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3-2 | 免許返納者の利用促進 | ○免許返納者への公共交通情報の提供 | (3) (5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 《目標4》 観光2次交通 の充実 | 4-1 | 観光客に対応した 2次交通の充実 | ○JR 予讃線と西之川線の接続の充実 ○オレンジフェリーとその他の公共交通との連 携の充実 | (1) (5) | 西之川線の 年間輸送人員 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4-2 | 外来者へのわかりやす い情報提供 | ○JR 伊予西条駅・壬生川駅・伊予三芳駅で のバス情報の充実 ○JR 伊予西条駅での表示の多言語化 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 基本方針3：持続可能な交通施策・運行体制の確立 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 《目標5》 効率的なバス 運行の実現 | 5-1 | バス運行の効率化 | ○同一時間帯の路線重複の解消 ○需要に応じた再編 | (3) (4) | 路線バス・デマ ンド型乗合タク シーの 運行収支率 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5-2 | 競合を回避する路線・ ダイヤの設定 | ○JR、バス、タクシーの役割分担の明確化と 連携 ○交通機関間での競合回避 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 《目標6》 行政負担の抑制 | 6-1 | サービス水準の適正化 | ○各種助成制度の見直し・再構築 ○路線見直し基準の設定 | (4) | 西条市の公共 交通関連負担額 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 《目標7》 公共交通の 担い手確保 | 7-1 | 交通事業者と行政の 連携による担い手確保 | ○バス事業者、タクシー事業者、行政等が連 携した求人活動等の実施 ○ドライバー確保のための環境整備 | (3) | 交通事業者の ドライバー数 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| P65 | 基本方針1：住みやすさを実感できる移動サービスの充実 《目標1》市域を網羅する交通ネットワークの形成 事業1-1：周辺部と都市機能誘導区域（拠点）間の移動利便性の向上 ①国庫補助路線の維持・改善 | 地域公共交通計画の記載条件に基づき新たに記載するもの | | ①国庫補助路線の維持・改善 地域間を結ぶ幹線については、これまで同様「地域公共交通確保維持事業（地域間幹線系統確保維持費国庫補助金）等の補助制度を有効に活用しながら、維持・改善を図っていく。 また、幹線と接続する支線（フィーダー系統）についても、「地域公共交通確保維持事業（地域内フィーダー系統確保維持費国庫補助金）」を活用しながら、維持・改善を図っていく。 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P66 | ③デマンド型乗合タクシー（よりそいタクシー）の導入 | 計画期間変更による訂正 | ②デマンド型乗合タクシー（よりそいタクシー）の導入 在丹原地域全体で行っているデマンド型乗合タクシーの運行範囲を見直し、運行形態もよりわかりやすく見直すほか、加茂線について、デマンド型乗合タクシーの導入を行う。 デマンド型乗合タクシーの導入時にはあらかじめ見直し基準を設け、地域住民に告知した上で利用が少ない場合は減便や廃止を含めて対応する。 | ③デマンド型乗合タクシー（よりそいタクシー）の導入 西条地域で運行しているデマンド型乗合タクシーの運行実績に基づき、より利便性が向上するよう運行内容の見直しを行う。市域の西部地域において、バス路線の再編に伴い、丹原地域で運行しているデマンド型乗合タクシーの見直しも含め、デマンド型乗合タクシーの導入を行う。 デマンド型乗合タクシーの導入時にはあらかじめ見直し基準を設け、地域住民に告知した上で利用が少ない場合は減便や廃止を含めて対応する。 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P67 | 《目標1》市域を網羅する交通ネットワークの形成 計画期間変更による訂正 | 地域公共交通計画の記載条件に基づき新たに記載するもの 計画期間変更による訂正 | <table border="1"> <thead> <tr> <th colspan="6">《目標1》市域を網羅する交通ネットワークの形成</th> </tr> <tr> <th rowspan="2">事業No</th> <th rowspan="2">事業名</th> <th rowspan="2">事業内容</th> <th colspan="3">事業実施主体</th> <th rowspan="2">実施時期</th> </tr> <tr> <th>市</th> <th>協議会 (関係団体)</th> <th>交通 事業者</th> <th>住民</th> </tr> </thead> <tbody> <tr> <td rowspan="2">1-1</td> <td rowspan="2">周辺部と都市機能誘導区域間の移動利便性の向上</td> <td>○バス路線の再編</td> <td>●</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td>○デマンド型乗合タクシーの導入</td> <td>●</td> <td>●</td> <td>●</td> <td>●</td> <td>随時実施</td> </tr> <tr> <td rowspan="2">1-2</td> <td rowspan="2">都市機能誘導区域間の移動利便性の向上</td> <td>○交通結節点となるJR駅での予備線と支線との接続の改善</td> <td>●</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td>○地域内交通・幹線と支線の接続の改善</td> <td>●</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td colspan="2">評価指標の考え方</td> <td colspan="4">公共交通ネットワークを市域に網羅することにより、交通空白地域を縮小する</td> <td></td> </tr> <tr> <td colspan="2">評価指標</td> <td colspan="4">交通空白地の解消地区数</td> <td></td> </tr> <tr> <td colspan="2">算出方法</td> <td colspan="2">現状値(平成30年度)</td> <td colspan="2">目標値</td> </tr> <tr> <td colspan="2">交通空白地の解消地区数(地区:概ね小学校区)</td> <td colspan="2">6地区</td> <td colspan="2">12地区</td> </tr> </tbody> </table> | 《目標1》市域を網羅する交通ネットワークの形成 | | | | | | 事業No | 事業名 | 事業内容 | 事業実施主体 | | | 実施時期 | 市 | 協議会 (関係団体) | 交通 事業者 | 住民 | 1-1 | 周辺部と都市機能誘導区域間の移動利便性の向上 | ○バス路線の再編 | ● | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | ○デマンド型乗合タクシーの導入 | ● | ● | ● | ● | 随時実施 | 1-2 | 都市機能誘導区域間の移動利便性の向上 | ○交通結節点となるJR駅での予備線と支線との接続の改善 | ● | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | ○地域内交通・幹線と支線の接続の改善 | ● | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | 評価指標の考え方 | | 公共交通ネットワークを市域に網羅することにより、交通空白地域を縮小する | | | | | 評価指標 | | 交通空白地の解消地区数 | | | | | 算出方法 | | 現状値(平成30年度) | | 目標値 | | 交通空白地の解消地区数(地区:概ね小学校区) | | 6地区 | | 12地区 | | <table border="1"> <thead> <tr> <th colspan="6">《目標1》市域を網羅する交通ネットワークの形成</th> </tr> <tr> <th rowspan="2">事業No</th> <th rowspan="2">事業名</th> <th rowspan="2">事業内容</th> <th colspan="3">事業実施主体</th> <th rowspan="2">実施時期</th> </tr> <tr> <th>市</th> <th>協議会 (関係団体)</th> <th>交通 事業者</th> <th>住民</th> </tr> </thead> <tbody> <tr> <td rowspan="3">1-1</td> <td rowspan="3">周辺部と都市機能誘導区域間の移動利便性の向上</td> <td>○国庫補助路線の維持・改善</td> <td>●</td> <td>●</td> <td>●</td> <td>●</td> <td>継続実施</td> </tr> <tr> <td>○バス路線の再編</td> <td>●</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td>○デマンド型乗合タクシーの導入</td> <td>●</td> <td>●</td> <td>●</td> <td>●</td> <td>随時実施</td> </tr> <tr> <td rowspan="2">1-2</td> <td rowspan="2">都市機能誘導区域間の移動利便性の向上</td> <td>○交通結節点となるJR駅での予備線と支線との接続の改善</td> <td>●</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td>○地域内交通・幹線と支線の接続の改善</td> <td>●</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td colspan="2">評価指標の考え方①</td> <td colspan="4">公共交通の利用者数の向上</td> <td></td> </tr> <tr> <td colspan="2">評価指標①</td> <td colspan="4">路線バス・デマンド型乗合タクシー・鉄道の年間利用者数</td> <td></td> </tr> <tr> <td colspan="2">算出方法</td> <td colspan="2">現状値(令和3年度)</td> <td colspan="2">目標値</td> </tr> <tr> <td colspan="2">年間利用者数の実績</td> <td colspan="2">合計：1,197,116人/年</td> <td colspan="2">令和3年度より向上</td> </tr> <tr> <td colspan="2">評価指標の考え方②</td> <td colspan="4">公共交通ネットワークを市域に網羅することにより、交通空白地域を縮小する</td> <td></td> </tr> <tr> <td colspan="2">評価指標②</td> <td colspan="4">交通空白地の解消地区数(地区:概ね小学校区)</td> <td></td> </tr> <tr> <td colspan="2">算出方法</td> <td colspan="2">現状値(令和3年度)</td> <td colspan="2">目標値</td> </tr> <tr> <td colspan="2">区域運行導入地区数の実績</td> <td colspan="2">6地区</td> <td colspan="2">12地区</td> </tr> </tbody> </table> | 《目標1》市域を網羅する交通ネットワークの形成 | | | | | | 事業No | 事業名 | 事業内容 | 事業実施主体 | | | 実施時期 | 市 | 協議会 (関係団体) | 交通 事業者 | 住民 | 1-1 | 周辺部と都市機能誘導区域間の移動利便性の向上 | ○国庫補助路線の維持・改善 | ● | ● | ● | ● | 継続実施 | ○バス路線の再編 | ● | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | ○デマンド型乗合タクシーの導入 | ● | ● | ● | ● | 随時実施 | 1-2 | 都市機能誘導区域間の移動利便性の向上 | ○交通結節点となるJR駅での予備線と支線との接続の改善 | ● | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | ○地域内交通・幹線と支線の接続の改善 | ● | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | 評価指標の考え方① | | 公共交通の利用者数の向上 | | | | | 評価指標① | | 路線バス・デマンド型乗合タクシー・鉄道の年間利用者数 | | | | | 算出方法 | | 現状値(令和3年度) | | 目標値 | | 年間利用者数の実績 | | 合計：1,197,116人/年 | | 令和3年度より向上 | | 評価指標の考え方② | | 公共交通ネットワークを市域に網羅することにより、交通空白地域を縮小する | | | | | 評価指標② | | 交通空白地の解消地区数(地区:概ね小学校区) | | | | | 算出方法 | | 現状値(令和3年度) | | 目標値 | | 区域運行導入地区数の実績 | | 6地区 | | 12地区 | |
| 《目標1》市域を網羅する交通ネットワークの形成 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 事業No | 事業名 | 事業内容 | 事業実施主体 | | | 実施時期 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 市 | 協議会 (関係団体) | 交通 事業者 | | 住民 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1-1 | 周辺部と都市機能誘導区域間の移動利便性の向上 | ○バス路線の再編 | ● | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ○デマンド型乗合タクシーの導入 | ● | ● | ● | ● | 随時実施 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1-2 | 都市機能誘導区域間の移動利便性の向上 | ○交通結節点となるJR駅での予備線と支線との接続の改善 | ● | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ○地域内交通・幹線と支線の接続の改善 | ● | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 評価指標の考え方 | | 公共交通ネットワークを市域に網羅することにより、交通空白地域を縮小する | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 評価指標 | | 交通空白地の解消地区数 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 算出方法 | | 現状値(平成30年度) | | 目標値 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 交通空白地の解消地区数(地区:概ね小学校区) | | 6地区 | | 12地区 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 《目標1》市域を網羅する交通ネットワークの形成 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 事業No | 事業名 | 事業内容 | 事業実施主体 | | | 実施時期 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 市 | 協議会 (関係団体) | 交通 事業者 | | 住民 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1-1 | 周辺部と都市機能誘導区域間の移動利便性の向上 | ○国庫補助路線の維持・改善 | ● | ● | ● | ● | 継続実施 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ○バス路線の再編 | ● | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ○デマンド型乗合タクシーの導入 | ● | ● | ● | ● | 随時実施 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1-2 | 都市機能誘導区域間の移動利便性の向上 | ○交通結節点となるJR駅での予備線と支線との接続の改善 | ● | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ○地域内交通・幹線と支線の接続の改善 | ● | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 評価指標の考え方① | | 公共交通の利用者数の向上 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 評価指標① | | 路線バス・デマンド型乗合タクシー・鉄道の年間利用者数 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 算出方法 | | 現状値(令和3年度) | | 目標値 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 年間利用者数の実績 | | 合計：1,197,116人/年 | | 令和3年度より向上 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 評価指標の考え方② | | 公共交通ネットワークを市域に網羅することにより、交通空白地域を縮小する | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 評価指標② | | 交通空白地の解消地区数(地区:概ね小学校区) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 算出方法 | | 現状値(令和3年度) | | 目標値 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区域運行導入地区数の実績 | | 6地区 | | 12地区 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| P69 | 《目標2》住民ニーズに対応した移動サービスの提供 | 計画期間変更による訂正 | <p>《目標2》住民ニーズに対応した移動サービスの提供</p> <table border="1"> <thead> <tr> <th rowspan="2">事業No</th> <th rowspan="2">事業名</th> <th rowspan="2">事業内容</th> <th colspan="3">事業実施主体</th> <th rowspan="2">実施時期</th> </tr> <tr> <th>市</th> <th>協議会 (関係団体)</th> <th>交通 事業者</th> <th>住民</th> </tr> </thead> <tbody> <tr> <td rowspan="2">2-1</td> <td rowspan="2">都市機能誘導区域内の移動利便性の向上</td> <td>○既存バス路線による主要施設間循環線の設定</td> <td>●</td> <td>●</td> <td>●</td> <td>令和3年度検討 令和4年度以降実施</td> </tr> <tr> <td>○新たな移動目的地への乗り入れ</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td>2-2</td> <td>通院・買物移動に対応したダイヤ編成</td> <td>○高齢者に対応した午前中のダイヤの充実</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td rowspan="3">2-3</td> <td rowspan="3">公共交通利用環境の整備</td> <td>○ICTを活用した情報提供・デマンド予約システム導入の研究</td> <td>●</td> <td>●</td> <td>●</td> <td>令和3年度検討 令和4年度以降実施</td> </tr> <tr> <td>○MaaS・自動運転等の研究</td> <td>●</td> <td>●</td> <td>●</td> <td>令和3年度検討 令和4年度以降実施</td> </tr> <tr> <td>○バス停の点検と必要に応じた整備</td> <td>●</td> <td>●</td> <td>●</td> <td>随時実施</td> </tr> <tr> <td colspan="2">評価指標の考え方</td> <td colspan="5">市内バス路線(加茂線・西之川線・禰瑞線・壬生川線・保井野線・関屋線・三芳線・湯谷口線)の利便性を改善することにより、1便あたりの輸送人員を拡大する</td> </tr> <tr> <td colspan="2">評価指標</td> <td colspan="5">市内バス路線の1便あたり輸送人員(1日平均)</td> </tr> <tr> <td colspan="3">算出方法</td> <td>現状値(平成30年度)</td> <td colspan="2">目標値</td> </tr> <tr> <td colspan="3">市内バス路線の年間輸送人員総数÷市内バス路線の年間総運行便数</td> <td>2.2人/便</td> <td colspan="2">3.0人/便</td> </tr> </tbody> </table> | 事業No | 事業名 | 事業内容 | 事業実施主体 | | | 実施時期 | 市 | 協議会 (関係団体) | 交通 事業者 | 住民 | 2-1 | 都市機能誘導区域内の移動利便性の向上 | ○既存バス路線による主要施設間循環線の設定 | ● | ● | ● | 令和3年度検討 令和4年度以降実施 | ○新たな移動目的地への乗り入れ | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | 2-2 | 通院・買物移動に対応したダイヤ編成 | ○高齢者に対応した午前中のダイヤの充実 | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | 2-3 | 公共交通利用環境の整備 | ○ICTを活用した情報提供・デマンド予約システム導入の研究 | ● | ● | ● | 令和3年度検討 令和4年度以降実施 | ○MaaS・自動運転等の研究 | ● | ● | ● | 令和3年度検討 令和4年度以降実施 | ○バス停の点検と必要に応じた整備 | ● | ● | ● | 随時実施 | 評価指標の考え方 | | 市内バス路線(加茂線・西之川線・禰瑞線・壬生川線・保井野線・関屋線・三芳線・湯谷口線)の利便性を改善することにより、1便あたりの輸送人員を拡大する | | | | | 評価指標 | | 市内バス路線の1便あたり輸送人員(1日平均) | | | | | 算出方法 | | | 現状値(平成30年度) | 目標値 | | 市内バス路線の年間輸送人員総数÷市内バス路線の年間総運行便数 | | | 2.2人/便 | 3.0人/便 | | <p>《目標2》住民ニーズに対応した移動サービスの提供</p> <table border="1"> <thead> <tr> <th rowspan="2">事業No</th> <th rowspan="2">事業名</th> <th rowspan="2">事業内容</th> <th colspan="3">事業実施主体</th> <th rowspan="2">実施時期</th> </tr> <tr> <th>市</th> <th>協議会 (関係団体)</th> <th>交通 事業者</th> <th>住民</th> </tr> </thead> <tbody> <tr> <td rowspan="2">2-1</td> <td rowspan="2">都市機能誘導区域内の移動利便性の向上</td> <td>○既存バス路線による主要施設間循環線の設定</td> <td>●</td> <td>●</td> <td>●</td> <td>令和3年度検討 令和4年度以降実施</td> </tr> <tr> <td>○新たな移動目的地への乗り入れ</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td>2-2</td> <td>通院・買物移動に対応したダイヤ編成</td> <td>○高齢者に対応した午前中のダイヤの充実</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td rowspan="3">2-3</td> <td rowspan="3">公共交通利用環境の整備</td> <td>○ICTを活用した情報提供・デマンド予約システム導入の研究</td> <td>●</td> <td>●</td> <td>●</td> <td>令和3年度検討 令和4年度以降実施</td> </tr> <tr> <td>○MaaS・自動運転等の研究</td> <td>●</td> <td>●</td> <td>●</td> <td>令和3年度検討 令和4年度以降実施</td> </tr> <tr> <td>○バス停の点検と必要に応じた整備</td> <td>●</td> <td>●</td> <td>●</td> <td>随時実施</td> </tr> <tr> <td colspan="2">評価指標の考え方</td> <td colspan="5">市内バス路線(加茂線・西之川線・禰瑞線・壬生川線・保井野線・関屋線・三芳線・湯谷口線)の利便性を改善することにより、1便あたりの輸送人員を拡大する</td> </tr> <tr> <td colspan="2">評価指標</td> <td colspan="5">市内バス路線の1便あたり輸送人員(1日平均)</td> </tr> <tr> <td colspan="3">算出方法</td> <td>現状値(令和3年度)</td> <td colspan="2">目標値</td> </tr> <tr> <td colspan="3">市内バス路線の年間輸送人員総数÷市内バス路線の年間総運行便数</td> <td>1.5人/便</td> <td colspan="2">3.0人/便</td> </tr> </tbody> </table> | 事業No | 事業名 | 事業内容 | 事業実施主体 | | | 実施時期 | 市 | 協議会 (関係団体) | 交通 事業者 | 住民 | 2-1 | 都市機能誘導区域内の移動利便性の向上 | ○既存バス路線による主要施設間循環線の設定 | ● | ● | ● | 令和3年度検討 令和4年度以降実施 | ○新たな移動目的地への乗り入れ | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | 2-2 | 通院・買物移動に対応したダイヤ編成 | ○高齢者に対応した午前中のダイヤの充実 | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | 2-3 | 公共交通利用環境の整備 | ○ICTを活用した情報提供・デマンド予約システム導入の研究 | ● | ● | ● | 令和3年度検討 令和4年度以降実施 | ○MaaS・自動運転等の研究 | ● | ● | ● | 令和3年度検討 令和4年度以降実施 | ○バス停の点検と必要に応じた整備 | ● | ● | ● | 随時実施 | 評価指標の考え方 | | 市内バス路線(加茂線・西之川線・禰瑞線・壬生川線・保井野線・関屋線・三芳線・湯谷口線)の利便性を改善することにより、1便あたりの輸送人員を拡大する | | | | | 評価指標 | | 市内バス路線の1便あたり輸送人員(1日平均) | | | | | 算出方法 | | | 現状値(令和3年度) | 目標値 | | 市内バス路線の年間輸送人員総数÷市内バス路線の年間総運行便数 | | | 1.5人/便 | 3.0人/便 | |
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| | | ○新たな移動目的地への乗り入れ | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 2-3 | 公共交通利用環境の整備 | ○ICTを活用した情報提供・デマンド予約システム導入の研究 | ● | ● | ● | 令和3年度検討 令和4年度以降実施 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ○MaaS・自動運転等の研究 | ● | ● | ● | 令和3年度検討 令和4年度以降実施 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ○バス停の点検と必要に応じた整備 | ● | ● | ● | 随時実施 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 評価指標の考え方 | | 市内バス路線(加茂線・西之川線・禰瑞線・壬生川線・保井野線・関屋線・三芳線・湯谷口線)の利便性を改善することにより、1便あたりの輸送人員を拡大する | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 評価指標 | | 市内バス路線の1便あたり輸送人員(1日平均) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 算出方法 | | | 現状値(令和3年度) | 目標値 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 市内バス路線の年間輸送人員総数÷市内バス路線の年間総運行便数 | | | 1.5人/便 | 3.0人/便 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P70 | 《目標3》日常的な公共交通利用の促進 | 計画期間変更による訂正 | <p>①免許返納者への公共交通情報の提供</p> <p>免許返納者とその都度把握し、対象者にバスやJRの時刻表、割引制度の情報提供等を行うことで公共交通の利用を促す。</p> <p>《目標3》日常的な公共交通利用の促進</p> <table border="1"> <thead> <tr> <th rowspan="2">事業No</th> <th rowspan="2">事業名</th> <th rowspan="2">事業内容</th> <th colspan="3">事業実施主体</th> <th rowspan="2">実施時期</th> </tr> <tr> <th>市</th> <th>協議会 (関係団体)</th> <th>交通 事業者</th> <th>住民</th> </tr> </thead> <tbody> <tr> <td>3-1</td> <td>通勤・通学利用の促進</td> <td>○通勤・通学時間に対応したダイヤの改善等</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td>3-2</td> <td>免許返納者の利用促進</td> <td>○免許返納者への公共交通情報の提供</td> <td>●</td> <td>●</td> <td></td> <td>随時実施</td> </tr> <tr> <td colspan="2">評価指標の考え方</td> <td colspan="5">通勤・通学及び免許返納者による公共交通利用者を維持する</td> </tr> <tr> <td colspan="2">評価指標</td> <td colspan="5">市内バス路線の1日平均輸送人員と市内JR駅の1日平均乗車人員の合計</td> </tr> <tr> <td colspan="3">算出方法</td> <td>現状値(平成30年度)</td> <td colspan="2">目標値</td> </tr> <tr> <td colspan="3">市内バス路線1日平均輸送人員+市内JR駅1日平均乗車人員</td> <td>3,136人/日</td> <td colspan="2">現状維持</td> </tr> </tbody> </table> | 事業No | 事業名 | 事業内容 | 事業実施主体 | | | 実施時期 | 市 | 協議会 (関係団体) | 交通 事業者 | 住民 | 3-1 | 通勤・通学利用の促進 | ○通勤・通学時間に対応したダイヤの改善等 | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | 3-2 | 免許返納者の利用促進 | ○免許返納者への公共交通情報の提供 | ● | ● | | 随時実施 | 評価指標の考え方 | | 通勤・通学及び免許返納者による公共交通利用者を維持する | | | | | 評価指標 | | 市内バス路線の1日平均輸送人員と市内JR駅の1日平均乗車人員の合計 | | | | | 算出方法 | | | 現状値(平成30年度) | 目標値 | | 市内バス路線1日平均輸送人員+市内JR駅1日平均乗車人員 | | | 3,136人/日 | 現状維持 | | <p>①免許返納者への公共交通情報の提供</p> <p>免許返納者とその都度把握し、対象者にバスやJRの時刻表、デマンド型乗合タクシー利用案内チラシ、割引制度の情報提供等を行うことで公共交通の利用を促す。</p> <p>《目標3》日常的な公共交通利用の促進</p> <table border="1"> <thead> <tr> <th rowspan="2">事業No</th> <th rowspan="2">事業名</th> <th rowspan="2">事業内容</th> <th colspan="3">事業実施主体</th> <th rowspan="2">実施時期</th> </tr> <tr> <th>市</th> <th>協議会 (関係団体)</th> <th>交通 事業者</th> <th>住民</th> </tr> </thead> <tbody> <tr> <td>3-1</td> <td>通勤・通学利用の促進</td> <td>○通勤・通学時間に対応したダイヤの改善等</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td>3-2</td> <td>免許返納者の利用促進</td> <td>○免許返納者への公共交通情報の提供</td> <td>●</td> <td>●</td> <td></td> <td>随時実施</td> </tr> <tr> <td colspan="2">評価指標の考え方</td> <td colspan="5">通勤・通学及び免許返納者による公共交通利用者を維持する</td> </tr> <tr> <td colspan="2">評価指標</td> <td colspan="5">市内バス路線の1日平均輸送人員と市内JR駅の1日平均乗車人員の合計</td> </tr> <tr> <td colspan="3">算出方法</td> <td>現状値(令和3年度)</td> <td colspan="2">目標値</td> </tr> <tr> <td colspan="3">市内バス路線1日平均輸送人員+市内JR駅1日平均乗車人員</td> <td>2,509人/日</td> <td colspan="2">令和3年度より向上</td> </tr> </tbody> </table> | 事業No | 事業名 | 事業内容 | 事業実施主体 | | | 実施時期 | 市 | 協議会 (関係団体) | 交通 事業者 | 住民 | 3-1 | 通勤・通学利用の促進 | ○通勤・通学時間に対応したダイヤの改善等 | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | 3-2 | 免許返納者の利用促進 | ○免許返納者への公共交通情報の提供 | ● | ● | | 随時実施 | 評価指標の考え方 | | 通勤・通学及び免許返納者による公共交通利用者を維持する | | | | | 評価指標 | | 市内バス路線の1日平均輸送人員と市内JR駅の1日平均乗車人員の合計 | | | | | 算出方法 | | | 現状値(令和3年度) | 目標値 | | 市内バス路線1日平均輸送人員+市内JR駅1日平均乗車人員 | | | 2,509人/日 | 令和3年度より向上 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 市内バス路線1日平均輸送人員+市内JR駅1日平均乗車人員 | | | 2,509人/日 | 令和3年度より向上 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P71 | 《目標4》観光2次交通の充実 | 計画期間変更による訂正 | <p>《目標4》観光2次交通の充実</p> <table border="1"> <thead> <tr> <th rowspan="2">事業No</th> <th rowspan="2">事業名</th> <th rowspan="2">事業内容</th> <th colspan="3">事業実施主体</th> <th rowspan="2">実施時期</th> </tr> <tr> <th>市</th> <th>協議会 (関係団体)</th> <th>交通 事業者</th> <th>住民</th> </tr> </thead> <tbody> <tr> <td rowspan="2">4-1</td> <td rowspan="2">観光客に対応した2次交通の充実</td> <td>○JR予讃線と西之川線の接続の充実</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td>○オレンジフェリーとその他の公共交通との連携の充実</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td rowspan="2">4-2</td> <td rowspan="2">外来者へのわかりやすい情報提供</td> <td>○JR伊予西条駅・壬生川駅・伊予三芳駅でのバス情報の充実</td> <td>●</td> <td>●</td> <td>●</td> <td>随時実施</td> </tr> <tr> <td>○JR伊予西条駅での表示の多言語化</td> <td>●</td> <td>●</td> <td>●</td> <td>随時実施</td> </tr> <tr> <td colspan="2">評価指標の考え方</td> <td colspan="5">本市の代表的な観光地である石鎚山と伊予西条駅を結ぶ西之川線の接続や市内循環線の充実を図ることにより観光客の利用を拡大し、年間輸送人員を維持する。</td> </tr> <tr> <td colspan="2">評価指標</td> <td colspan="5">西之川線の年間輸送人員</td> </tr> <tr> <td colspan="3">算出方法</td> <td>現状値(平成30年度)</td> <td colspan="2">目標値</td> </tr> <tr> <td colspan="3">毎年のバス事業者からの報告</td> <td>15,216人/年</td> <td colspan="2">現状維持</td> </tr> </tbody> </table> | 事業No | 事業名 | 事業内容 | 事業実施主体 | | | 実施時期 | 市 | 協議会 (関係団体) | 交通 事業者 | 住民 | 4-1 | 観光客に対応した2次交通の充実 | ○JR予讃線と西之川線の接続の充実 | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | ○オレンジフェリーとその他の公共交通との連携の充実 | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | 4-2 | 外来者へのわかりやすい情報提供 | ○JR伊予西条駅・壬生川駅・伊予三芳駅でのバス情報の充実 | ● | ● | ● | 随時実施 | ○JR伊予西条駅での表示の多言語化 | ● | ● | ● | 随時実施 | 評価指標の考え方 | | 本市の代表的な観光地である石鎚山と伊予西条駅を結ぶ西之川線の接続や市内循環線の充実を図ることにより観光客の利用を拡大し、年間輸送人員を維持する。 | | | | | 評価指標 | | 西之川線の年間輸送人員 | | | | | 算出方法 | | | 現状値(平成30年度) | 目標値 | | 毎年のバス事業者からの報告 | | | 15,216人/年 | 現状維持 | | <p>《目標4》観光2次交通の充実</p> <table border="1"> <thead> <tr> <th rowspan="2">事業No</th> <th rowspan="2">事業名</th> <th rowspan="2">事業内容</th> <th colspan="3">事業実施主体</th> <th rowspan="2">実施時期</th> </tr> <tr> <th>市</th> <th>協議会 (関係団体)</th> <th>交通 事業者</th> <th>住民</th> </tr> </thead> <tbody> <tr> <td rowspan="2">4-1</td> <td rowspan="2">観光客に対応した2次交通の充実</td> <td>○JR予讃線と西之川線の接続の充実</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td>○オレンジフェリーとその他の公共交通との連携の充実</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td rowspan="2">4-2</td> <td rowspan="2">外来者へのわかりやすい情報提供</td> <td>○JR伊予西条駅・壬生川駅・伊予三芳駅でのバス情報の充実</td> <td>●</td> <td>●</td> <td>●</td> <td>随時実施</td> </tr> <tr> <td>○JR伊予西条駅での表示の多言語化</td> <td>●</td> <td>●</td> <td>●</td> <td>随時実施</td> </tr> <tr> <td colspan="2">評価指標の考え方</td> <td colspan="5">西之川線の利用者数の向上</td> </tr> <tr> <td colspan="2">評価指標</td> <td colspan="5">西之川線の年間輸送人員</td> </tr> <tr> <td colspan="3">算出方法</td> <td>現状値(令和3年度)</td> <td colspan="2">目標値</td> </tr> <tr> <td colspan="3">年間利用者数の実績</td> <td>11,396人/年</td> <td colspan="2">令和3年度より向上</td> </tr> </tbody> </table> | 事業No | 事業名 | 事業内容 | 事業実施主体 | | | 実施時期 | 市 | 協議会 (関係団体) | 交通 事業者 | 住民 | 4-1 | 観光客に対応した2次交通の充実 | ○JR予讃線と西之川線の接続の充実 | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | ○オレンジフェリーとその他の公共交通との連携の充実 | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | 4-2 | 外来者へのわかりやすい情報提供 | ○JR伊予西条駅・壬生川駅・伊予三芳駅でのバス情報の充実 | ● | ● | ● | 随時実施 | ○JR伊予西条駅での表示の多言語化 | ● | ● | ● | 随時実施 | 評価指標の考え方 | | 西之川線の利用者数の向上 | | | | | 評価指標 | | 西之川線の年間輸送人員 | | | | | 算出方法 | | | 現状値(令和3年度) | 目標値 | | 年間利用者数の実績 | | | 11,396人/年 | 令和3年度より向上 | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 評価指標 | | 西之川線の年間輸送人員 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 算出方法 | | | 現状値(平成30年度) | 目標値 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 評価指標 | | 西之川線の年間輸送人員 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| P72 | 《目標5》効率的なバス運行の実現 | 地域公共交通計画の記載条件に基づき新たに記載するもの 計画期間変更による訂正 | <p>《目標5》効率的なバス運行の実現</p> <table border="1"> <thead> <tr> <th rowspan="2">事業No</th> <th rowspan="2">事業名</th> <th rowspan="2">事業内容</th> <th colspan="3">事業実施主体</th> <th rowspan="2">実施時期</th> </tr> <tr> <th>市</th> <th>協議会 (関係団体)</th> <th>交通事業者 住民</th> </tr> </thead> <tbody> <tr> <td rowspan="2">5-1</td> <td rowspan="2">バス運行の効率化</td> <td>○同一時間帯の路線重複の解消</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td>○需要に応じた再編</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td rowspan="2">5-2</td> <td rowspan="2">競合を回避する路線・ダイヤの設定</td> <td>○JR、バス、タクシーの役割分担の明確化と連携</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td>○交通機関間での競合回避</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td colspan="2">評価指標の考え方</td> <td colspan="4">市内バス路線の効率化を図ることにより経費が抑制され、収支率の向上が見込める</td> </tr> <tr> <td colspan="2">評価指標</td> <td colspan="4">市内バス路線の収支率</td> </tr> <tr> <td colspan="3">算出方法</td> <td>現状値(平成30年度)</td> <td colspan="2">目標値</td> </tr> <tr> <td colspan="3">毎年バス事業者からの報告(経常収益÷補助対象経常費用)</td> <td>17.3%</td> <td colspan="2">20.0%</td> </tr> </tbody> </table> | 事業No | 事業名 | 事業内容 | 事業実施主体 | | | 実施時期 | 市 | 協議会 (関係団体) | 交通事業者 住民 | 5-1 | バス運行の効率化 | ○同一時間帯の路線重複の解消 | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | ○需要に応じた再編 | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | 5-2 | 競合を回避する路線・ダイヤの設定 | ○JR、バス、タクシーの役割分担の明確化と連携 | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | ○交通機関間での競合回避 | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | 評価指標の考え方 | | 市内バス路線の効率化を図ることにより経費が抑制され、収支率の向上が見込める | | | | 評価指標 | | 市内バス路線の収支率 | | | | 算出方法 | | | 現状値(平成30年度) | 目標値 | | 毎年バス事業者からの報告(経常収益÷補助対象経常費用) | | | 17.3% | 20.0% | | <p>《目標5》効率的なバス運行の実現</p> <table border="1"> <thead> <tr> <th rowspan="2">事業No</th> <th rowspan="2">事業名</th> <th rowspan="2">事業内容</th> <th colspan="3">事業実施主体</th> <th rowspan="2">実施時期</th> </tr> <tr> <th>市</th> <th>協議会 (関係団体)</th> <th>交通事業者 住民</th> </tr> </thead> <tbody> <tr> <td rowspan="2">5-1</td> <td rowspan="2">バス運行の効率化</td> <td>○同一時間帯の路線重複の解消</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td>○需要に応じた再編</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td rowspan="2">5-2</td> <td rowspan="2">競合を回避する路線・ダイヤの設定</td> <td>○JR、バス、タクシーの役割分担の明確化と連携</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td>○交通機関間での競合回避</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td colspan="2">評価指標の考え方</td> <td colspan="4">運行収支率の向上</td> </tr> <tr> <td colspan="2">評価指標</td> <td colspan="4">路線バス・デマンド型乗合タクシーの運行収支率</td> </tr> <tr> <td colspan="3">算出方法</td> <td>現状値(令和3年度)</td> <td colspan="2">目標値</td> </tr> <tr> <td colspan="3">運行収支の実績</td> <td>全体:バス29.5% デマンド11.6%</td> <td colspan="2">令和3年度より向上</td> </tr> </tbody> </table> | 事業No | 事業名 | 事業内容 | 事業実施主体 | | | 実施時期 | 市 | 協議会 (関係団体) | 交通事業者 住民 | 5-1 | バス運行の効率化 | ○同一時間帯の路線重複の解消 | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | ○需要に応じた再編 | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | 5-2 | 競合を回避する路線・ダイヤの設定 | ○JR、バス、タクシーの役割分担の明確化と連携 | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | ○交通機関間での競合回避 | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | 評価指標の考え方 | | 運行収支率の向上 | | | | 評価指標 | | 路線バス・デマンド型乗合タクシーの運行収支率 | | | | 算出方法 | | | 現状値(令和3年度) | 目標値 | | 運行収支の実績 | | | 全体:バス29.5% デマンド11.6% | 令和3年度より向上 | |
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| 算出方法 | | | 現状値(令和3年度) | 目標値 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 運行収支の実績 | | | 全体:バス29.5% デマンド11.6% | 令和3年度より向上 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P73 | 《目標6》行政負担の抑制 | 地域公共交通計画の記載条件に基づき新たに記載するもの 計画期間変更による訂正 | <p>《目標6》行政負担の抑制</p> <table border="1"> <thead> <tr> <th rowspan="2">事業No</th> <th rowspan="2">事業名</th> <th rowspan="2">事業内容</th> <th colspan="3">事業実施主体</th> <th rowspan="2">実施時期</th> </tr> <tr> <th>市</th> <th>協議会 (関係団体)</th> <th>交通事業者 住民</th> </tr> </thead> <tbody> <tr> <td rowspan="2">6-1</td> <td rowspan="2">サービス水準の適正化</td> <td>○各種助成制度の見直し・再構築</td> <td>●</td> <td></td> <td></td> <td>令和3年度検討 令和4年度以降実施</td> </tr> <tr> <td>○路線見直し基準の設定</td> <td>●</td> <td>●</td> <td>●</td> <td>令和3年度検討 令和4年度以降実施</td> </tr> <tr> <td colspan="2">評価指標の考え方</td> <td colspan="4">利用促進等による経常収益の拡大と、効率化による経費削減によって負担金の増加を抑制する</td> </tr> <tr> <td colspan="2">評価指標</td> <td colspan="4">西条市の公共交通関連負担額</td> </tr> <tr> <td colspan="3">算出方法</td> <td>現状値(平成30年度)</td> <td colspan="2">目標値</td> </tr> <tr> <td colspan="3">毎年バス事業者からの報告(補助申請額)及び担当課資料</td> <td>127,644千円/年</td> <td colspan="2">現状維持</td> </tr> </tbody> </table> | 事業No | 事業名 | 事業内容 | 事業実施主体 | | | 実施時期 | 市 | 協議会 (関係団体) | 交通事業者 住民 | 6-1 | サービス水準の適正化 | ○各種助成制度の見直し・再構築 | ● | | | 令和3年度検討 令和4年度以降実施 | ○路線見直し基準の設定 | ● | ● | ● | 令和3年度検討 令和4年度以降実施 | 評価指標の考え方 | | 利用促進等による経常収益の拡大と、効率化による経費削減によって負担金の増加を抑制する | | | | 評価指標 | | 西条市の公共交通関連負担額 | | | | 算出方法 | | | 現状値(平成30年度) | 目標値 | | 毎年バス事業者からの報告(補助申請額)及び担当課資料 | | | 127,644千円/年 | 現状維持 | | <p>《目標6》行政負担の抑制</p> <table border="1"> <thead> <tr> <th rowspan="2">事業No</th> <th rowspan="2">事業名</th> <th rowspan="2">事業内容</th> <th colspan="3">事業実施主体</th> <th rowspan="2">実施時期</th> </tr> <tr> <th>市</th> <th>協議会 (関係団体)</th> <th>交通事業者 住民</th> </tr> </thead> <tbody> <tr> <td rowspan="2">6-1</td> <td rowspan="2">サービス水準の適正化</td> <td>○各種助成制度の見直し・再構築</td> <td>●</td> <td></td> <td></td> <td>令和3年度検討 令和4年度以降実施</td> </tr> <tr> <td>○路線見直し基準の設定</td> <td>●</td> <td>●</td> <td>●</td> <td>令和3年度検討 令和4年度以降実施</td> </tr> <tr> <td colspan="2">評価指標の考え方</td> <td colspan="4">公的負担の抑制</td> </tr> <tr> <td colspan="2">評価指標</td> <td colspan="4">西条市の公共交通関連負担額</td> </tr> <tr> <td colspan="3">算出方法</td> <td>現状値(令和3年度)</td> <td colspan="2">目標値</td> </tr> <tr> <td colspan="3">公的負担額の実績</td> <td>合計:140,531千円/年</td> <td colspan="2">127,644千円/年 (平成30年度) を現状維持</td> </tr> </tbody> </table> | 事業No | 事業名 | 事業内容 | 事業実施主体 | | | 実施時期 | 市 | 協議会 (関係団体) | 交通事業者 住民 | 6-1 | サービス水準の適正化 | ○各種助成制度の見直し・再構築 | ● | | | 令和3年度検討 令和4年度以降実施 | ○路線見直し基準の設定 | ● | ● | ● | 令和3年度検討 令和4年度以降実施 | 評価指標の考え方 | | 公的負担の抑制 | | | | 評価指標 | | 西条市の公共交通関連負担額 | | | | 算出方法 | | | 現状値(令和3年度) | 目標値 | | 公的負担額の実績 | | | 合計:140,531千円/年 | 127,644千円/年 (平成30年度) を現状維持 | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | ○路線見直し基準の設定 | ● | ● | ● | 令和3年度検討 令和4年度以降実施 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 算出方法 | | | 現状値(平成30年度) | 目標値 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | ○路線見直し基準の設定 | ● | ● | ● | 令和3年度検討 令和4年度以降実施 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| P74 | 《目標7》公共交通の担い手確保 | 計画期間変更による訂正 | <p>《目標7》公共交通の担い手確保</p> <table border="1"> <thead> <tr> <th rowspan="2">事業No</th> <th rowspan="2">事業名</th> <th rowspan="2">事業内容</th> <th colspan="3">事業実施主体</th> <th rowspan="2">実施時期</th> </tr> <tr> <th>市</th> <th>協議会 (関係団体)</th> <th>交通事業者 住民</th> </tr> </thead> <tbody> <tr> <td rowspan="2">7-1</td> <td rowspan="2">交通事業者と行政の連携による担い手確保</td> <td>○バス事業者、タクシー事業者、行政等が連携した求人活動等の実施</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td>○ドライバー確保のための環境整備</td> <td></td> <td></td> <td>●</td> <td>随時実施</td> </tr> <tr> <td colspan="2">評価指標の考え方</td> <td colspan="4">官民一体となった施策による、バス・タクシーのドライバー数の確保</td> </tr> <tr> <td colspan="2">評価指標</td> <td colspan="4">交通事業者のドライバー数</td> </tr> <tr> <td colspan="3">算出方法</td> <td>現状値(平成30年度)</td> <td colspan="2">目標値</td> </tr> <tr> <td colspan="3">バス・タクシー事業者への調査</td> <td>180人</td> <td colspan="2">現状維持</td> </tr> </tbody> </table> | 事業No | 事業名 | 事業内容 | 事業実施主体 | | | 実施時期 | 市 | 協議会 (関係団体) | 交通事業者 住民 | 7-1 | 交通事業者と行政の連携による担い手確保 | ○バス事業者、タクシー事業者、行政等が連携した求人活動等の実施 | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | ○ドライバー確保のための環境整備 | | | ● | 随時実施 | 評価指標の考え方 | | 官民一体となった施策による、バス・タクシーのドライバー数の確保 | | | | 評価指標 | | 交通事業者のドライバー数 | | | | 算出方法 | | | 現状値(平成30年度) | 目標値 | | バス・タクシー事業者への調査 | | | 180人 | 現状維持 | | <p>《目標7》公共交通の担い手確保</p> <table border="1"> <thead> <tr> <th rowspan="2">事業No</th> <th rowspan="2">事業名</th> <th rowspan="2">事業内容</th> <th colspan="3">事業実施主体</th> <th rowspan="2">実施時期</th> </tr> <tr> <th>市</th> <th>協議会 (関係団体)</th> <th>交通事業者 住民</th> </tr> </thead> <tbody> <tr> <td rowspan="2">7-1</td> <td rowspan="2">交通事業者と行政の連携による担い手確保</td> <td>○バス事業者、タクシー事業者、行政等が連携した求人活動等の実施</td> <td>●</td> <td>●</td> <td>●</td> <td>令和2年度検討 令和3年度以降実施</td> </tr> <tr> <td>○ドライバー確保のための環境整備</td> <td></td> <td></td> <td>●</td> <td>随時実施</td> </tr> <tr> <td colspan="2">評価指標の考え方</td> <td colspan="4">公共交通の担い手の確保</td> </tr> <tr> <td colspan="2">評価指標</td> <td colspan="4">交通事業者のドライバー数 ※路線廃止があった場合は該当するドライバー数は除き比較を行う。(人)</td> </tr> <tr> <td colspan="3">算出方法</td> <td>現状値(令和3年度)</td> <td colspan="2">目標値</td> </tr> <tr> <td colspan="3">交通事業者のドライバー数</td> <td>136人</td> <td colspan="2">令和3年度より向上</td> </tr> </tbody> </table> | 事業No | 事業名 | 事業内容 | 事業実施主体 | | | 実施時期 | 市 | 協議会 (関係団体) | 交通事業者 住民 | 7-1 | 交通事業者と行政の連携による担い手確保 | ○バス事業者、タクシー事業者、行政等が連携した求人活動等の実施 | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | ○ドライバー確保のための環境整備 | | | ● | 随時実施 | 評価指標の考え方 | | 公共交通の担い手の確保 | | | | 評価指標 | | 交通事業者のドライバー数 ※路線廃止があった場合は該当するドライバー数は除き比較を行う。(人) | | | | 算出方法 | | | 現状値(令和3年度) | 目標値 | | 交通事業者のドライバー数 | | | 136人 | 令和3年度より向上 | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | ○ドライバー確保のための環境整備 | | | ● | 随時実施 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 評価指標 | | 交通事業者のドライバー数 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 算出方法 | | | 現状値(平成30年度) | 目標値 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| バス・タクシー事業者への調査 | | | 180人 | 現状維持 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 事業No | 事業名 | 事業内容 | 事業実施主体 | | | 実施時期 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 市 | 協議会 (関係団体) | 交通事業者 住民 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7-1 | 交通事業者と行政の連携による担い手確保 | ○バス事業者、タクシー事業者、行政等が連携した求人活動等の実施 | ● | ● | ● | 令和2年度検討 令和3年度以降実施 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ○ドライバー確保のための環境整備 | | | ● | 随時実施 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 評価指標の考え方 | | 公共交通の担い手の確保 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 評価指標 | | 交通事業者のドライバー数 ※路線廃止があった場合は該当するドライバー数は除き比較を行う。(人) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 算出方法 | | | 現状値(令和3年度) | 目標値 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 交通事業者のドライバー数 | | | 136人 | 令和3年度より向上 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| P75 | Ⅶ. 実施スケジュールと計画の評価・検証 7-1 実施スケジュール | 地域公共交通計画の記載条件に基づき新たに記載するもの 計画期間変更による訂正 | <p>◆表 51 西条市地域公共交通網形成計画実施スケジュール</p> <table border="1"> <thead> <tr> <th rowspan="2">事業 No</th> <th rowspan="2">事業名</th> <th rowspan="2">事業内容</th> <th colspan="3">事業実施主体</th> <th colspan="6">実施スケジュール</th> </tr> <tr> <th>市</th> <th>協議会 (関係団体)</th> <th>交通事業者</th> <th>住民</th> <th>R2</th> <th>R3</th> <th>R4</th> <th>R5</th> <th>R6</th> </tr> </thead> <tbody> <tr> <td colspan="9">基本方針1:住みやすさを実感できる移動サービスの充実</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td rowspan="2">1-1</td> <td rowspan="2">周辺部と都市機能誘導区域間の移動利便性の向上</td> <td>○バス路線の再編</td> <td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td> </tr> <tr> <td>○デマンド型乗合タクシーの導入</td> 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rowspan="2">5-1</td> <td rowspan="2">バス運行の効率化</td> <td>○同一時間帯の路線重複の解消</td> <td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td> </tr> <tr> <td>○需要に応じた再編</td> <td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td> </tr> <tr> <td rowspan="2">5-2</td> <td rowspan="2">競合を回避する路線・ダイヤの設定</td> <td>○JR、バス、タクシーの役割分担の明確化と連携</td> <td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td> </tr> <tr> <td>○交通機関間での競合回避</td> <td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td><td>●</td> </tr> <tr> <td rowspan="2">6-1</td> <td rowspan="2">サービス水準の適正化</td> <td>○各種助成制度の見直し・再構築</td> 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| | | | | | | | | | | | | | | | 1-1 | 周辺部と都市機能誘導区域間の移動利便性の向上 | ○バス路線の再編 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ○デマンド型乗合タクシーの導入 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | 1-2 | 都市機能誘導区域間の移動利便性の向上 | ○JR 駅での予讃線と支線との接続の改善 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ○地域内交通・幹線と支線の接続の改善 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | 2-1 | 都市機能誘導区域内の移動利便性の向上 | ○既存バス路線による主要施設循環線の設定 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ○新たな移動目的地への乗り入れ | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | 2-2 | 通院・買物移動に対応したダイヤ編成 | ○高齢者に対応した午前中のダイヤの充実 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ○ICTを活用した情報提供・デマンド予約システム導入の研究 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | 2-3 | 公共交通利用環境の整備 | ○MaaS・自動運転等の研究 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ○バス停の点検と必要に応じた整備 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | 基本方針2:新たな需要の掘り起こしによる公共交通の利用促進 | | | | | | | | | | | | | | | | | | 3-1 | 通勤・通学利用の促進 | ○通勤・通学時間に対応したダイヤの改善等 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | 3-2 | 免許返納者の利用促進 | ○免許返納者への公共交通情報の提供 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | 4-1 | 観光客に対応した2次交通の充実 | ○JR 予讃線と西の川線の接続の充実 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ○オレンジフェリーとその他の公共交通との連携の充実 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | 4-2 | 外来者へのわかりやすい情報提供 | ○JR 伊予西条駅・壬生川駅・伊予三芳駅でのバス情報の充実 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ○JR 伊予西条駅での表示の多言語化 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | 基本方針3:持続可能な交通施策・運行体制の確立 | | | | | | | | | | | | | | | | | | 5-1 | バス運行の効率化 | ○同一時間帯の路線重複の解消 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ○需要に応じた再編 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | 5-2 | 競合を回避する路線・ダイヤの設定 | ○JR、バス、タクシーの役割分担の明確化と連携 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ○交通機関間での競合回避 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | 6-1 | サービス水準の適正化 | ○各種助成制度の見直し・再構築 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ○路線見直し基準の設定 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | 7-1 | 交通事業者と行政の連携による担い手確保 | ○バス事業者、タクシー事業者、行政等が連携した求人活動等の実施 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ○ドライバー確保のための環境整備 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | <p>◆表 55 実施スケジュール・進捗状況 (1)</p> <table border="1"> <thead> <tr> <th rowspan="2">目標 (7)</th> <th rowspan="2">事業 NO</th> <th rowspan="2">事業名 (13)</th> <th rowspan="2">事業内容 (24)</th> <th colspan="6">事業実施スケジュール</th> <th colspan="2">事業実施主体</th> </tr> <tr> <th>R2年度</th> <th>R3年度</th> <th>R4年度</th> <th>R5年度</th> <th>R6年度</th> <th>R7年度</th> <th>協議会 (関係団体)</th> <th>交通事業者</th> </tr> </thead> <tbody> <tr> <td rowspan="2">【目標1】 地域を循環する 交通ネットワーク の形成</td> <td rowspan="2">1-1</td> <td 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| ● | ● | ● | ● | ● | ● | 【目標2】 住みやすさを実感 できる移動サービスの 提供 | 2-1 | 都市機能誘導区域内の移動利便性の向上 | 新たな移動目的地への乗り入れ | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | 既存バス路線による主要施設循環線の設定 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | 【目標2】 住みやすさを実感 できる移動サービスの 提供 | 2-2 | 通院・買物移動に対応したダイヤ編成 | 高齢者に対応した午前中のダイヤの充実 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ICTを活用した情報提供・デマンド予約システム導入の研究 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | 【目標2】 住みやすさを実感 できる移動サービスの 提供 | 2-3 | 公共交通利用環境の整備 | MaaS・自動運転等の研究 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | バス停の点検と必要に応じた整備 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| 事業 No | 事業名 | 事業内容 | 事業実施主体 | | | | 実施スケジュール | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 市 | 協議会 (関係団体) | 交通事業者 | 住民 | R2 | R3 | R4 | R5 | R6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 基本方針1:住みやすさを実感できる移動サービスの充実 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1-1 | 周辺部と都市機能誘導区域間の移動利便性の向上 | ○バス路線の再編 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ○デマンド型乗合タクシーの導入 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1-2 | 都市機能誘導区域間の移動利便性の向上 | ○JR 駅での予讃線と支線との接続の改善 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ○地域内交通・幹線と支線の接続の改善 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2-1 | 都市機能誘導区域内の移動利便性の向上 | ○既存バス路線による主要施設循環線の設定 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ○新たな移動目的地への乗り入れ | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2-2 | 通院・買物移動に対応したダイヤ編成 | ○高齢者に対応した午前中のダイヤの充実 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ○ICTを活用した情報提供・デマンド予約システム導入の研究 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2-3 | 公共交通利用環境の整備 | ○MaaS・自動運転等の研究 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ○バス停の点検と必要に応じた整備 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 基本方針2:新たな需要の掘り起こしによる公共交通の利用促進 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3-1 | 通勤・通学利用の促進 | ○通勤・通学時間に対応したダイヤの改善等 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3-2 | 免許返納者の利用促進 | ○免許返納者への公共交通情報の提供 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4-1 | 観光客に対応した2次交通の充実 | ○JR 予讃線と西の川線の接続の充実 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ○オレンジフェリーとその他の公共交通との連携の充実 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4-2 | 外来者へのわかりやすい情報提供 | ○JR 伊予西条駅・壬生川駅・伊予三芳駅でのバス情報の充実 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ○JR 伊予西条駅での表示の多言語化 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 基本方針3:持続可能な交通施策・運行体制の確立 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5-1 | バス運行の効率化 | ○同一時間帯の路線重複の解消 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ○需要に応じた再編 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5-2 | 競合を回避する路線・ダイヤの設定 | ○JR、バス、タクシーの役割分担の明確化と連携 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ○交通機関間での競合回避 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6-1 | サービス水準の適正化 | ○各種助成制度の見直し・再構築 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ○路線見直し基準の設定 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7-1 | 交通事業者と行政の連携による担い手確保 | ○バス事業者、タクシー事業者、行政等が連携した求人活動等の実施 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ○ドライバー確保のための環境整備 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 目標 (7) | 事業 NO | 事業名 (13) | 事業内容 (24) | 事業実施スケジュール | | | | | | 事業実施主体 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | R2年度 | R3年度 | R4年度 | R5年度 | R6年度 | R7年度 | 協議会 (関係団体) | 交通事業者 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 【目標1】 地域を循環する 交通ネットワーク の形成 | 1-1 | 周辺部と都市機能誘導区域間の移動利便性の向上 | 国庫補助金の確保・改善 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | バス路線の再編 (路線統合等実施) | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | 既存バス路線による主要施設循環線の設定 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 【目標2】 住みやすさを実感 できる移動サービスの 提供 | 2-1 | 都市機能誘導区域内の移動利便性の向上 | 新たな移動目的地への乗り入れ | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 既存バス路線による主要施設循環線の設定 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 【目標2】 住みやすさを実感 できる移動サービスの 提供 | 2-2 | 通院・買物移動に対応したダイヤ編成 | 高齢者に対応した午前中のダイヤの充実 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ICTを活用した情報提供・デマンド予約システム導入の研究 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 【目標2】 住みやすさを実感 できる移動サービスの 提供 | 2-3 | 公共交通利用環境の整備 | MaaS・自動運転等の研究 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | バス停の点検と必要に応じた整備 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------|--------------------------------------|---|-------------------------------------|---|------|------|------|------|----------|---|--------------|-----------|----|---|--|--------|--|------|------|------|------|------|------|---|--------------|-----------|----|--------------------------------|-----|----------------|-----------------------------|------|--|--|--|--|--|--|---|---|---|---|-----|----------------|----------------------|------|--|--|--|--|--|--|---|---|---|---|------------------------|-----|---------------------|----------------------|--|--|--|--|------|--|--|---|---|---|---|-------------------------------|--|--|--|--|------|--|--|---|---|---|---|-----|-------------------------|-------------------------------------|-------------------------------------|--|--|--|--|------|--|--|---|---|---|---|----------------------|--|--|--|--|------|--|--|---|---|---|---|
| P76 | Ⅶ. 実施スケジュールと計画の評価・検証 7-1 実施スケジュール | 地域公共交通計画の記載条件に基づき新たに記載するもの 計画期間変更による訂正 | | <p>◆表 56 実施スケジュール・進捗状況 (2)</p> <table border="1"> <thead> <tr> <th rowspan="2">目標</th> <th rowspan="2">事業NO</th> <th rowspan="2">事業名</th> <th rowspan="2">事業内容</th> <th colspan="7">実施スケジュール</th> <th colspan="2">事業実施主体</th> </tr> <tr> <th>R2年度</th> <th>R3年度</th> <th>R4年度</th> <th>R5年度</th> <th>R6年度</th> <th>R7年度</th> <th>市</th> <th>協議会 (委員会)</th> <th>交通 事業者</th> <th>住民</th> </tr> </thead> <tbody> <tr> <td rowspan="2">【目標3】 目的的な 公共交通利用 の促進</td> <td>3-1</td> <td>通勤・通学利用の 促進</td> <td>通勤・通学利用に 対応した ダイヤの改善等</td> <td>随時実施</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>●</td> <td>●</td> <td>●</td> <td>●</td> </tr> <tr> <td>3-2</td> <td>免許返納者の 利用促進</td> <td>免許返納者への公共交通 情報の提供</td> <td>随時実施</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>●</td> <td>●</td> <td>●</td> <td>●</td> </tr> <tr> <td rowspan="2">【目標4】 観光2次交通 の充実</td> <td rowspan="2">4-1</td> <td rowspan="2">観光客に対応した 2次交通の充実</td> <td>JR予讃線と西之川線の接続 の充実</td> <td></td> <td></td> <td></td> <td></td> <td>随時実施</td> <td></td> <td></td> <td>●</td> <td>●</td> <td>●</td> <td>●</td> </tr> <tr> <td>オンラインレビューとその他の 公共交通との連携の充実</td> <td></td> <td></td> <td></td> <td></td> <td>随時実施</td> <td></td> <td></td> <td>●</td> <td>●</td> <td>●</td> <td>●</td> </tr> <tr> <td rowspan="2">4-2</td> <td rowspan="2">外来客への わかりやすい 情報提供</td> <td rowspan="2">JR伊予西条駅、壬生川駅・ 伊予三芳駅でのバス情報の 充実</td> <td>JR伊予西条駅、壬生川駅・ 伊予三芳駅でのバス情報の 充実</td> <td></td> <td></td> <td></td> <td></td> <td>随時実施</td> <td></td> <td></td> <td>●</td> <td>●</td> <td>●</td> <td>●</td> </tr> <tr> <td>JR伊予西条駅での表示の 多言語化</td> <td></td> <td></td> <td></td> <td></td> <td>随時実施</td> <td></td> <td></td> <td>●</td> <td>●</td> <td>●</td> <td>●</td> </tr> </tbody> </table> | 目標 | 事業NO | 事業名 | 事業内容 | 実施スケジュール | | | | | | | 事業実施主体 | | R2年度 | R3年度 | R4年度 | R5年度 | R6年度 | R7年度 | 市 | 協議会 (委員会) | 交通 事業者 | 住民 | 【目標3】 目的的な 公共交通利用 の促進 | 3-1 | 通勤・通学利用の 促進 | 通勤・通学利用に 対応した ダイヤの改善等 | 随時実施 | | | | | | | ● | ● | ● | ● | 3-2 | 免許返納者の 利用促進 | 免許返納者への公共交通 情報の提供 | 随時実施 | | | | | | | ● | ● | ● | ● | 【目標4】 観光2次交通 の充実 | 4-1 | 観光客に対応した 2次交通の充実 | JR予讃線と西之川線の接続 の充実 | | | | | 随時実施 | | | ● | ● | ● | ● | オンラインレビューとその他の 公共交通との連携の充実 | | | | | 随時実施 | | | ● | ● | ● | ● | 4-2 | 外来客への わかりやすい 情報提供 | JR伊予西条駅、壬生川駅・ 伊予三芳駅でのバス情報の 充実 | JR伊予西条駅、壬生川駅・ 伊予三芳駅でのバス情報の 充実 | | | | | 随時実施 | | | ● | ● | ● | ● | JR伊予西条駅での表示の 多言語化 | | | | | 随時実施 | | | ● | ● | ● | ● |
| 目標 | 事業NO | 事業名 | 事業内容 | 実施スケジュール | | | | | | | 事業実施主体 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | R2年度 | R3年度 | R4年度 | R5年度 | R6年度 | R7年度 | 市 | 協議会 (委員会) | 交通 事業者 | 住民 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 【目標3】 目的的な 公共交通利用 の促進 | 3-1 | 通勤・通学利用の 促進 | 通勤・通学利用に 対応した ダイヤの改善等 | 随時実施 | | | | | | | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3-2 | 免許返納者の 利用促進 | 免許返納者への公共交通 情報の提供 | 随時実施 | | | | | | | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 【目標4】 観光2次交通 の充実 | 4-1 | 観光客に対応した 2次交通の充実 | JR予讃線と西之川線の接続 の充実 | | | | | 随時実施 | | | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | オンラインレビューとその他の 公共交通との連携の充実 | | | | | 随時実施 | | | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4-2 | 外来客への わかりやすい 情報提供 | JR伊予西条駅、壬生川駅・ 伊予三芳駅でのバス情報の 充実 | JR伊予西条駅、壬生川駅・ 伊予三芳駅でのバス情報の 充実 | | | | | 随時実施 | | | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | JR伊予西条駅での表示の 多言語化 | | | | | 随時実施 | | | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 頁 | 項目 | 修正理由 | 現行（西条市地域公共交通網形成計画） | 変更案（西条市地域公共交通計画） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------|-------------------|----------------------------|--------------------------|---|--------------------------|------|-----------|------------|---------|------|-------------------------|-------------------|-----------------------|--------------------|-------|--------------------------|----|-----------------------|-------|--------------------------|-------|----------|-------|-----------------|-------|------------|---|--------------------|--------------|-----------------------|-------------|--------------------------|-------------|----------|------------|-----------------|------------|------------|---|--------------------|------------|-----------------------|------------|--------------------------|------------|----------|-----------|-----------------|-----------|------------|---|----------------|-----------|---------------------|---------------|------------|-----------|------------------------------|----|------------------|------------|------|-----------|--------------------------------|----|
| P80 | 7-3 計画の目標と指標 | 地域公共交通計画の記載条件に基づき新たに記載するもの | | <p>◆表 61 目標、指標（2）</p> <table border="1"> <thead> <tr> <th>目標</th> <th>評価指標</th> <th>期定額(令和年度)</th> <th>目標値(令和7年度)</th> <th>目標の導入方法</th> <th>評価時期</th> </tr> </thead> <tbody> <tr> <td rowspan="10">基本方針3:持続可能な交通施策の推進体制の確立</td> <td rowspan="10">(目標5) 効果的なバス運行の実現</td> <td rowspan="10">路線バス、デマンド型混合タクシーの運行促進</td> <td>バス(他県圏外)系統補助総額(億円)</td> <td>25.8%</td> <td rowspan="10">目標:運行促進の向上 方針:運行促進の実現</td> <td rowspan="10">毎年</td> </tr> <tr> <td>バス(他県内)ワンダー系統補助総額(億円)</td> <td>15.1%</td> </tr> <tr> <td>南予路線バス(ワンダー系統補助総額以外)(億円)</td> <td>11.3%</td> </tr> <tr> <td>バス(上記以外)</td> <td>35.2%</td> </tr> <tr> <td>デマンド(加勢地区:片側電停)</td> <td>11.6%</td> </tr> <tr> <td>デマンド(西条電停)</td> <td>-</td> </tr> <tr> <td>バス(他県圏外)系統補助総額(億円)</td> <td>△181.495億円/年</td> </tr> <tr> <td>バス(他県内)ワンダー系統補助総額(億円)</td> <td>△43.070億円/年</td> </tr> <tr> <td>南予路線バス(ワンダー系統補助総額以外)(億円)</td> <td>△53.741億円/年</td> </tr> <tr> <td>バス(上記以外)</td> <td>△7.441億円/年</td> </tr> <tr> <td>デマンド(加勢地区:片側電停)</td> <td>△1.220億円/年</td> </tr> <tr> <td>デマンド(西条電停)</td> <td>-</td> </tr> <tr> <td>バス(他県圏外)系統補助総額(億円)</td> <td>49.691億円/年</td> </tr> <tr> <td>バス(他県内)ワンダー系統補助総額(億円)</td> <td>19.222億円/年</td> </tr> <tr> <td>南予路線バス(ワンダー系統補助総額以外)(億円)</td> <td>49.972億円/年</td> </tr> <tr> <td>バス(上記以外)</td> <td>1.524億円/年</td> </tr> <tr> <td>デマンド(加勢地区:片側電停)</td> <td>1.220億円/年</td> </tr> <tr> <td>デマンド(西条電停)</td> <td>-</td> </tr> <tr> <td>乗客付存率(乗客1人あたり)</td> <td>18,902人/年</td> </tr> <tr> <td>(目標6) 西条市の公共交通環境の向上</td> <td>西条市の公共交通環境の向上</td> <td>140,531人/年</td> <td>18,902人/年</td> <td>目標:公共交通環境の向上 方針:公共交通環境の向上</td> <td>毎年</td> </tr> <tr> <td>(目標7) 公共交通の強い手厚さ</td> <td>公共交通の強い手厚さ</td> <td>136人</td> <td>18,902人/年</td> <td>目標:公共交通の強い手厚さ 方針:公共交通の強い手厚さ</td> <td>毎年</td> </tr> </tbody> </table> | 目標 | 評価指標 | 期定額(令和年度) | 目標値(令和7年度) | 目標の導入方法 | 評価時期 | 基本方針3:持続可能な交通施策の推進体制の確立 | (目標5) 効果的なバス運行の実現 | 路線バス、デマンド型混合タクシーの運行促進 | バス(他県圏外)系統補助総額(億円) | 25.8% | 目標:運行促進の向上 方針:運行促進の実現 | 毎年 | バス(他県内)ワンダー系統補助総額(億円) | 15.1% | 南予路線バス(ワンダー系統補助総額以外)(億円) | 11.3% | バス(上記以外) | 35.2% | デマンド(加勢地区:片側電停) | 11.6% | デマンド(西条電停) | - | バス(他県圏外)系統補助総額(億円) | △181.495億円/年 | バス(他県内)ワンダー系統補助総額(億円) | △43.070億円/年 | 南予路線バス(ワンダー系統補助総額以外)(億円) | △53.741億円/年 | バス(上記以外) | △7.441億円/年 | デマンド(加勢地区:片側電停) | △1.220億円/年 | デマンド(西条電停) | - | バス(他県圏外)系統補助総額(億円) | 49.691億円/年 | バス(他県内)ワンダー系統補助総額(億円) | 19.222億円/年 | 南予路線バス(ワンダー系統補助総額以外)(億円) | 49.972億円/年 | バス(上記以外) | 1.524億円/年 | デマンド(加勢地区:片側電停) | 1.220億円/年 | デマンド(西条電停) | - | 乗客付存率(乗客1人あたり) | 18,902人/年 | (目標6) 西条市の公共交通環境の向上 | 西条市の公共交通環境の向上 | 140,531人/年 | 18,902人/年 | 目標:公共交通環境の向上 方針:公共交通環境の向上 | 毎年 | (目標7) 公共交通の強い手厚さ | 公共交通の強い手厚さ | 136人 | 18,902人/年 | 目標:公共交通の強い手厚さ 方針:公共交通の強い手厚さ | 毎年 |
| 目標 | 評価指標 | 期定額(令和年度) | 目標値(令和7年度) | 目標の導入方法 | 評価時期 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | バス(他県内)ワンダー系統補助総額(億円) | 15.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 南予路線バス(ワンダー系統補助総額以外)(億円) | 11.3% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | バス(上記以外) | 35.2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | デマンド(加勢地区:片側電停) | 11.6% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | デマンド(西条電停) | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | バス(他県圏外)系統補助総額(億円) | △181.495億円/年 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | バス(他県内)ワンダー系統補助総額(億円) | △43.070億円/年 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 南予路線バス(ワンダー系統補助総額以外)(億円) | △53.741億円/年 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | バス(上記以外) | △7.441億円/年 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| デマンド(加勢地区:片側電停) | △1.220億円/年 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| デマンド(西条電停) | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| バス(他県圏外)系統補助総額(億円) | 49.691億円/年 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| バス(他県内)ワンダー系統補助総額(億円) | 19.222億円/年 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 南予路線バス(ワンダー系統補助総額以外)(億円) | 49.972億円/年 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| バス(上記以外) | 1.524億円/年 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| デマンド(加勢地区:片側電停) | 1.220億円/年 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| デマンド(西条電停) | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 乗客付存率(乗客1人あたり) | 18,902人/年 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (目標6) 西条市の公共交通環境の向上 | 西条市の公共交通環境の向上 | 140,531人/年 | 18,902人/年 | 目標:公共交通環境の向上 方針:公共交通環境の向上 | 毎年 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (目標7) 公共交通の強い手厚さ | 公共交通の強い手厚さ | 136人 | 18,902人/年 | 目標:公共交通の強い手厚さ 方針:公共交通の強い手厚さ | 毎年 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |