Support with the Formulation of a Comprehensive Plan for Public Transport

Part II
DEVELOPMENT of PUBLIC TRANSPORT PLANNING in Tokyo

November 2008

Bureau of Urban development
Tokyo Metropolitan Government
The basic concepts in the planning of urban railways

(i) Direct linkage between city centers and residential areas
(ii) “Through Train Services” on metro line tracks
(iii) Elimination of inconvenience in transport disadvantaged area
(iv) Improve transfer between lines and modes
(v) Road traffic connections
(vi) Relaxation of train congestion on the existing lines
(i) Direct linkage between city centers and residential areas
(ii) Structure of "through routes"

Metro and regional railway network in Tokyo
(ii) Structure of "through routes"

4 railways in “Direct Through Service” via TMG Asakusa Subway Line

- Public Rail (TMG)
- Private Railway A
- Private Railway B
- Private Railway C

Direct Through Service via TMG
(iii) Elimination of inconvenience in transport
Zones accessible in 10 minutes walk from station
(iii) Elimination of inconvenience in transport
(iv) Improvement of the coordination

Ikebukuro St.

Before
(iv) Improvement of the coordination

Ikebukuro St.

After

To Shinjuku

Saikyo Line

Shounan-Shinjuku Line

To Tabata

To Akabane
(iv) Improvement of the coordination

The IC Card Ticketing System in urban area

Sectors
- Private Railways & Subways (26 Sectors)
- Buses (78 Sectors)

Mutual Use with Each Transportation Company (2007)

The IC Card & the Ticket Gate

(iv) Improvement of the coordination

The IC Card Ticketing System in urban area
(iv) Improvement of the coordination
(v) Road traffic connections
(vi) Relaxation of train congestion on the existing lines
Major Urban Railway Development in Recent Years

Oedo Line (Subway Line No. 12)

- JR Line
- Private Line
- Subway Line
- Oedo Line

JR Yamanote Line

Map showing the development of urban railway lines in recent years, with a focus on the Oedo Line (Subway Line No. 12).
Oedo Line (Subway Line No. 12)

Development costs : 1,400 billion yen (34 bil.yen/km)
Total length : 41 km   Number of stations : 37
Number of passengers : 870,000/day
Major Urban Railway Development in Recent Years

Tsukuba Express (Urban Rapid-Transit Railway)
Tsukuba Express
(Urban Rapid-Transit Railway)

Development costs : 940 billion yen (16 bil. yen/km)
Total length : 58 km    Number of stations : 20
Number of daily passengers : 192,000/day (May 2006)
Tsukuba Express (Urban Rapid-Transit Railway)

Moriya Station

Research Facilities

Apartment House
Akihabara district
(Concept of Land use)

Concept of Tsukuba Express (TX) Project
- Develop transit system in North-East region of Tokyo Megalopolis
- Mitigate congestion of mass transit railway, ex. JR Jyoban Line
- Develop land for housing in Tokyo Megalopolis
- Develop industrial infrastructure and create business core city along the line

Integrate urban functions as a global IT center
Encourage people to live in the urban center

Integrate education, culture and better living conditions

Leading zone to develop TX belt, integrating international R&D functions and innovated life style
Akihabara district (Land readjustment project)

(Before)

(Development Plan)
**Akihabara district**
*(views under construction)*

- Station square in JR west side area
- Yodobashi AKIBA
- Daibiru Bldg.
- Akihabara UDX
- TOKYO TIMES TOWER
- Intage
- Akihabara Bldg.
Thank you very much!