

# Revitalization of Tokyo Expressway (K K Expressway)

## 1 Overview of the Revitalization of the Tokyo Expressway ( K K Expressway)

- The elevated roads currently surrounding the Ginza KK expressway, with its overall length of 2km, will be revitalized into the "Tokyo Sky Corridor."
- Due to the development of new Central Circular Route of Metropolitan Expressway (New Kyobashi Connecting Road), use of the expressway by motor vehicles has greatly reduced.
- This project will transform the expressway, formerly for the exclusive use of motor vehicles, into a public space for pedestrians.
- Making full use of plant and art installations, as well as viewpoints for gazing out at cultural centers in the region such as Yurakucho, Shimbashi and Ginza, the revitalized expressway will be a base for sightseeing, **attracting attention around the world.**

Location Map of the Tokyo Expressway



Image of the Tokyo Expressway Sukiwabashi Crossing at present



Development of the New Kyobashi Connecting Road



## 2 Goals and Future Visions

### KK Expressway Revitalization Project: Goals

~Revitalizing the overhead space of the KK Expressway for use as a public space for pedestrians, we will enhance Tokyo's appeal and generate value~

Creation of an open network for pedestrians through a transition from a “vehicle-centered” to a “human-centered” approach

Creation of green infrastructure as a symbol of an advanced city where “humans and greenery coexist in mutual prosperity”

Creation of an open place for relaxation in order to enhance “regional value and appeal”

### Future Visions

#### Future Vision 1

Construction of a broad pedestrian-friendly network that makes best use of the form of the elevated road

#### Future Vision 2

Construction of a large-scale green network that makes use of connecting outdoor spaces

#### Future Vision 3

Enhance regional value and appeal by making use of existing features

Conceptual image of the revitalization of the KK Expressway



The road will become an urban viewpoint where people can enjoy views of the city.



The creation of a pedestrian network connecting different districts.

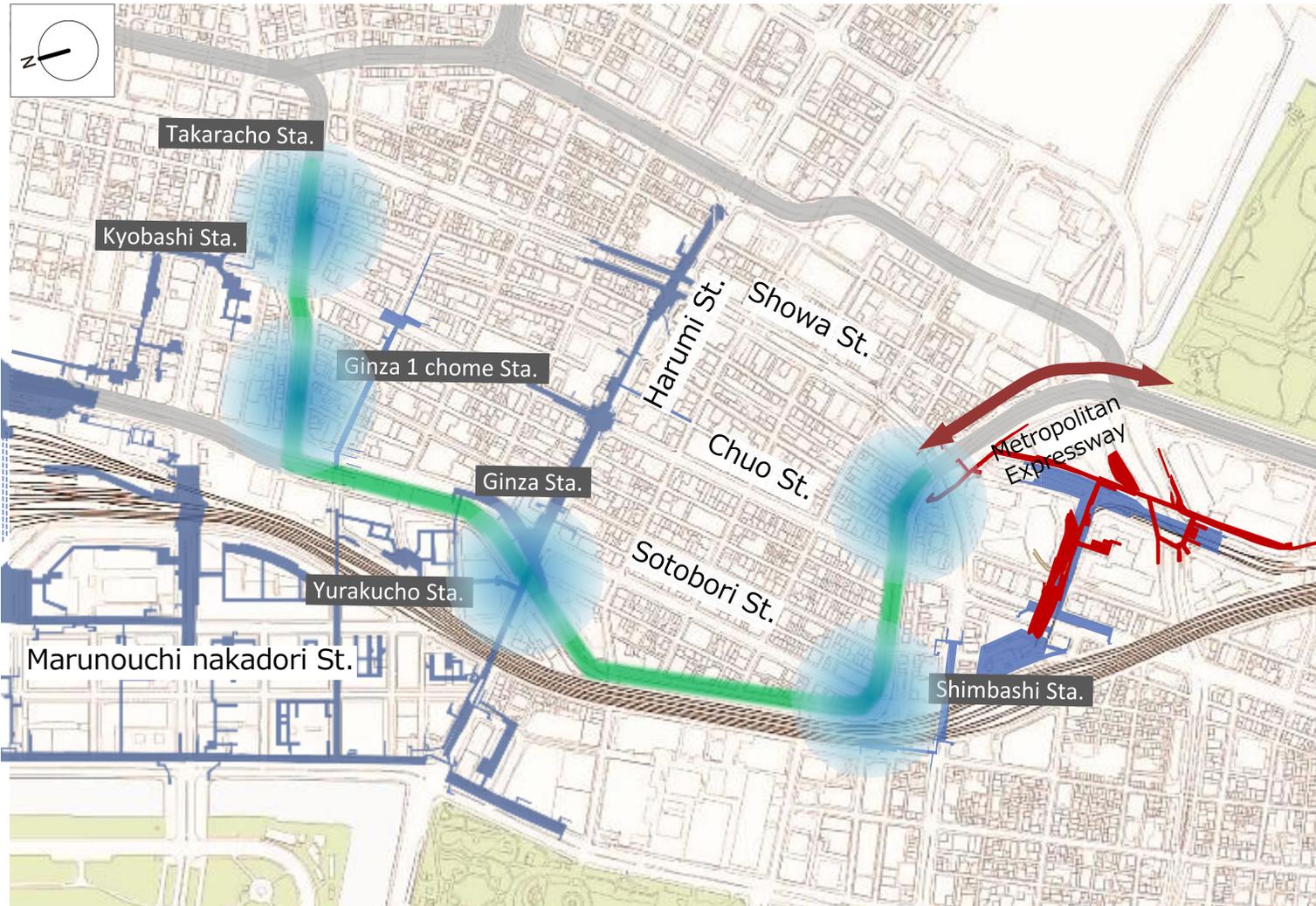


The formation of a new green network in Tokyo.



Linking urban development between the surrounding communities will enable the improvement of regional value.

### 3 Formation of the Pedestrian Network



#### Explanatory notes

- Overhead space of the KK Expressway (Tokyo Sky Corridor)
- Vertical flow lines
- Deck
- Underground (including those planned\*)
- Effective use of Metropolitan Expressway facilities (considering the formation of space in collaboration with the KK Expressway revitalization project)

\* 'Planned' refers to those urban plans as decided by the city.

## 4 Contents of Development, the Overhead Space (Tokyo Sky Corridor)

### Pedestrian spaces, plaza spaces

In addition to space for pedestrian traffic, the sections of the road with a width of approximately 16m or more will help to form a well-balanced space; we will use the different widths for the development of open-space plazas for activities and viewpoints where people can stop and enjoy views of the city near the intersection with Harumi-street and other major roads.

### Approximate location of pedestrian spaces and plazas



※ The numbers in the diagram indicate the current width of different points on the road

## 4 Contents of Development, the Overhead Space (Tokyo Sky Corridor)

- We will organize planting and various service functions when appropriate, as well as consider the introduction of art to create a comfortable space that all can enjoy.
- With regard to next-generation mobility, we will consider the functions to support pedestrian movement in the overhead space of the KK Expressway as well as functions, such as sightseeing, so people can enjoy moving across the space. Meanwhile we will continue to factor in the needs of the local community.

**An example image of the Contents of Development  
(sections of the road with a width of approximately 16m or above)**



## 5 Contents of Development, Vertical flow lines (Stairs and Elevators etc.)

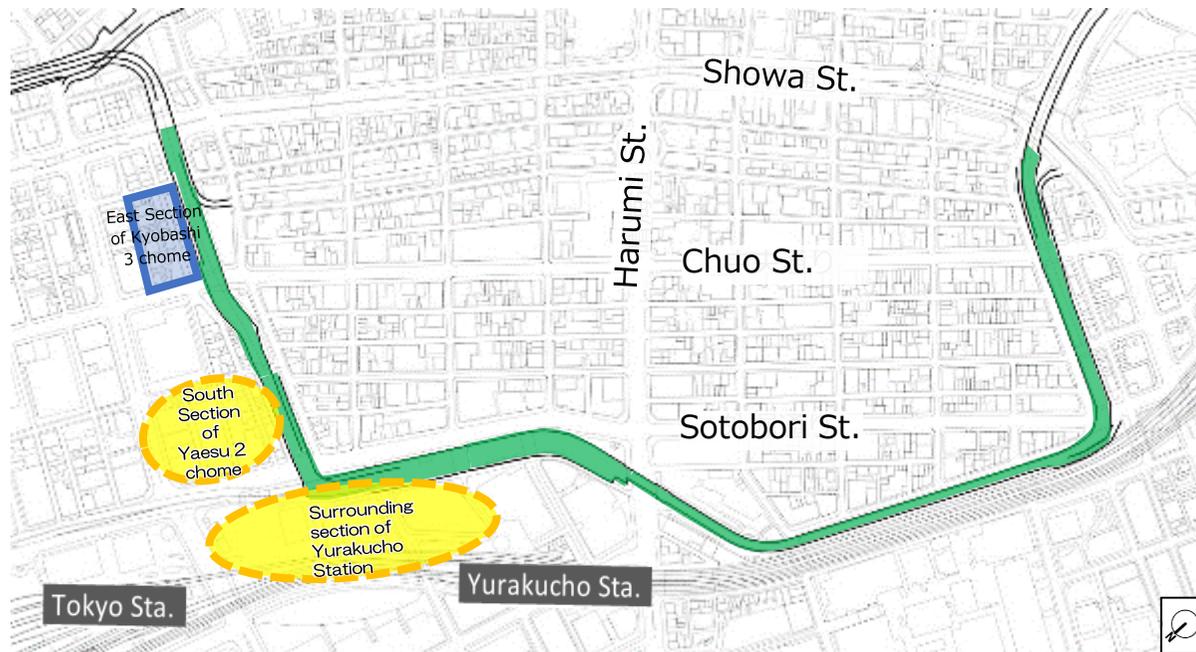
Approximate location of vertical flow lines



※The addition of vertical flow lines will be considered/adjusted from the standpoint of further improving convenience.

## 6 Entity Responsible for Development

- Under the premise of the succession of present management, Tokyo Kousoku Expressway Co.,Ltd, present owner of the facility, will primarily be responsible for the operation and management of the KK Expressway upon its revitalization.
- Some sections can be developed in collaboration with the relevant city development bodies in the vicinity of KK Expressway.



※This map uses fundamental geospatial data issued by the Geospatial Information Authority of Japan.

※Estimated amount of development costs of the overhead space (based on the example of development contents) including vertical flow line (stairs, elevators etc.) : approximately 14 billion yen.

Perspective Drawing of the East Section of Kyobashi 3 chome



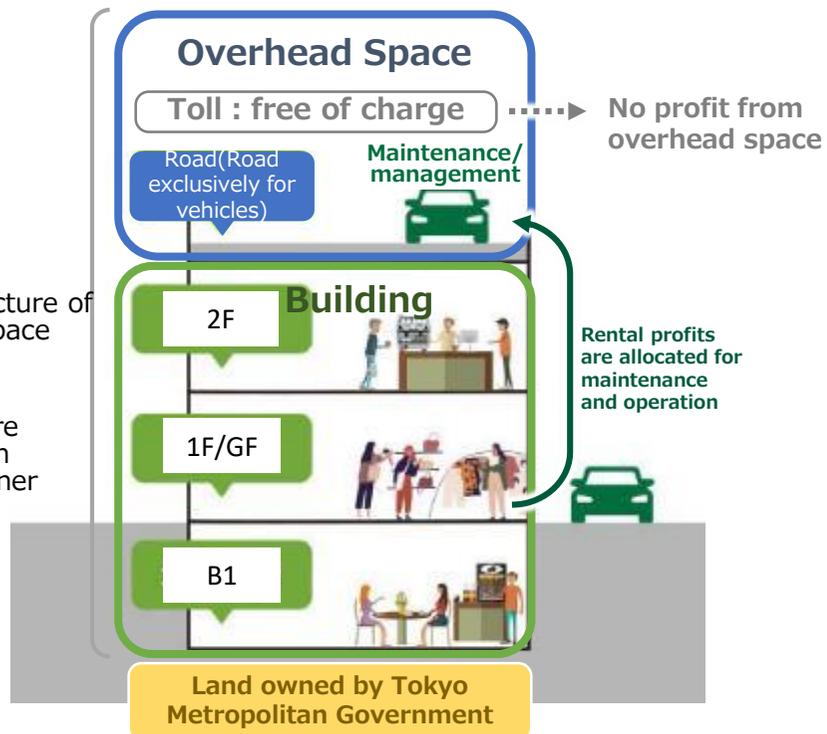
### Explanatory notes

-  KK Expressway overhead space (Tokyo Sky Corridor)
-  Parts where collaboration with city development bodies in the vicinity is assumed  
• As of March of 2023
-  Areas of community development where collaboration is taking shape

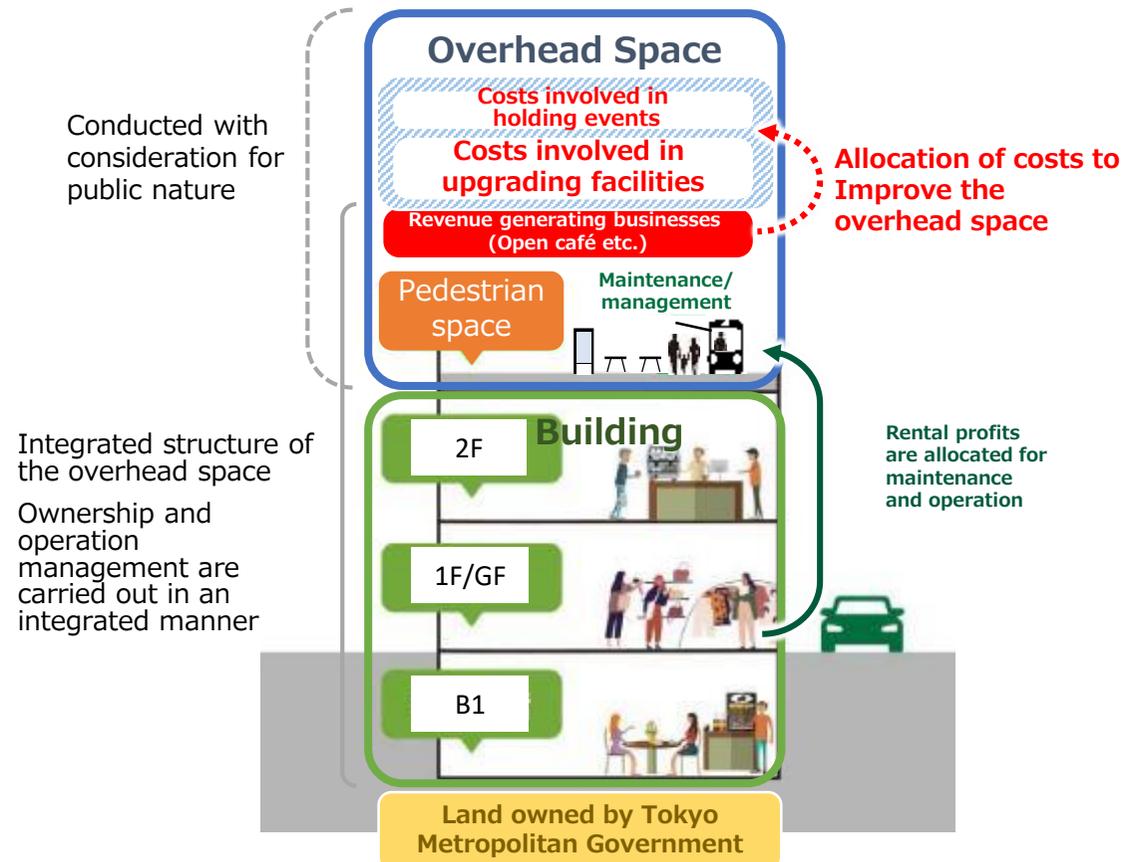
## 7 Operation Management (Scheme, Utilization etc.)

- Upon revitalization, the present facility owner, Tokyo Kousoku Expressway Co.,Ltd will, in principle, perform operation management through the succession of the present operation management scheme which derives income for maintenance from building rentals.
- We will collaborate with the relevant parties regarding rules and mechanisms of utilization in order to contribute to activities, and events etc. to create a lively space of interaction.
- Tokyo Kousoku Expressway Co.,Ltd will consider and coordinate with relevant parties in the implementation of revenue generating businesses in the KK Expressway overhead space, and the use of proceeds for events and facility upgrades that will contribute to liveliness.

### Present Operation Management Scheme



### Operation Management Scheme after Revitalization (Image)



# 8 Schedule

- According to the KK Expressway urban plans, in December 2023 the expressways designation changed from that of a road to a major public facility in the Yurakucho/Ginza/Shinbashi District Plan, which defines redevelopment promotion districts.
- The construction will begin in the mid-2020s, with a target completion date for all sections in the 2030s to 2040s. In cooperation with the surrounding community development, we will work to open up some sections early through phased construction in order to quickly create the value and appeal of the urban space.

【Explanatory Notes】



Procedures such as City Planning etc.



City Planning Decision

