

Development of Core Areas Through Private Sector Collaboration and Support

In the heart of the city, the Tokyo Metropolitan Government is leveraging the dynamism of the private sector to promote urban development through public-private collaboration in order to advance the formation of an international financial center and other urban spaces that have elegance and multi-functionality befitting an international business center.

Additionally, in Priority Development Areas for Urban Renaissance, designated according to the Act on Special Measures Concerning Urban Renaissance, Tokyo is striving to boost international competitiveness and the appeal of the city by, for instance, attracting outstanding projects by private developers.

Creation of Hubs (Special-Ward Area)

■ Otemachi/Marunouchi/Yurakucho District

In 1996, the TMG, together with Chiyoda-ku, the East Japan Railway Company, and local landowners and leasehold owners, established the Panel for Otemachi/Marunouchi/Yurakucho District Community Development. In line with the community development guidelines (revised December 2023) indicating the vision for a new city encompassing the entire district, the public and private sectors are cooperating to advance the creation of a bustling city center that builds on the area's unique characteristics and is safe, attractive, elegant, and brimming with creativity.

Around 40 reconstruction and other projects have been completed across the district, creating an area that is versatile in function with high-quality business, cultural, and commercial facilities. In the Otemachi district, a serial redevelopment project utilizing land where joint offices of the central government once stood is being advanced with the aim of gradually renewing the district's functions as a business nerve center and strengthening business support functions, with the Tokiwabashi hub development project currently underway.

In order to enhance the city's functions as an international business center, the TMG is promoting urban development through public-private collaboration across the entire district.



Image of completed Tokiwabashi hub
Source: Mitsubishi Estate Co., Ltd.

■ Development of the Bay Area

As a hub for land, sea, and air transport located in close proximity to the city center, Tokyo's Bay Area, home to Haneda Airport and the Port of Tokyo, has high potential to serve as a center to support broad interaction between people and the exchange of goods and information. In line with urban development to facilitate the area's ongoing role in supporting the city's activities and to make the area a legacy of the Tokyo 2020 Games, focusing on competition venues and other facilities, it is essential to view the Bay Area and the inland area that forms central Tokyo as one and raise the vitality of the Greater Tokyo Area as a whole.

In accordance with the Tokyo Bay eSG Urban Development Strategy 2022, which was formulated based on the Grand Design for Urban Development and the Tokyo Bay eSG Project (Version 1.0), the TMG will advance initiatives that aim to realign the area to create a next-generation city that incorporates the concept of sustainable recovery.

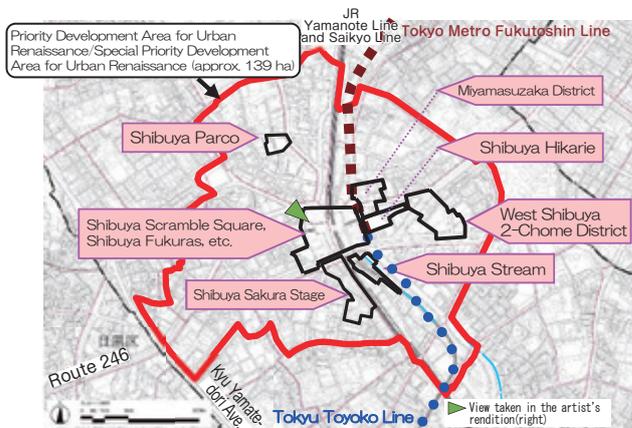


Image of the bay area in the future

Development of the Area Around Shibuya Station

In the Shibuya Station area, developments such as the relocation of the Tokyu Toyoko Line underground and commencement of through-services with the Tokyo Metro Fukutoshin Line in March 2013 have provided the opportunity to begin integrated redevelopment of the surrounding area that combines upgrading the functionality of station facilities and realigning urban infrastructure. The TMG will continue to work in cooperation with the central government, Shibuya-ku, railway companies, and private developers, offering appropriate guidance to private-sector development projects in the area around Shibuya Station. By integrating reorganization and development of urban facilities with that of the surrounding area, including improvements to railways alongside the redevelopment of station plazas and the creation or realignment of pedestrian walkways, the TMG will greatly improve the safety and convenience of Shibuya Station and the surrounding area.

In addition, the TMG will promote urban planning aimed at strengthening global competitiveness by adopting projects that enhance Shibuya's functionality as an international center to promote culture and exchange, as well as supporting advanced business functions and the growth of sectors such as the content industry.



Shibuya Station Area Priority Development Area for Urban Renaissance/Special Priority Development Area for Urban Renaissance



Source: Shibuya Station District Area Management

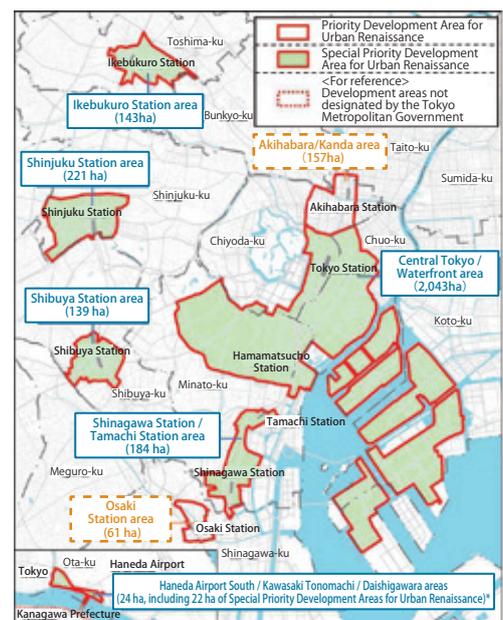
Artist's rendition of the redeveloped Shibuya Station area

Urban Renaissance Projects

The TMG is implementing urban development to establish charm and vitality befitting an international city.

Through high-quality private sector development projects carried out in Priority Development Areas for Urban Renaissance based on the Act on Special Measures Concerning Urban Renaissance, urban development—including initiatives to boost international business functions, reduce environmental impact, create urban greenery, and form an elegant cityscape—is promoted to strengthen international competitiveness.

Also utilizing the Special Priority Development Area for Urban Renaissance system established under the revised 2011 Act on Special Measures Concerning Urban Renaissance, the TMG will continue to advance urban renewal with the aim to further build up international competitiveness through quality private-sector projects.



*Only includes parts of Haneda Airport South / Kawasaki Tonomachi / Daishigawara areas located in Tokyo

Special Priority Development Areas for Urban Renaissance/Priority Development Areas for Urban Renaissance

■ Urban Renewal Highlighting Local Characteristics through the Renovation of Buildings

Areas with unique characteristics, such as historical cityscapes and clusters of industry, can be found all across Tokyo. However, if the reconstruction of old buildings and other redevelopment projects are not approached with great care in such areas, Tokyo’s charming cityscapes and distinctive clusters of industry may be at risk of disappearing. In order for Tokyo to achieve even higher-quality growth as a mature city, there is a need to pay attention to local color and characteristics and advance urban development that makes use of existing building stock.

With the cooperation of special wards, the TMG will advance urban development that makes use of existing building stock in areas with distinctive characteristics that should be protected and nurtured, such as districts with historical cityscapes, trendsetters of arts and culture, and unique clusters of industries. In those areas, the TMG will promote the renovation of existing buildings and other development efforts, while also encouraging the creation and improvement of walkable public spaces and roadside environments, in order to form charming cityscapes and to maintain and generate urban vitality.

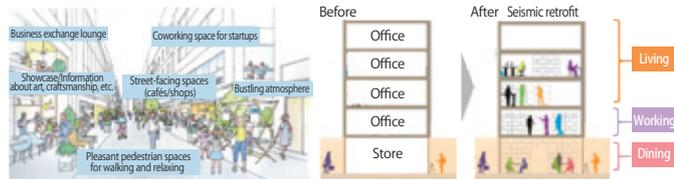


Image of a renovation project

Creation of Hubs (Tama Area)

■ Urban Development Strategy in the Tama Area

In light of societal changes and other factors, the TMG constructively reviewed the Basic Plan for the Development of Hubs in the Tama Area (2009) and, in January 2024, published a preliminary draft of the Urban Development Strategy for the Tama Area. In January 2025, taking into account the formulation of a draft of the Tokyo 2050 Strategy, the TMG compiled an updated draft of the Urban Development Strategy for the Tama Area.

The strategy seeks to aid the efforts of local municipalities with both hard and soft approaches, while also advancing three different projects. The TAMA Hub Creation Project will further the creation of hubs and promote the solving of local issues in 58 locations while implementing support measures such as a system matching up municipalities and other entities for the promotion of urban development. The TMG will advance the TAMA Urban Development Promotion Project (in the areas around the railway extension of the Tama Monorail toward Hakonegasaki, as well as around Tachikawa) while coordinating with the urban development efforts of local municipalities and other entities, striving to realize the creation of new regional communities and to improve the resilience of Tokyo. Through the TAMA New Town Project (working name), the TMG will implement pilot projects to guide urban development efforts and support the initiatives of local municipalities.

Moving forward, the TMG will carry out initiatives aligned with the strategy and work to realize a Tama area that is brimming with charm.

■ Tama New Town Projects

Tama New Town, which was developed to cope with the housing shortage in Tokyo during the period of high economic growth and the accompanying rampant development of housing land in the Tama area, covers a total area of approximately 2,853 hectares spreading over the four cities of Hachioji, Machida, Tama, and Inagi. Over the years since 1971 when residents began to move into communities, the area has evolved into a multi-functional hub that is home to some 220,000 people and a diverse range of facilities, including housing, business, commercial, educational, and cultural facilities.

However, as more than 50 years have passed since housing complexes in the area first welcomed residents, issues such as the aging of facilities and residents as well are surfacing. Because of societal shifts in recent years such as the spread of new lifestyles brought on by the COVID-19 pandemic, as well as the advancement of digital technologies, there is a need to advance urban development to transform Tama New Town from a traditional commuter town into a core, next-generation hub where the elements of “living,” “parenting,” and “working” come together in harmony. To respond to this need, in January 2024, the TMG compiled a preliminary draft of the New Renewal Policy for Tama New Town (working name).

The TMG will implement three pilot projects (urban development in Suwa and Nagayama, redevelopment of the area around Tama Center Station, and the Minami-Osawa Smart City project) to guide urban development efforts, while also working to expand measures throughout the entire New Town area.



North side of Tama Center Station



Tama Center area

Use of Metropolitan and Central Government-Owned Land

To promote the urban renewal of Tokyo, the TMG is undertaking projects that use metropolitan government-owned land and effectively utilize the vitality and resources of private firms. For example, land created through the rebuilding of metropolitan housing developments can be utilized in development projects that are tailored to the characteristics of each area, encourage people to live in central Tokyo, improve districts with close-set wooden houses, and deal with the graying of society.

In addition, the Bureau is advancing “urban renewal upgrade projects” that effectively utilize plots of metropolitan government-owned land. Partnering with the central government, local municipalities, and others, the TMG will also work to establish high-quality urban spaces on land owned by the central government.

Urban Renewal Upgrade Projects

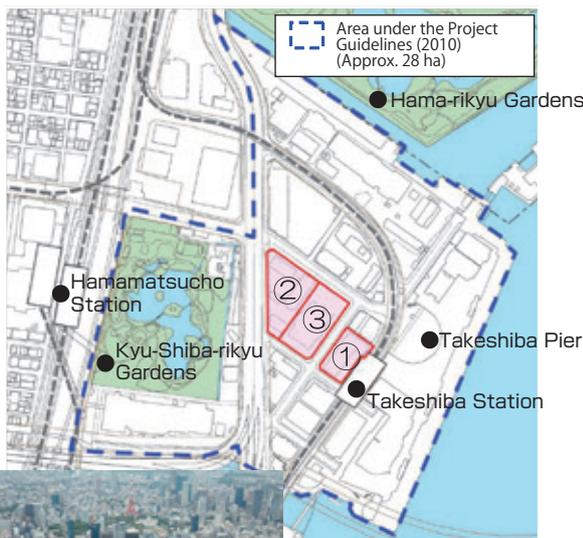
Urban Renewal Upgrade Projects aim to create a Tokyo that is vibrant and attractive. Under a TMG-wide initiative, the program advances urban development by establishing concepts tailored to the characteristics of an area and bringing in investment and expertise from the private sector for the integrated development of several plots of metropolitan government-owned land, while also bringing about development of the surrounding area.

In implementing projects, guidelines are formulated, and developers and others selected through public tenders conclude agreements such as fixed-term land lease agreements with the TMG in order to construct, operate, and maintain mixed-use facilities and carry out area management activities.

In the Shibuya district, the project at the former site of the Tokyo Metropolitan Miyashita-cho apartment complex was completed and a commercial and residential complex was opened in April 2017. In addition, the developer for a joint development project at the former site of the Tokyo Metropolitan Children’s Hall and the adjacent land owned by Shibuya-ku was selected in March 2022, with construction scheduled for completion in fiscal 2026. In the Takeshiba district, a mixed-use facility with office and commercial space opened in September 2020.

Takeshiba District

- (1) Metropolitan government-owned land used:
Approx. 1.5 hectares
Former sites of ①Tokyo Metropolitan Archives, ②Tokyo Metropolitan Inspection Institute of Weights and Measures, and ③Tokyo Metropolitan Industrial Trade Center
- (2) Concept
To establish a dynamic center for business and commerce that provides an environment rich in greenery, the ocean, and culture



Aerial photo of the Takeshiba District

Shibuya District

- (1) Metropolitan government-owned land used:
Approx. 2.6 hectares
Former sites of ①Miyashita-cho apartment complex, ②Tokyo Metropolitan Children’s Hall, and ③Tokyo Metropolitan Aoyama Hospital
- (2) Project goal
To create a flow of people linking the Shibuya, Aoyama, and Harajuku areas, and form a center setting trends for lifestyle and culture, the fashion industry and other fields



② Conceptual drawing of the project at the former site of Tokyo Metropolitan Children’s Hall (bird’s eye view)

Urban Development Undertaken by the Tokyo Metropolitan Government

Land readjustment and urban redevelopment projects implement comprehensive urban development in an integrated manner such as building roads, parks, and plazas, as well as developing residential land and supplying quality urban housing.

The TMG is taking the initiative in implementing various development projects, including ones that are highly public in nature, as well as the creation of new transportation networks.

Land readjustment and urban redevelopment projects are also being carried out by other entities, including municipalities, individuals, associations, organizations, and public corporations.

The TMG is also using urban development projects as opportunities to remove utility poles on streets.

Land Readjustment Projects

Land readjustment projects by the TMG are underway in central Tokyo, the surrounding special-ward area, and waterfront area, in order to enhance the urban functions of built-up areas and create a highly convenient city.

Land Readjustment Project for Redevelopment of a Transportation Hub Immediate Area Surrounding Shinjuku Station

To create a “Shinjuku Grand Terminal” that is easy to use for everyone, in line with the Policy for Redevelopment of the Shinjuku Core Area, the land readjustment project in the immediate area surrounding Shinjuku Station aims to concentrate diverse functions that highlight the characteristics of the area as a major hub and enhance walkability in the area by reorganizing the site using the opportunity presented by the rebuilding of the aged station building.

In implementing this project, to make this a human-centered area, station squares on the east and west sides of the station, a pedestrian walkway, and other facilities will be constructed in stages. In addition, land use will be advanced in coordination with the development of railway and other facilities through combining small parcels of land and raising the resultant property’s floor area ratio (“high-level usage”) for the development of commercial and business facilities befitting station front space.

The TMG, as executor of this project, aims to complete the pedestrian walkway and a portion of the squares on the east and west sides of the station by FY2035, securing a new pedestrian overpass above Shinjuku Station’s railway tracks.



Image of the pedestrian walkway and station plazas



View looking toward the high-rise buildings of Nishi-shinjuku from Shinjuku Station West Exit



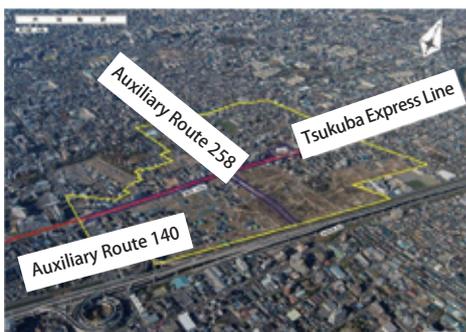
View looking toward Odakyu Department Store from LUMINE EST



View looking toward Kabuki-cho from Shinjuku Station East Exit.

Land Readjustment Projects in Redevelopment of Built-Up Areas

In the Mizue Station West, Shinozaki Station East, Rokucho, and Hanahata North districts, the TMG is working to develop a quality living environment in the areas along the Toei Shinjuku Line and the Tsukuba Express Line. In particular, in the Mizue Station West district, utility poles have been removed on some access streets.



Rokucho district

Land Readjustment Projects in Tokyo’s Waterfront Area

In the Harumi 4-chome and 5-chome districts, as well as the Toyosu and Ariake-kita districts, regional arterial roads linking central Tokyo to the Tokyo Waterfront City area are being constructed and mixed-use development combining business, commercial, cultural, and residential facilities has been advanced. (Ariake-kita district project period: through FY2024)



Waterfront area
(Harumi 4 & 5-chome, Toyosu District, Ariake-kita District)

■ Urban Redevelopment Projects Undertaken by the Metropolitan Government

An Urban Facilities Redevelopment Project, which develops essential urban facilities such as city-planned roads and promotes high-level usage in surrounding areas, is being implemented by the TMG in the Sengakuji Station district. In addition, the TMG is undertaking an Urban Redevelopment Project in the West Harumi 5-chome district to develop the area as a legacy of the Tokyo 2020 Games.

To promote the steady progress of these projects, the vitality of the private sector is employed through such programs as the designated builder system.

Urban Facilities Redevelopment Project Sengakuji Station District

Sengakuji Station serves as a regional transportation hub, linking the Keikyu Line, which provides access to Haneda Airport, and the Toei Asakusa Line, which provides access to the city center and Narita Airport. With increased demand for airport access, the station's importance is growing. Additionally, with development progressing in the area around the station, the number of people who use Sengakuji Station is expected to grow further.

Taking into consideration the need to improve station facilities in order to respond to such an increase in station users and to ensure user safety and convenience, including passengers transferring between train lines, the TMG is working to develop the station and other urban infrastructure in an integrated manner through an urban redevelopment project.

Work on the project began in 2018, and in advance of the opening of Takanawa Gateway Station, Auxiliary Route 332 was opened to traffic in March 2020.

Afterwards, in preparation for construction of the redeveloped building, designated builders were selected and work on the final building design was completed. A survey of buried cultural property and preparation of the construction site were also completed, and construction of the redeveloped building began in November 2024. Steady progress on the project will continue.



Sengakuji Station District Development Area

Urban Development as a Legacy of the Tokyo 2020 Games: The West Harumi 5-chome District (Former Site of the Olympic and Paralympic Village)

The TMG has worked to develop the West Harumi 5-chome district, the former site of the Olympic and Paralympic Village, to be a legacy of the Games.

Following completion of the Games, in fiscal 2021, work began on renovating the buildings that were used as the Olympic and Paralympic Village and constructing high-rise residential buildings. Leveraging the area's seaside location and proximity to the city center, the TMG is advancing the development of a community where various residents, including families with children, senior citizens, and foreign nationals, can interact and lead fulfilling lives.

In addition, through the construction of a multi-mobility station in the district to serve as a traffic square to support the introduction of route bus, TOKYO BRT, bike share, and other services, as well as the development of a pier for ships which also gives consideration to barrier-free access, all in an integrated manner, various modes of transportation are being provided.

Furthermore, to implement the use of hydrogen as an energy source for the community, a hydrogen station and hydrogen pipeline were built in the district, and other efforts are being taken to realize a community that will serve as a model for a city leading the world in environmental policies.

The move-in of residents into the medium-rise residential buildings began in January 2024, with the community opening in May 2024. The TMG will continue to advance development in the lead-up to the completion of construction work on the tower residential buildings and the wrap-up of the projects in fiscal 2025.



Artist's rendition of the Urban Redevelopment Project
at the time of completion

Overview of the Type 1 Urban Redevelopment Project in the West Harumi 5-chome district

○Area: about 18 hectares

○Plan overview

[Overview of buildings]

※Development undertaken by designated builders
(entities that carry out the construction of buildings)

•No. of buildings: 24 •No. of units: approx. 5,632

[Overview of public infrastructure]

•Major road (Auxiliary Route 314) Length: approx. 210m

•Access Street 5-1 and 3 others Length: approx. 1,570m

[Project period]

FY2016 through FY2025

■ Urban Development Undertaken by the Private Sector and Others

Landowners and leaseholders, as individuals or associations (“private sector and others”), undertake numerous land readjustment and urban redevelopment projects in many districts in Tokyo.

The TMG is responsible for approving projects, land rezoning plans, and other matters, and offers necessary supervision, guidance, and financial support for the smooth implementation of these projects.

The TMG also takes a supervisory position in the approval of land readjustment and urban redevelopment projects undertaken by municipalities and in the execution of subsidies granted by the central government to these projects.

■ Land Readjustment Projects Undertaken by the Private Sector and Others

As of the end of December 2024, land readjustment projects by the private sector and others were underway in 53 districts (including projects undertaken by municipalities). In the special-ward area, new urban development that utilizes large vacant parcels of land in the area around the Shinagawa North district (Minato-ku) and vacant land formerly part of Haneda Airport (Ota-ku) is underway. An integrated urban redevelopment project has also been carried out within an area designated for a land readjustment project in the Nakano 2-chome district (Nakano-ku).

In the Shibuya Station district (Shibuya-ku), land readjustment projects are also providing an opportunity for renewal and reorganization of station facilities as well as reorganization of urban infrastructure and the area itself.

In the Inagi Minamiyama Tobu district (Inagi City) within the Tama area, work on dangerous escarpments and major roadways, as well as removal of utility poles, is underway for improved safety of residents, while a rich green urban area is also being created.



Shibuya Station district



Inagi Minamiyama Tobu district

■ Urban Redevelopment Projects Undertaken by the Private Sector and Others

As of the end of December 2024, urban redevelopment projects by the private sector and others were underway in 62 districts, and in a further 20 districts, city plans have been decided and projects are due to start.

In 2024, as part of a redevelopment project that was carried out in an integrated manner with a land readjustment project, construction was completed in the Nakano 2-chome district (Nakano-ku) to enhance walkability around Nakano Station; promote reasonable, sound, and effective use of land that leverages its position in front of the station; and improve disaster resilience.

Construction has also been completed on other projects, including a development project in the Togoshi 5-chome 19-ban district (Shinagawa-ku) to enhance the living environment in a way that ensures seamless connectivity with the bustle of the shopping street and build a highly safe community resilient against disasters; a project in the Shibuya 2-chome 17 district (Shibuya-ku) to generate dynamism around the East Exit of Shibuya Station through the clustering of commercial and other urban functions and to create a multi-layered pedestrian network that bridges elevation differences in the district; and a project in the Jujo Station West Exit district (Kita-ku) to enhance urban dynamism, safety, and disaster resilience through the development of urban infrastructure like a station square and city-planned roads, as well as through the development of high-quality urban housing and commercial and service facilities supporting daily life in the community.



Nakano 2-chome district

Community Renewal

For the comprehensive promotion of urban development in Tokyo, it is important to also carry out urban renewal that addresses the conditions existing in local communities. Such efforts include the steady advancement of improvement of built-up areas through block rearrangement as well as development that gives due attention to the townscape. The TMG is promoting such “community renewal” efforts.

Ordinance to Promote Elegant Neighborhoods in Tokyo

This ordinance provides three systems for creating unique and attractive neighborhoods. These systems are intended to encourage local initiatives and efforts for town development in order to advance community renewal and enhance the charm of Tokyo.

System for urban development through block rearrangement

The purpose of this system is to create attractive neighborhoods by encouraging joint rebuilding and other improvements in areas that present development challenges, such as densely built-up communities.

These areas are designated as neighborhood renewal districts, and a renewal policy that serves as the guideline for the development of each neighborhood is also formulated at the same time. This policy serves to enhance local motivations for development by providing advance notice of the future image of the area and an outline of deregulations that can be implemented in line with the degree of community contribution. A city plan is then drawn up according to this policy for a staged implementation of development.

System for the creation of townscapes

Under this system, areas that are particularly important from the perspective of townscapes are designated as priority townscape districts. These include districts where efforts are being made to utilize historic or cultural assets to create attractive landscapes and those scheduled for development projects. The local community will play a central role in this system to draw up townscape guidelines together with professional urban designers, incorporating local color and characteristics into the creation of appealing landscapes. (As of the end of December 2024, 12 districts have been designated.)



Shibamata Taishakuten district(priority townscape district)

Registration system for local community development groups

The TMG registers groups that proactively engage in community development activities to enhance community charm by incorporating local color and characteristics. By encouraging their activities, private-sector resources are used to enhance the appeal of Tokyo. In April 2023, registration requirements were revised to ease land area requirements and to add categories of groups that can be registered, in order to further expand opportunities for using areas such as open spaces and to generate local vitality. (As of December 1, 2024, 7 groups involved in creating townscapes and 122 groups involved in utilizing open spaces for community activities have been registered.)



Examples of urban development for utilizing open spaces for community activities by local groups

Promotion of Barrier-Free Urban Design

Making Buildings Barrier-Free

The TMG is promoting the development of barrier-free structures based on an ordinance for the development of buildings that can be used without difficulty by the elderly and those with disabilities (Barrier-Free Building Ordinance), which stipulates barrier-free requirements depending on the use and size of buildings to ensure that buildings are more accessible to all people including the elderly, persons with disabilities, and those with infants.

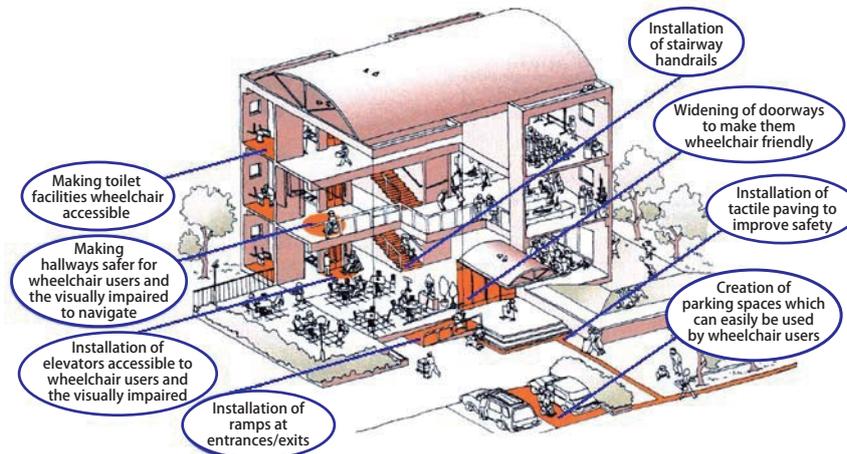


Image of improvements to make buildings barrier-free



Elimination of steps through the installation of ramps



Barrier-free restroom

With an eye to the Tokyo 2020 Games and developments such as the continued super-aging of the population, Tokyo's barrier-free ordinance was revised in March 2019 to establish standards for the removal of steps and the entrance width of "general guest rooms" (rooms other than those designated for wheelchair users) at lodging facilities with at least 1,000m² in floor space that conduct new construction or renovations, thereby promoting the development of guest rooms that can accommodate wheelchair users. Furthermore, based on progress made in barrier-free accessibility that was spurred on by the Tokyo 2020 Games, Tokyo's barrier-free ordinance was again revised in March 2023 to promote the development of general guest rooms that are even more accessible for wheelchair users, including users of electric wheelchairs, by strengthening standards for the width of entrances, exits, and hallways in front of bathrooms and other areas.



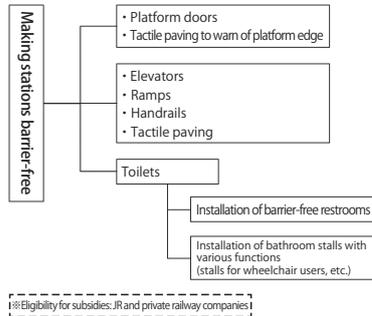
Barrier-free guest room



Barrier-free bathroom

■ Making Railway Stations Barrier-Free

To advance barrier-free urban development so that everyone can get around the city with peace of mind, the TMG is working to make railway stations barrier-free through subsidies to municipalities and railway operators.



Elevator (Tokyu Shibuya Station)



Platform door (Keio Shinjuku Station)

Expansion of Subsidies for Elevators and Platform Doors

In addition to existing initiatives, to further barrier-free improvements at railway stations, the TMG compiled and released the Approach to Prioritization of Construction Related to Making Railway Stations Barrier-Free in September 2019. Based on this approach, starting in fiscal 2020, the TMG expanded and enhanced subsidies for projects promoting the overall barrier-free environment at railway stations (for JR and private railway companies).

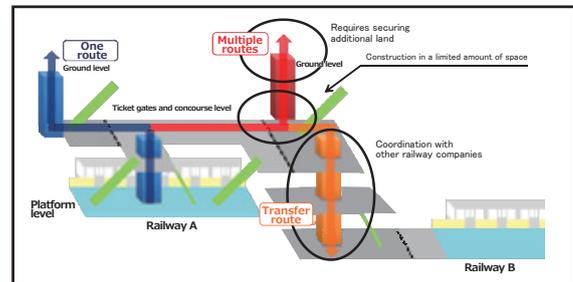
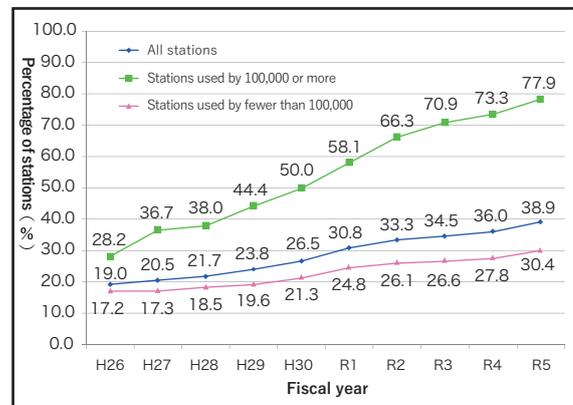


Image of Barrier-Free Routes at Stations

In August 2024, the Council for Accelerating the Installation of Platform Doors, consisting of representatives of railway companies and relevant administrative agencies, was established for the purpose of pooling ingenuity to solve issues related to technology, installation, and finances, and promoting the early installation of platform doors.

Taking into account feedback from the council and other considerations, as an emergency measure from fiscal 2025 to fiscal 2028, the TMG established the Program for Emergency Measures to Accelerate the Installation of Platform Doors, a new system for directly subsidizing railway operators.



Platform Door Installation Rate (JR and Private Railway Companies)

<Existing subsidy system>

Elevator

- Subsidy for one route to a station exit, and for additional routes / transfer routes to other railways^{※1,2}, etc.

Platform door

- Subsidy for stations with at least 100,000 users, and for stations with fewer than 100,000 users^{※1}

※1 Railway operators that receive subsidies draw up and release construction plans based on the approach to prioritization of construction.

※2 Starting from fiscal 2023, projects involving additional routes and transfer routes will need to be stipulated within a Basic Barrier-Free Plan, etc.

<Expanded subsidy system>

▶ Program for Emergency Measures to Accelerate the Installation of Platform Doors

[Eligibility for direct subsidy]

The following platforms announced in railway operators' FY2025 construction plans to have installation scheduled for completion by FY2028:

- 1) Eligible for subsidies under the existing system
- 2) Not eligible for subsidies under the existing system but are in a station that fulfills one of the following two criteria:
 - Included as part of a plan to consecutively install platform doors in five or more stations
 - A site of frequent personal injury accidents or transportation disruptions

System	National govt.	Railway companies	Municipal govt.	TMG
Existing system	1/3 *	1/3	1/3	1/6
Expanded system	1/3 *	1/3		1/3

*Ineligible for national subsidy if platform door installation is funded with revenue from the barrier-free fee system

Reference: Summary of the Tokyo Metropolitan Government FY2025 Budget Proposal (January 2025)

Area and Integrated Barrier-Free Improvements in Local Communities

To realize communities in various areas of Tokyo municipalities where everyone, regardless of age or disability, can live comfortably and with peace of mind, the TMG is providing technical and financial support for the creation of Basic Barrier-Free Plans and Master Plans for Promoting Facilitation of Smooth Movement, etc., implemented by municipalities.



Image of a Basic Barrier-Free Plan and Master Plan for Promoting Facilitation of Smooth Movement, etc.

Promoting Universal Communication at Railway Stations

The World Athletics Championships and the Deaflympics will both be held in Tokyo in 2025. To make these competitions opportunities to promote the social application of digital technologies enabling seamless communication for everyone, regardless of nationality or disability, the TMG launched a project in fiscal 2024 to install universal communication systems in railway stations and is supporting the introduction of communication technologies, such as devices that convert speech to text.



Uses of universal communication devices

Facilitating Use of Land of Unknown Ownership

Through the System to Improve the Welfare of Local Communities established under the Act on Special Measures for Facilitating the Use of Land With an Unknown Owner, which went into effect in June 2019, it is possible to utilize land of unknown ownership to build facilities to improve the welfare and convenience of residents in the local community and others.

The system enables local public entities, private companies, NPOs, local neighborhood associations, and others to use land of unknown ownership that meets certain criteria for a maximum of ten years (20 years in some cases) by receiving approval from the prefectural governor.

Initiatives for the Realization of Smart Tokyo

In Future Tokyo: Tokyo's Long-Term Strategy (March 2021) and other strategies, the TMG aims to draw out the potentials of Tokyo through the power of digital technologies and realize a Smart Tokyo where residents enjoy high-quality lives.

Smart City Initiatives

In the Minami-Osawa district, a council consisting of Hachioji City, Tokyo Metropolitan University, local companies, and other stakeholders will promote initiatives for the social application of smart services, including new mobility solutions and an app that provides local information, in accordance with the Smart City Implementation Plan (Ver. 3).

Furthermore, in the Nishi-Shinjuku district, the TMG will encourage initiatives of private companies and other organizations, such as the installation of digital signage, seeking to realize the future vision for the district as outlined in the Nishi-Shinjuku District Redevelopment Policy, formulated in March 2023.



Future image of Minami-Osawa Smart City



Pleasant outdoor workspace (Nishi-Shinjuku district)



3D Digital Mapping of the city

Creating a 3D Digital City Map

With regard to a 3D digital city map, in order to promote the creation of a digital twin to support the realization of Smart Tokyo, the TMG is using point cloud data and other information collected up to now to expand the area covered by 3D city models from the special-ward and Tama areas to also encompass the Tokyo islands.