

## **Urban Expressway**

Roads for automobile exclusive use separated from open roads without crossing at grade are necessary to alleviate automobile congestion and eliminate through traffics from open roads.

The Tokyo Metropolitan Government started the study in 1951, the Urban Expressway Network of 8 Routes, road with a length of approx. 71km, was approved as the City Planning for the first time in August 1959, and based on the recommendation for the construction of the Urban Expressway System by the Committee on Capital Construction in 1953, “Basic Policy for the Tokyo City Planning Urban Expressway” of the Ministry of Construction approved in 1957 and the consideration by the Task Force for the Tokyo City Planning Urban Expressway,. Since then, as there were additional new routes, extension of existing routes and a part of alignment change etc., the routes approved in the City Planning are 19 routes with 3 branch routes, of approx. 226km, as of Mar. 2013.

Among the routes already approved in the City Planning, the following are currently in service: the Routes of No.1, No.2, No.2 Branch Route, No.3, No.4, No.4 Branch Route, No.5, No.6, No.7, No.8, No.9, No.12, Bay Shore Branch Route, Adachi Line, Katsushika-Edogawa Line, Bay Shore Route, Oji Line, Shinjuku Line, a part of Outer Circular Route (from Oizumi 5-chome to Oizumi 1-chome, Nerima Ward) and a part of Harumi Line (from Toyosu 6-chome to Ariake 2-chome, Koto Ward), total 17 routes, 3 branch routes, road length approx. 196km, are in service now. Also, a part of Harumi Line (from Harumi 2-chome, Chuo Ward to Toyosu 6-chome, Koto Ward), Outer Circular Route (from Oizumi JCT to Tomei JCT), Outer Circular Route Katsushika Line and Shinagawa Line, total 4 routes, road length approx. 28km, are currently under construction.

## Current status of Tokyo city planning expressways

(As of April 1, 2013)

Route name	Length in city plans km	Metropolitan Expressway Company		Others		
		In service km	Under construction km	In service km	Under construction km	Note
Route No.1	21.93	21.93	0	—	—	
Route No.2	8.50	8.50	0	—	—	
No.2 Branch Route	1.63	1.63	0	—	—	
Route No.3	15.84	14.26	0	1.58 (C)	0	Tomei Expressway
Route No.4	21.38	18.74	0	2.64 (C)	0	Chuo Expressway
No.4 Branch Route	1.20	1.20	0	—	—	
Route No.5	18.50	18.50	0	—	—	
Route No.6	15.50	15.50	0	—	—	
Route No.7	11.96	10.42	0	1.54 (E)	0	Keiyō Road
Route No.8	2.56	0.56	0	2.00 (T)	0	KK Expressway
Route No.9	5.84	5.84	0	—	—	
Outer Circular Route	18.06	—	0	1.50 (E)	16.27	Outer Loop
Bay Shore Route	23.35	23.35	0	—	—	
Adachi Line	10.70	10.16	0	0.54 (M)	0	Within Saitama Prefecture
Katsushika-Edogawa Line	11.12	11.12	0	—	—	
Bay Shore Branch Route	2.01	2.01	0	—	—	
Route No.12	4.26	4.26	0	—	—	
Oji Line	6.20	6.20	0	—	—	
Central Circular Shinjuku Route	10.10	10.10	0	—	—	
Harumi Line	5.13	1.50	1.20	—	—	
Outer Circular Route Katsushika Line	0.92	—	—	—	0.92 (Tomei)	Outer Loop
Central Circular Shinagawa Route	9.36	0	9.36			Jointly executed with TMG
Total	19 routes	226.05	185.78	10.56	9.80 0.54(M) 4.22(C) 3.04(E) 2.00(T)	17.19
	3 branch routes					

Note: The abbreviations in brackets indicate as follows: Metropolitan Expressway Company (M), Central Nippon Expressway Company (C), East Nippon Expressway Company Limited (E), and Tokyo Expressway Company (T).

### Capital Region Three Loop Roads

With respect to the Expressway Network in the Capital Region, the construction ratio for the radial direction reached 90%, on the other hand the same ratio for the loop shaped direction is only 60% and lags behind. Because of this, the vehicles that want to go through Tokyo by an expressway are forced to pass the center of Tokyo utilizing the Metropolitan Expressway Inner Circular Route which is currently a sole loop route. And this causes major traffic congestion in the urban central area.

In order to make a breakthrough these situations and to revitalize the Capital Region, the Tokyo Metropolitan Government is aiming to create the well balanced Expressway Network between radial and loop roads and is working on the development of the Central Circular Route, the Tokyo Outer Loop Road and the National Capital Region Central Loop Road, what is called “the Capital Region Three Loop Roads”. As this Capital Region Three Loop Roads Development is positioned as a part of the National Urban Renaissance Projects (the Second Phase approved), the central government also supposedly promotes

actively this development.

After completion of the Three Loop Roads, significant effect will be expected, such as the fact that the chronic traffic congestion in the Capital Region will be alleviated and that CO2 emission amount reduces by 2 or 3 million tons resulting from traffic speed increase.

## **Promoting Construction of the Three Loop Roads of the National Capital Region**

### **1 Tokyo Metropolitan Expressway Central Circular Route**

This circular route is approximately 47 km long and links areas within an approximate 8 to 10 km radius from the center of Tokyo. The section between No. 4 Shinjuku Route and No. 3 Shibuya Route was completed in March 2010. The section between No. 3 Shibuya Route and Wangan Route, currently under construction, is scheduled to open in fiscal 2014, completing the entire loop route.

### **2 Tokyo Outer Loop Road (Gaikan)**

This route is approximately 85 km long and links areas within an approximate 15 km radius from the center of Tokyo. Currently, the some 34 km section from Oizumi Junction to Misato-minami Interchange linking to the Kan-etsu Expressway has been opened and the 16 km section from Misato-minami Interchange to Higashi-Kanto Expressway is under construction. Regarding the 16 km section in Tokyo between the Kan-etsu Expressway and the Tomei Expressway, the project became ready for implementation in May 2009, with construction started in earnest in September 2012. While continuing to urge the central government and Metropolitan Expressway Public Corporation to realize opening of this section to traffic ahead of schedule in early 2020, the metropolitan government will also pursue studies on community development in the vicinity of the interchange with the cooperation of local governments along the route.

Regarding the area south of the Tomei Expressway, in addition to requesting that meetings between the central government and relevant agencies be promptly held with the aim of early project implementation, the TMG is urging the central government to conduct the required studies.

### **3 National Capital Region Central Loop Road (Ken-o-do)**

This route is approximately 300 km long and extends over Tokyo and its four surrounding prefectures at an approximate 40 to 60 km radius from the center of Tokyo. In the Tokyo area, the section between Akiruno Interchange and Hachioji Junction opened in June 2007, and the section between Hachioji Junction and Takaosan Interchange came into service in

March 2012. The section that runs between the Takaosan Interchange and Sagamihara-Aikawa Interchange is expected to open to traffic in June 2014.

