

Development of Road Networks

Roads play a crucial role in not only aiding the smooth flow of people and vehicles as they go about their daily lives and business, but in numerous other capacities as well, such as forming the framework of built-up areas, providing space for water supply and sewer pipes and other city infrastructure, acting as firebreaks, and providing greenery in the form of roadside trees.

The systematic and efficient formation of a road network is essential to resolve traffic congestion in Tokyo and to revitalize the National Capital Region. In order to achieve this goal, the TMG has been building roads designated under the City Planning Act (city-planned roads) and the three Tokyo Megalopolis ring expressways.

Development Policy for City-Planned Roads

Roads totaling some 3,210 kilometers in Tokyo have been designated for development under the City Planning Act, but as of March 31, 2021, the completion rate was only about 65percent. For the systematic construction of city-planned roads, the TMG, the special wards, 26 cities, and 2 towns in March 2016 jointly formulated the “Development Policy for City-Planned Roads in Tokyo (4th Construction Plan),” which is a 10-year plan.

Key Elements

(1) 4th Construction Plan (selection of roads for priority development)

Taking into account both regional and local needs, six criteria were used to select 320 sections totaling 226 kilometers of roads for priority development by fiscal 2025. In making the selection, all pertinent factors were considered, including the project’s sustainability and feasibility.

(2) Review of the future city-planned road network

The necessity of city-planned road projects for which work has not yet started was reviewed based on 15 criteria. Those projects that did not meet any of the criteria (9 sections totaling about 4.9 kilometers) were designated as “routes (sections) for review.” The necessity of these roads will be evaluated again based on local needs.

(3) Re-examination of road plans

Among road projects that were confirmed to be necessary, 28 sections totaling around 30.4 kilometers were designated as “routes (sections) for re-examination of plans” for review of the details of the project, including the width and structure of the road.

Regarding the course, width and structure of the roads, the TMG will continue to implement necessary procedures and preparations for the development of city-planned roads, while taking into account the various issues surrounding each route.

(4) Further easing of restrictions on construction

Deregulation was expanded to allow construction of structures up to three floors in all areas of city-planned roads, including roads for priority development (excluding some cities and wards).

(5) The Basic Policy for the Future of City-Planned Roads in Tokyo

In November 2019, the TMG went on to formulate the Basic Policy for the Future of City-Planned Roads, which sets forth the methods used in reviewing city-planned roads and policies for changes to individual route plans and other matters.

Current status of city-planned roads (as of March 31, 2021)

Area	Planned length km	(Completion rate) Completed road length km	Length of roads under construction km	Uninitiated road length km
Special-ward area	1,768	(66.0%) 1,168	165	433
Tama area	1,427	(62.2%) 889	140	396
Islands	10	(100%) 10	0	0
Total	3,205	(64.5%) 2,067	306	830

※Urban expressways and roads designated for automobile traffic only are not included.

※Totals in each column may not match due to rounding.

※Uninitiated road length includes almost completed road.

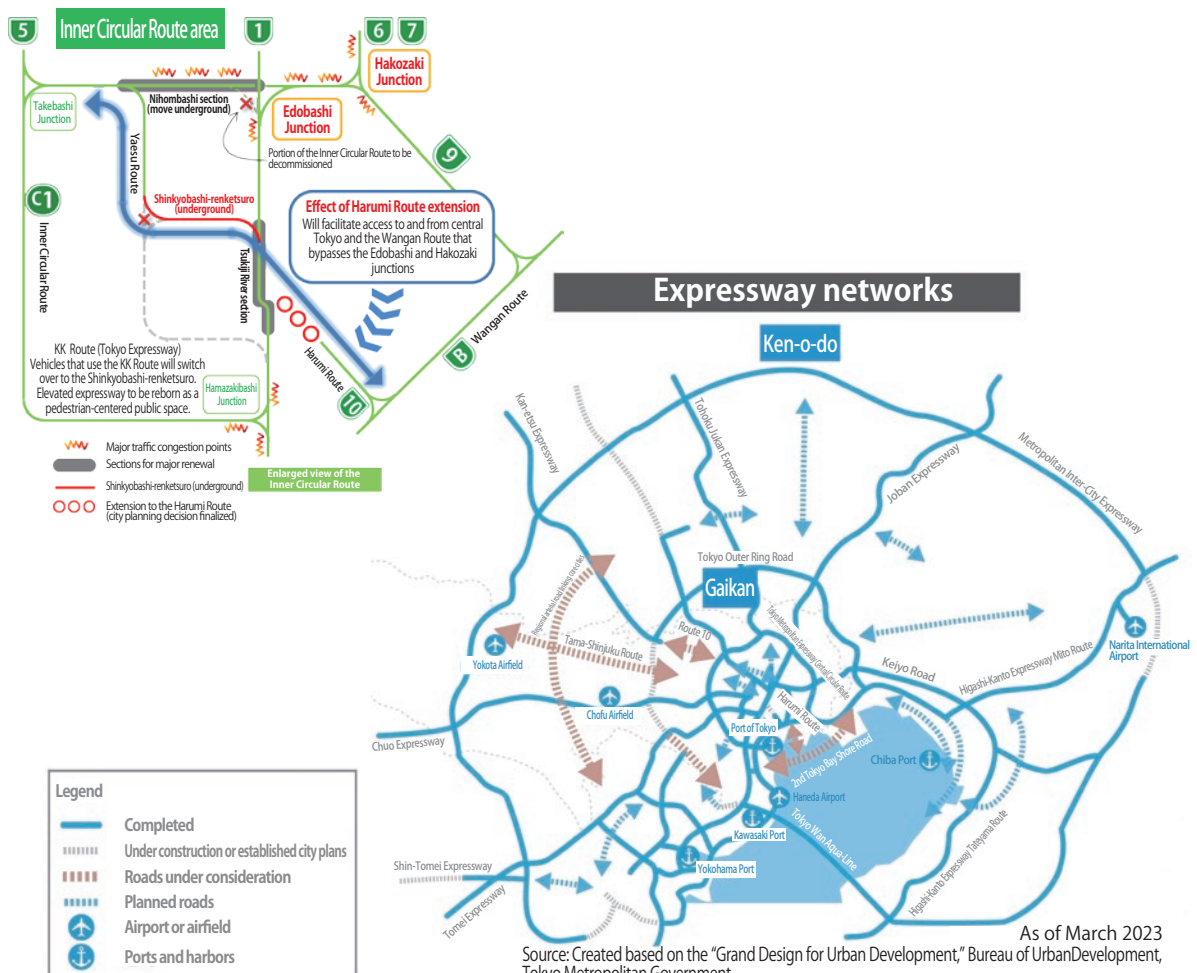
Promoting Construction of the Expressway Network

Three Ring Expressways of the National Capital Region

In terms of regional transportation infrastructure, the Three Ring Expressways of the National Capital Region are essential to the Greater Tokyo Area, which supports the functions of Japan's capital. The Tokyo Metropolitan Expressway (Shutokei) Central Circular Route, the first ring expressway to fully open in 2015, together with the Metropolitan Inter-City Expressway (Ken-o-do), of which all sections running through Tokyo were fully opened as of 2014, and the Tokyo Outer Ring Road (Gaikan) are demonstrating high stock effects, including relieving traffic congestion by redistributing traffic and reducing travel times by enhancing the road network. The Tokyo Outer Ring Road (Gaikan) between the Kan-etsu Expressway and the Higashi-Kanto Expressway, about 50 kilometers of the route's total 85 kilometers, is in service. And, currently, the central government and East and Central Nippon Expressway companies are advancing a project to complete the section between the Kan-etsu Expressway and Tomei Expressway. With regard to the section between the Tomei Expressway and Wangan Roadway, the TMG is working with the central government and relevant agencies to firm up plans at the earliest possible time so that the route can fully function as a ring road.

Major Renewal and Enhancement of the Functions of the Tokyo Metropolitan Expressway

Seizing the opportunity to implement an extensive overhaul of the aging Tokyo Metropolitan Expressway while simultaneously advancing urban development in the Nihombashi area, the TMG has been working with the central government and the Metropolitan Expressway Company to jointly move a section of the expressway in the area underground. To achieve this, the city plan was revised in 2019 and work on the project began in 2020. In addition, the TMG is advancing procedures, including city planning, for an early start to construction of a new underground portion of the expressway (Shinkyobashi-renketsuro), which will replace the existing aboveground section of road that connects Edobashi Junction and the Inner Circular Route when the expressway is reconfigured. Moreover, by forming a network that links the extension to the Tokyo Metropolitan Expressway Harumi Route (Tsukiji-Harumi) to the underground Shinkyobashi-renketsuro, high stock effects are anticipated, including making access to and from central Tokyo and the Wangan Route possible without passing through congested points such as the Edobashi and Hakozaki junctions. Therefore, the TMG, in partnership with the central government and others, is promoting related initiatives for an early start to the project.



Development of Railway and Automated Guideway Transit Systems

Tokyo's railway and AGT systems are unrivalled in the world in their extensive network, precision, and safety. The TMG will continue its efforts to further improve the network, make it easier to transfer between train lines, provide more barrier-free environments and services, and solve issues with railway crossings.

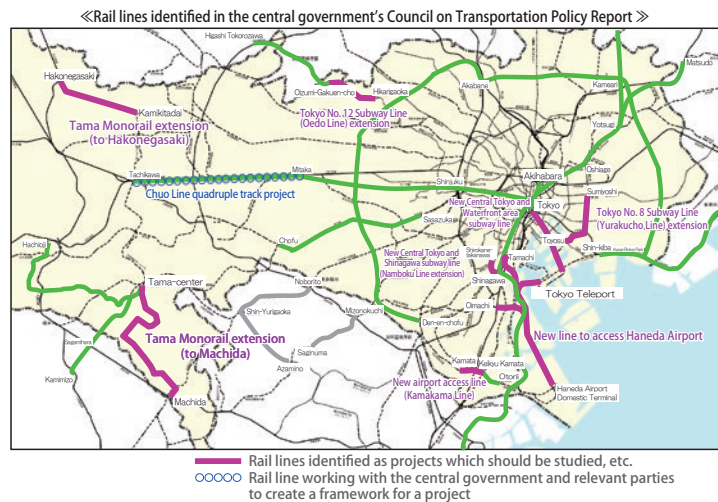
Enhancing the Railway Network

Development of Tokyo's railways has been advanced based on reports issued by the national government's council for study of transportation policy.

Tokyo is currently working with stakeholders such as the central government and railway companies to study matters concerning rail lines and transportation, including project schemes, identified in the Council on Transportation Policy Report as projects which should be studied for implementation.

Procedures are underway to begin construction of the new Haneda Airport Access Line (East Yamanote Route), with the aim to start operations in fiscal 2029. Procedures related to city planning and other matters for the extension of the Tokyo No. 8 Subway Line, the construction of a new Central Tokyo and Shinagawa subway line, and the extension of the Tama Monorail (to Hakonegasaki) commenced in fiscal 2022. The project plan for a new Central Tokyo and Waterfront area subway line was formulated in fiscal 2022 and will continue to be refined moving forward.

The TMG is also working to promote the improvement and integration of subway services to enhance passenger convenience.



Examples of Past Development

Rinkai Line/Yurikamome

The Rinkai Line and AGT Yurikamome were planned with aims that include enhancing the public transportation network in Tokyo Waterfront City and contributing to the promotion of development of the areas along the lines. Through mutual use of JR Saikyo Line operation facilities, the Rinkai Line opened between Shin-kiba and Tokyo Teleport in March 1996, between Tokyo Teleport and Tennozu Isle in March 2001 and between Tennozu Isle and Osaki in December 2002. The Yurikamome began operations between Shimbashi and Ariake in November 1995, and between Ariake and Toyosu in March 2006.

Tsukuba Express/Nippori-Toneri Liner

The Tsukuba Express was developed to ease crowding on JR Joban Line trains, enhance the public transportation network in the northeastern special ward area of Tokyo, and promote the growth of the areas along the line. The line, which links Akihabara and Tsukuba, opened in August 2005. The Nippori-Toneri Liner was planned to resolve the inconvenience of poor public transport in the northeastern special ward area of Tokyo and contribute to the development of the areas along the line. Linking Nippori and Minumadai-shinsuikoen, the line opened in March 2008.

Tama Monorail

The Tama Monorail was planned to enhance the public transportation network in the Tama area and strengthen mutual cooperation between core cities. The section between Tachikawa-kita and Kamikitadai, and the section between Tachikawa-kita and Tama Center opened in November 1998 and January 2000, respectively.

TOKYO BRT: Linking the City Center and the Waterfront Area

The TMG is advancing the development of TOKYO BRT (bus rapid transit), a public transit service linking the city center to the waterfront area centering on Ring Road No. 2.

In April 2016, the TMG formulated the Business Plan for BRT Linking the City Center and Waterfront City. This plan was revised in August 2018 based on subsequent changes in the situation.

Under the revised plan, the BRT service began preliminary operations (operations to respond to increased demand for transportation in the waterfront area prior to the opening of the Ring Road No. 2 tunnel) on a portion of the route in fiscal 2020 and will expand in stages before going into full operation ahead of the move-in of residents into the West Harumi 5-chome district (former site of the Olympic and Paralympic Village).



TOKYO BRT Shimbashi Bus Stop and Articulated Bus



TOKYO BRT Fuel Cell Bus and Logo

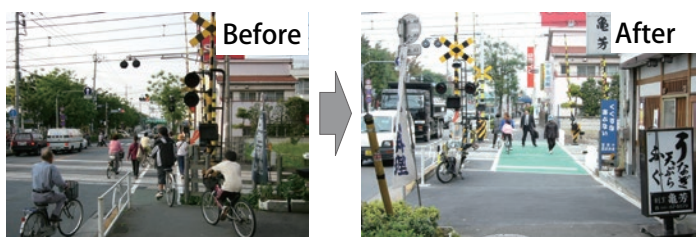
Basic Policy for Railway Crossing Measures

Approximately 1,050 level railway crossings still remain in Tokyo, causing traffic congestion and many other problems. The Basic Policy for Railway Crossing Measures was formulated in June 2004 with the aim to enhance Tokyo's attractiveness as a global city and to promote urban renewal.

In this basic policy, 394 level crossings were selected as priority areas for study and project implementation by fiscal 2025. Among these priority areas, 20 sections were then selected to be examined for construction of two-level crossings by elevating or lowering the tracks, and 83 sections were selected to be examined for other measures such as two-level crossings using road elevation or tunneling, provision of pedestrian overpasses or underpasses, shorter bell warnings of train approach, and road-widening across the tracks. The early implementation of measures for railway crossings is presently being pursued based on this basic policy.



Example of large-scale project for two-level crossings (Keikyū Line near Ring Road No. 8)
Photos provided by the Bureau of Construction



Example of road-widened crossing

Promotion of the Smooth Biz Initiative

To realize a society where everyone can actively work and lead vibrant lives, it is necessary to rethink transportation practices for Tokyo residents and companies, promote telework, and improve logistics efficiency in an effort to create a comfortable commuting environment and increase productivity at companies. For the success of the Tokyo 2020 Games, it was also important to work to achieve a balance between realizing smooth transport and maintaining economic activities.



To achieve this, the TMG has been promoting various measures integrally under the Smooth Biz initiative, including telework *1, the Jisa Biz initiative *2, and Transportation Demand Management (TDM) that helped to alleviate transportation congestion during the Games *3. Smooth Biz not only aimed to ease congestion during the Games, but also to establish the Tokyo model for new workstyles and company activities.

With a larger variety of workstyles available today, it is essential that these measures be continued. As the Smooth Biz initiative can be effective in supporting business continuity during disasters and preventing the spread of COVID-19, the TMG will continue to promote telework, off-peak commuting, and more efficient logistics *4 as a legacy of the Games, working to ensure that each of these measures continues to be implemented and becomes firmly established in society.

- ※ 1 A flexible workstyle that uses Information and Communications Technology (internet, computers, smartphones, etc.) to allow work to take place free of location and time constraints.
- ※ 2 Initiatives to have as many people as possible experience a more comfortable commute.
- ※ 3 An initiative to curb transportation demand in order to strike a balance between achieving smooth Games operations and transport and maintaining economic activities during the Tokyo 2020 Games.
- ※ 4 In order to pass down TDM logistics measures that were introduced for the Games as a legacy, as well as to achieve greater efficiency in logistics, the TMG will exchange information and study new measures with relevant parties.

Promotion of Off-Peak Commuting

In order to increase the productivity of society, easing congestion on trains is an important issue. In light of this, the TMG has been implementing the Jisa Biz Campaign since fiscal 2017 with the aim of having many people experience a more comfortable commute. The Jisa Biz Campaign has been implemented as part of the Smooth Biz initiative since January 2019.

Additionally, to promote various initiatives implemented by railway companies from the viewpoint of further dispersing users during commuting hours, among others, the TMG is studying measures based on factors such as the latest technological trends in cooperation with railway companies and others.

TAMAMONO Child-Raising Support Project

The Tama area, home to lush greenery and a large number of diverse industries, is a well-balanced and comfortable place to live. It is vital to leverage the area's characteristics to shape the community into one brimming with children's smiles and people wanting to raise a family.

As one initiative to support families with children, the Tama Monorail, the primary transportation system that drives development in the Tama area, is implementing a project offering discounted fares to children. Specifically, the TAMAMONO Child One-Day Pass, a ticket that allows elementary school students unlimited rides for one day on the entire Tama Monorail at a low price, is available for purchase primarily during periods when schools are on break. A ridership survey will also be conducted, and information such as survey responses and usage statistics will be used to analyze policy impacts and guide discussions with the monorail operating company about future policies regarding fares for young children, among other matters.

Building a community where parents and children can easily move around will contribute to boosting the vitality and appeal of the Tama area.

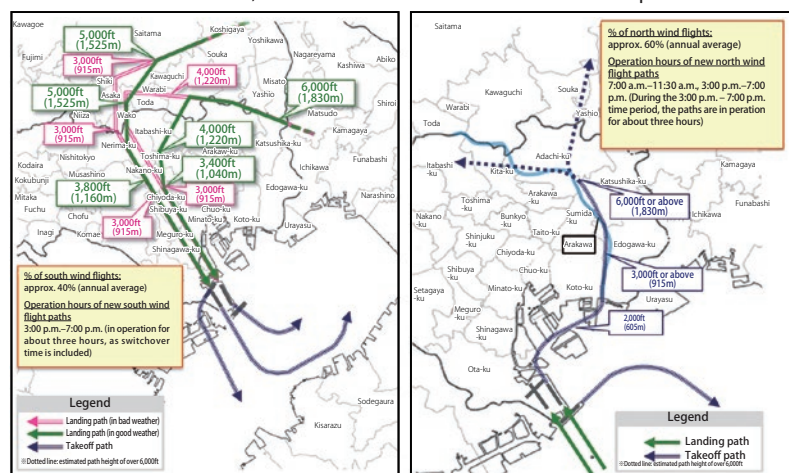
Promotion of Aviation Policies

It is essential to bolster the airport functions of the National Capital Region for Tokyo to develop as a global city. The TMG is taking many initiatives to address this challenge. These include efforts to strengthen functionality at Haneda Airport and increase its international flights, and to have Yokota airspace returned to Japan.

Enhancing Functionality of Haneda Airport and Increasing International Flight Services

The TMG had been lobbying the central government to re-expand and introduce regular international flights to Haneda Airport, and had also cooperated in a variety of ways including providing the central government with interest-free loans for construction of a new runway. As a result, Runway D and the International Terminal opened for service in 2010, and regularly scheduled international services commenced. In 2014, the annual number of arrival and departure slots at Haneda was increased to 447,000.

To raise Japan's international competitiveness, the central government began operating new flight paths on March 29, 2020, boosting the annual number of international arrival and departure slots by 39,000. Regarding the new airplane flight paths, the TMG will request that the central government continue to provide detailed information to the residents of areas affected and take solid safety and noise prevention measures. In these ways, the TMG will take steps to enhance Haneda Airport's functions and international connectivity.

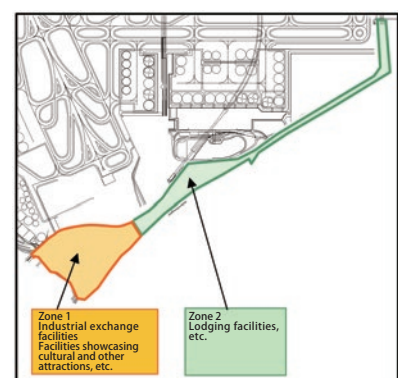


Flight paths from March 29, 2020 (based on data from the Ministry of Land, Infrastructure, Transport and Tourism)

Development of the Vacant Land Formerly Part of Haneda Airport

In 2010, the TMG, jointly with the central government and local wards, compiled a plan for developing the land left vacant after completion of the Haneda Airport offshore development project and the re-expansion project, and has been taking concrete initiatives. In Zone 1 of the site, along with infrastructure development through a land readjustment project, a private-sector company selected by Ota-ku developed industrial exchange facilities and other, with pre-operations beginning in July 2020. In Zone 2, a private company recruited by the central government developed lodging and other facilities, which went into full operation in January 2023.

While coordinating with the relevant parties, the TMG will continue to advance the remaining development projects in Zone 1 and further initiatives based on the plan, in preparation for the opening of all facilities in 2023.



Development of vacant land at Haneda Airport

Reversion of Yokota Airspace

Yokota airspace, currently controlled by the U.S. Forces in Japan, is a vast space that extends over Tokyo and nine other prefectures. In September 2008, part of the airspace was returned to Japan. Still, in order to ensure air traffic that is safer and more efficient, and has less adverse noise impact, full reversion of Yokota airspace, realignment of airspace in the National Capital Region, and unified air traffic control by Japan is indispensable. To this end, the TMG will continue urging the national government to negotiate with the U.S. government for total reversion of the airspace.

Transportation Policies

In addition to developing key transportation infrastructure, such as roads, railways, and airports, with the aim to realize transportation that is smooth and comfortable, befitting of the global city of Tokyo and efficient logistics, the Bureau also implements the following initiatives.

Making Road Spaces Pedestrian-friendly

As part of urban development that shifts the focus from automobiles to people, in order to expand initiatives to use road space and other areas to create a city where people enjoy walking around, the TMG is encouraging implementation of the Park Street Tokyo program that integrally publicizes local events held under the program and use of a manual on the creation of pedestrian-friendly spaces by municipalities and others. It is also sharing challenges and advice on how to resolve them, among other efforts.

Through these measures, the TMG will promote the creation of a city where people enjoy walking around.



Image of pedestrian area



Pedestrian area that bustles with people during events (Nishi-shinjuku district)

Promotion of Cycling

To advance the creation of a pedestrian-friendly city, the TMG revised the Tokyo Metropolitan Cycling Promotion Plan in May 2021, with the aim to further enhance the environment to facilitate use of bicycles safely, comfortably, and with peace of mind. The revised plan also reflects the TMG's response to the COVID-19 pandemic and implementation of the "new normal." Based on this plan, the TMG will actively work on tasks such as developing a network of cycling paths and lanes, strengthening bicycle safety measures, promoting wide-area bicycle-sharing, and adapting to the "new normal."

Transportation Projects Toward Building an Integrated Transportation System

The TMG is pursuing comprehensive transportation policies for Tokyo which have been implemented with a view to the Tokyo 2020 Games and beyond. By steadily implementing concrete measures aimed at making Tokyo's transportation system truly user-centric, the TMG will realize a world-class transportation system which is easy for all to use.

(1) Improvement of information signs and other facilities at terminal stations

Major stations where many different rail and bus services are concentrated have problems such as discontinuous and difficult to understand signage, differences in floor levels on transfer routes and other drawbacks. Collaboration between the providers of transport services and the management of the station facilities is necessary to implement improvements to benefit everyone including foreign visitors and elderly people.

To this end, for example at Shinjuku Station, a council of stakeholders was set up in June 2015, and in cooperation with the local municipality, improvements were made such as better placement and consistency of signage, and transfer routes were made barrier-free.

The TMG also implemented similar measures at other major stations, such as Ikebukuro and Shibuya stations. And looking ahead to the post-Games legacy, we will expand such endeavors to other stations in the future.

(2) Development of Water Transport

With many waterfront areas in Tokyo providing access to rivers, the ocean, and canals, it is essential to leverage these resources and revitalize water transport in order to restore Tokyo as a bustling "city of water."

To achieve this, the TMG has conducted pilot programs to assess new transport routes and is working to publicize the presence of water transport services, generate vitality around piers, add directional signage leading to piers, and implement other measures to improve the convenience of water transport. In fiscal 2022, part two of a waterway commuting project took place on the Sumida River, canals, and other Tokyo waterways, piloting water transport services for commuting purposes.

Moving forward, the TMG will continue supporting efforts to implement the use of waterways and water transport as a means of everyday transportation, including purposes such as commuting to work, while also working to establish ferries as a common method of sightseeing and transportation.

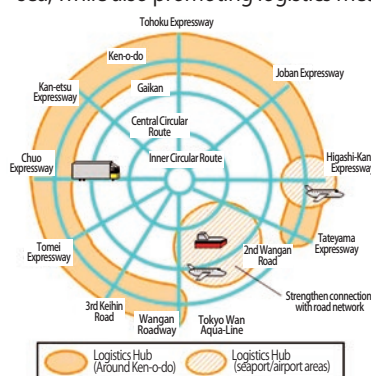


Pilot program

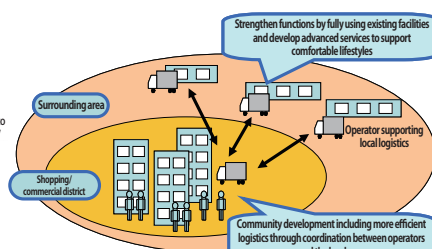
Promotion of Logistics Measures

Logistics is an important infrastructure supporting industry and daily life. In February 2006, the metropolitan government formulated the Comprehensive Vision for Logistics, presenting the basic concepts behind future policies for logistics. Along with strategically promoting efficient logistics, the TMG unveiled the Grand Design for Urban Development in September 2017, which outlines ideas for new logistics measures, as well as Future Tokyo: Tokyo's Long-Term Strategy in March 2021, which introduces initiatives for smooth logistics tailored to local characteristics. The TMG is also advancing projects to promote efficient logistics, such as a project in February 2023 that piloted the combined transport of people and goods in preparation for future social implementation.

The TMG will continue working to increase community vibrancy and create a regional logistics network covering land, air, and sea, while also promoting logistics measures to achieve efficient logistics that support comfortable lifestyles.



Development of a Regional Distribution Network of Land, Sea, and Air Transportation



Efficient logistics increasing community vibrancy and supporting comfortable lifestyles



Improving logistics to better suit local characteristics

Promotion of Comprehensive Measures for Parking

To help create a pedestrian-friendly city, the TMG formulated The Direction for Comprehensive Measures for Parking in March 2022, which covers all types of mobility. Based on this plan, the metropolitan government will implement comprehensive measures to deal with parking issues through management that gives consideration to local characteristics.

With regard to the issue of tour buses parking on roads in locations such as sightseeing and commercial areas, based on the Approaches to Tour Bus Parking Measures formulated by the TMG in fiscal 2018, in addition to collaborating with the central government and municipalities to conduct activities to raise awareness, the TMG is also promoting measures such as securing parking space through effective use of existing parking facilities, among other efforts.



Example of shared cargo handling area (Shibuya-ku)



Tour bus manner improvement campaign (Ginza area)

Redevelopment of Urban Infrastructure Around Iidabashi Station

With five railway lines connecting at Iidabashi Station and three arterial roads intersecting nearby, the area serves as an important transportation hub. Although several redevelopment projects and other initiatives that leverage the area's characteristics can be seen underway in the area, challenges still remain. These include urban infrastructure such as railway stations, pedestrian bridges, and underground transfer routes linking train lines which are crowded and difficult for pedestrians to navigate. There are also issues related to accessible routes.

In November 2019, the Iidabashi Station Area Infrastructure Development Policy Study Group, formed by three special wards (Chiyoda, Shinjuku, and Bunkyo), railway operators, and others, was established to examine the issues and the direction of efforts for improvement. And in September 2020, the Vision for Iidabashi Station Area Infrastructure Redevelopment was formulated to serve as the compass for enhancing and strengthening the urban infrastructure.

While continuing to work closely with relevant parties, the TMG will formulate a development policy to make the redevelopment concept concrete, and work to gradually implement infrastructure development.

Rollout of Urban Development that Incorporates Autonomous Driving Technology

With the issuance of the Report on the Vision for Tokyo in the 2040s and the Path to Realizing the Vision (September 2016), the TMG established an investigative committee comprised of experts and others and has compiled a basic concept, covering matters such as road space and parking facilities that benefit Tokyo's local characteristics, with a view to a society where autonomous vehicles are widely driven. While considering trends such as developments in autonomous driving technology, the TMG will continue to promote studies for future social implementation.

Promotion of the Development of Local Public Transportation Networks

Tokyo is faced with issues such as areas with limited access to public transportation services, inconvenient transit connections, and insufficient easy-to-use last mile transport options. In addition, there is an urgent need to improve the transportation environment to allow seniors and others, who voluntarily surrender their driver's licenses, to continue to move around with ease of mind. There is also a need for local public transportation services that can adapt to changes in ridership behavior brought on by the COVID-19 pandemic.

Future Tokyo: Tokyo's Long-Term Strategy (March 2021) and Future Tokyo: Tokyo's Long-Term Strategy Version Up 2022 (February 2022) embrace promoting the development of efficient public transportation networks in local communities toward the realization of a highly convenient city where everyone can easily get around.

In March 2022, the TMG set forth the Basic Policy for Local Public Transportation in Tokyo, which outlines a future vision for local communities, the direction for future initiatives, and specific support measures. Since fiscal 2022, the TMG has been providing technical and financial support for initiatives proactively implemented by municipalities and initiatives aimed at addressing local challenges.

Specifically, financial support is offered to municipalities to encourage the formulation of local public transportation plans and to promote the development of transportation services that accommodate the needs of the local community, such as community buses, demand-responsive transport, and green slow mobility. This includes support for costs incurred from running pilot programs and introducing new services, including operating costs, as well as vehicle purchase and upgrade costs.

Additionally, in looking to establish measures to address challenges local municipalities are unable to solve on their own, the TMG is studying model initiatives to be jointly implemented with municipalities, as well as ways to maintain and expand local public transportation services into the future in order to achieve sustainable local transportation services.



Image of local public transportation