

Urban Rapid-Transit Railroad

In Tokyo area, there is a great deal of commuting demand due to active urban activities. Especially the railroad lines from peripheral areas to the center of Tokyo are heavily crowded. We have been enhancing the transportation capacity by the construction of subways and the enhancement to quadruple tracks to reduce congestion during commuting hours. As a result, although congestion has been reducing year by year, there is still a high level of congestion; it continues to need further railroad network development.

As for the future plan for the railroad network in Tokyo area, we are studying the matters such as the improvement of existing lines, the construction of new lines and the enhancement to quadruple tracks, based on the recommendation No.18 “the Basic Plan for transportation network development centering on the rapid-transit railroad in Tokyo area” by the Council for Transportation Policy in January 2000.

As for the subways, since we reviewed the plan created before WWII and approved it in 1946, in consideration of the coordination with other public transportations and pulling peripheral private railroads into the center of Tokyo, we have changed the railroad network plan several times. As of April 1st, 2013, 13 lines (railroad length approx. 361km) have been approved in the City Planning.

Meanwhile, we have to proceed with continuous multi-level crossing between roads and railroads to prevent accidents at a crossing, reduce traffic congestion, and eliminate community severance due to a railroad. Therefore, we are promoting the continuous multi-level crossing based on “The Outlines of the continuous multi-level crossing in cities (August 9th, 2007)” and “The Detailed Outlines (August 9th, 2007)” instituted by Ministry of Land, Infrastructure, Transport and Tourism. In Tokyo, 24 zones, railroad length approx. 100km, have been approved as the continuous multi-level crossing project in the City Planning as of April 1st, 2013. We will continue to study the idea of the continuous multi-level crossing between roads and railroads in the future.

There is a growing need for a new transit system which has the medium transportation capacity between a railroad and a bus to respond to the increase and diversification of urban transportation.

In the Rail Tracks Plan which the third sector of the Tokyo Metropolitan Government implements, we have been carrying out the project of Tama Monorail as an urban monorail, Yurikamome and Nippori-Toneri Liner as new transit systems, New Joban Line (Tsukuba Express) and Tokyo Waterfront Area Rapid Transit Rinkai Line as a railroad plan.

Pursuant to the rail tracks plan, the Tama Monorail opened 5.4km between Tachikawa-Kita and Kamikitadai in November 1998 and 10.6km between Tama Center and

Tachikawa-Kita in January 2000, Yurikamome opened approx. 12.0km between Shimbashi and Ariake in November 1995 and approx. 2.7km between Ariake and Toyosu in March 2006, and the Nippori-Toneri Liner opened approx. 9.7km between Nippori and Minumadai-Shinsuikoen in March 2008 respectively. Also, in the railroad plan, the New Joban Line (Tsukuba Express) opened approx. 13.3km between Akihabara and the border area with Ibaraki prefecture in August 2005, the Tokyo Waterfront Area Rapid Transit Rinkai Line opened approx. 4.9km between Shin-Kiba and Tokyo Teleport in March 1996, approx. 2.9km between Tokyo Teleport and Tennōzu Isle in March 2001 and approx. 4.4km between Tennōzu Isle and Osaki in December 2002 respectively.

Completion Status of city planning for subways

(As of April 1, 2013)

Subway line name	Designated section and length (km)		Subway name	Completed section and length in operation (km)	
Subway Line No.1	Nishimagome-Oshiage	18.8	Toei Asakusa Line	Entire line	18.8
Subway Branch Line	Shinagawa-Sengakuji	1.2	Keiyou Main Line	Entire line	1.2
Subway Line No.2	Nakameguro – Kita-Senju	21.1	Tokyo Metro Hibiya Line	Entire line	21.1
Subway Line No.3	Shibuya – Minowa	17.5	Tokyo Metro Ginza Line	Shibuya – Asakusa	14.3
Subway Line No.4	Ikebukuro – Ogikubo	24.8	Tokyo Metro Marunouchi Line	Entire line	24.8
Subway Branch Line	Nakano-sakaue – Honancho	3.4	Same as above	Entire line	3.4
Subway Line No.5	Nakano – Nishi-Funabashi	31.7	Tokyo Metro Tozai Line	Entire line	31.7
Subway Line No.6	Shirokane-Takanawa – Wako-shi	27.5	Toei Mita Line	Shirokane-Takanawa – Nishi-Takashimadaira	24.2
Subway Line No.7	Meguro – Tokyo Border	22.5	Tokyo Metro Namboku Line	Entire line	22.5
Subway Line No.8	Nerima – Shin-Kiba	24.1	Seibu Yurakucho Line	Entire line (Nerima – Kotake-Mukaihara)	24.1
			Tokyo Metro Yurakucho Line	Entire line (Kotake-Mukaihara – Shin-Kiba)	
Subway Branch Line	Chikatetsu-Narimasu – Kotake-Mukaihara	6.4	Same as above	Entire line (Chikatetsu-Narimasu – Kotake-Mukaihara)	6.4
Subway Branch Line	Nakamurabashi – Gokokuji	9.6	—	—	0
Subway Line No.9 ※	Izumi-Tamagawa – Ayase	34.0	Odakyu Odawara Line	Higashi-Kitazawa – Yoyogi-Uehara	0.7
			Same as above	Izumi-Tamagawa – Umeoka	8.1
			Tokyo Metro Chiyoda Line	Entire line (Yoyogiuehara – Ayase)	21.9
Subway Line No.10 ※	Chofu – Tokyo Border	39.4	Keio Line Toei Shinjuku Line	Sasazuka – Shinjuku Entire line (Shinjuku – Tokyo Border)	3.6 21.6
	Keio-Tamagawa Line – Chofu	1.1	Keio Sagami Line	Entire line (Keio-Tamagawa – Chofu)	1.1
Subway Line No.11	Futako-Tamagawa – Oshiage	26.5	Tokyo Den-en-toshi Line	Entire line (Futako-Tamagawa – Shibuya)	9.4
			Tokyo Metro Hanzomon Line	Entire line (Shibuya – Oshiage)	17.1
Subway Line No.12	Tochomae – Hikarigaoka	42.5	Toei Oedo Line	Entire line	42.5
Subway Line No.13	Ikebukuro – Shibuya	8.9	Tokyo Metro Fukutoshin Line	Ikebukuro – Shibuya	8.9
Total		361.0	Total		327.4

※The lengths of incomplete lines are those of lines in operation. A part of Subway Line No.9 overlapping with Odakyu Line (Izumi-Tamagawa-Yoyogiuehara) and that of Subway Line No.10 overlapping with Keio Line (Chofu-Sasazuka) are operated by quadrupling of the existing railroad tracks.

Status of city planning decisions and completion of continuous grade separation projects of existing railroads etc.

(As of April 1, 2013)

Line name	Designated section and length ※ ¹ (km)	Completed section and length ※ ^{1,2} (km)		Note	
Line No.9 (Odakyu Electric Railway Odawara Line)	Izumi-Tamagawa – Yoyogi-Hachiman	11.7	Yoyogi-Uehara – Yoyogi-Hachiman	0.8	Underground installation completed Incl. quadrupling tracks
			Umeagaoka – Yoyogi-Uehara Under construction	2.8	
			Izumi-Tamagawa – Umeagaoka	8.1	
Line No.10 (Keio Teito Electric Railway Keio Line Sagamihara Line)	Nishi-Chofu – Sasazuka Keio Tamagawa – Chofu	12.7	Nishi-Chofu – Shibazaki Partly under construction	2.6	Nishi-Chofu – Shibazaki: underground installation completed Incl. quadrupling tracks
			Sasazuka – Sengawa	0	
			Under construction	1.1	
Seibu Shinjuku Line	Takadanobaba – Nakai	1.7	–	0	Incl. quadrupling tracks
	Nakai – Nogata	2.7	Under construction	0	
	Kumegawa – Tokyo Border	3.0	–	0	
Seibu Kokubunji Line	Ogawa – Higashi-Murayama	2.1	–	0	
Seibu Seibuen Line	Higashi-Murayama – Seibuen	2.4	–	0	
Seibu-Ikebukuro-Line	Ekoda – Oizumi-gakuen	7.7	Ekoda – Shakuji-koen	5.4	Incl. quadrupling tracks
			Nerima-Takanodai – Oizumi-gakuen Under construction	1.2	
Keiyou Shounan Line	Kita-Shinagawa – Omori-Kaigan	3.6	Entire line	3.6	
Keisei Narita Line	Ohana-jaya – Keisei-Takasago	2.8	Entire line	2.8	Aoto – Keisei-Takasago: incl. quadrupling tracks
Keisei Oshiage Line	Yotsugi – Aoto	2.6	Under construction	0.4	Section around Aoto Station completed
	Oshiage – Yahiro	2.3	Under construction	0	
Tokyu-Ikegami Line	Togoshi-Ginza – Hatanodai	1.6	Entire line	1.6	
Keio Teito Electric Railway Keio Line	Daitabashi – Hatsudai	2.7	Entire line	2.7	
	Keio-Hachioji – Hirayama-joshi-koen	3.9	Entire line	3.9	
	Bubaigawara – Higashi-Fuchu	2.4	Entire line	2.4	
Keio Teito Electric Railway, Takao Line	Keio-Katakura – Kitano	1.9	Entire line	1.9	
East Japan Railway Company Nambu Line	Inadazutsumi – Fuchu-Hommachi	4.0	Under construction	0	
East Japan Railway Company Chuo Main Line	Mitaka – Tachikawa	13.1	Under construction (conventional line only)	13.1	Railroad elevation completed Incl. quadrupling tracks
Seibu Railway Tamagawa Line	Musashi-Sakai – Shin-Koganei	0.9	Under construction	0.9	Railroad elevation completed
Tokyu Corporation Mekama Line	Meguro – Senzoku	3.3	Entire line	3.3	
Keiyou Corporation Keiyou Main Line	Heiwajima – Rokugodote	5.4	Under construction	5.4	Railroad elevation completed
Keiyou Corporation Keiyou Airport Line	Keiyou-Kamata – Otorii	2.1	Under construction	2.1	Railroad elevation completed
Tobu Railway Tobu Iseesaki Line	Section around Takenotsuka Station	3.1	Under construction	0	
Total		100.8	Total	66.1	

※1: The lengths of Line No.9 and Line No.10 are those of lines in operation.

※2: The calculation of the lengths of completed lines were made when they were elevated or installed underground.