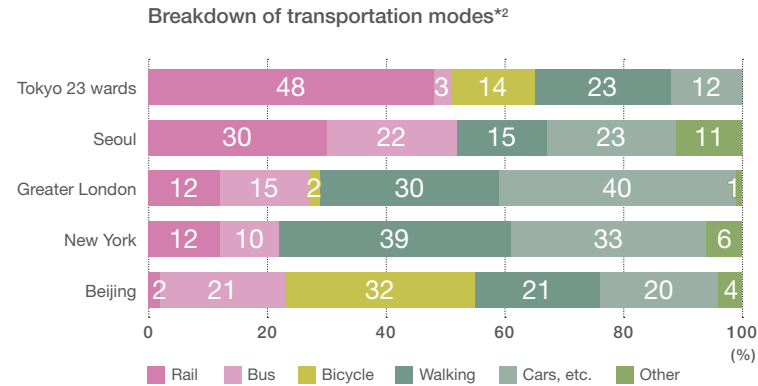


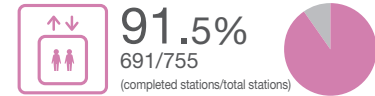
# URBAN RAIL NETWORK

Tokyo has a substantial rail network that includes two loop lines in the central area. Most of central Tokyo is within walking distance from a station, making the trains and subways indispensable to economic and human activity.

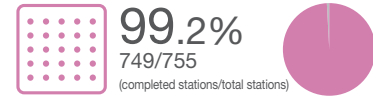


## Progress in making stations barrier-free (JR, private train lines, subway lines)\*1

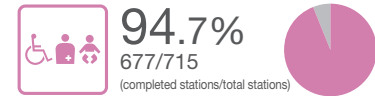
Installation of elevators, etc.



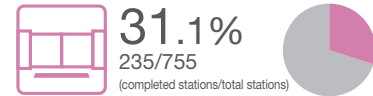
Installation of tactile paving for the visually impaired



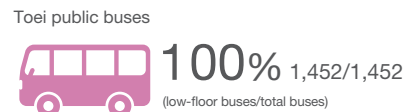
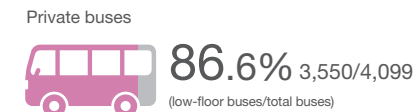
Installation of universal-access toilets



Installation of platform screen doors



## Introduction of step-less low-floor buses\*1



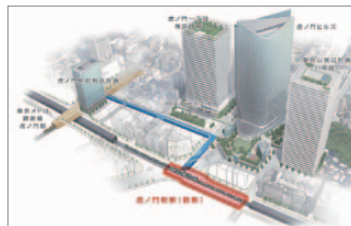
## Redevelopment project directly connecting to subway station

Izumi Garden connects directly to Roppongi 1-chome subway station. Though underground, the station concourse is a pleasant space bathed in light.

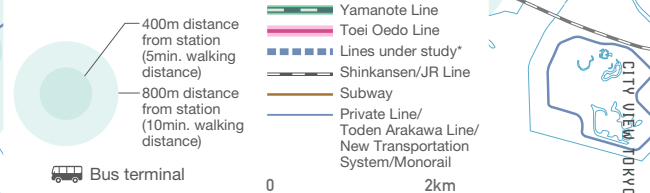
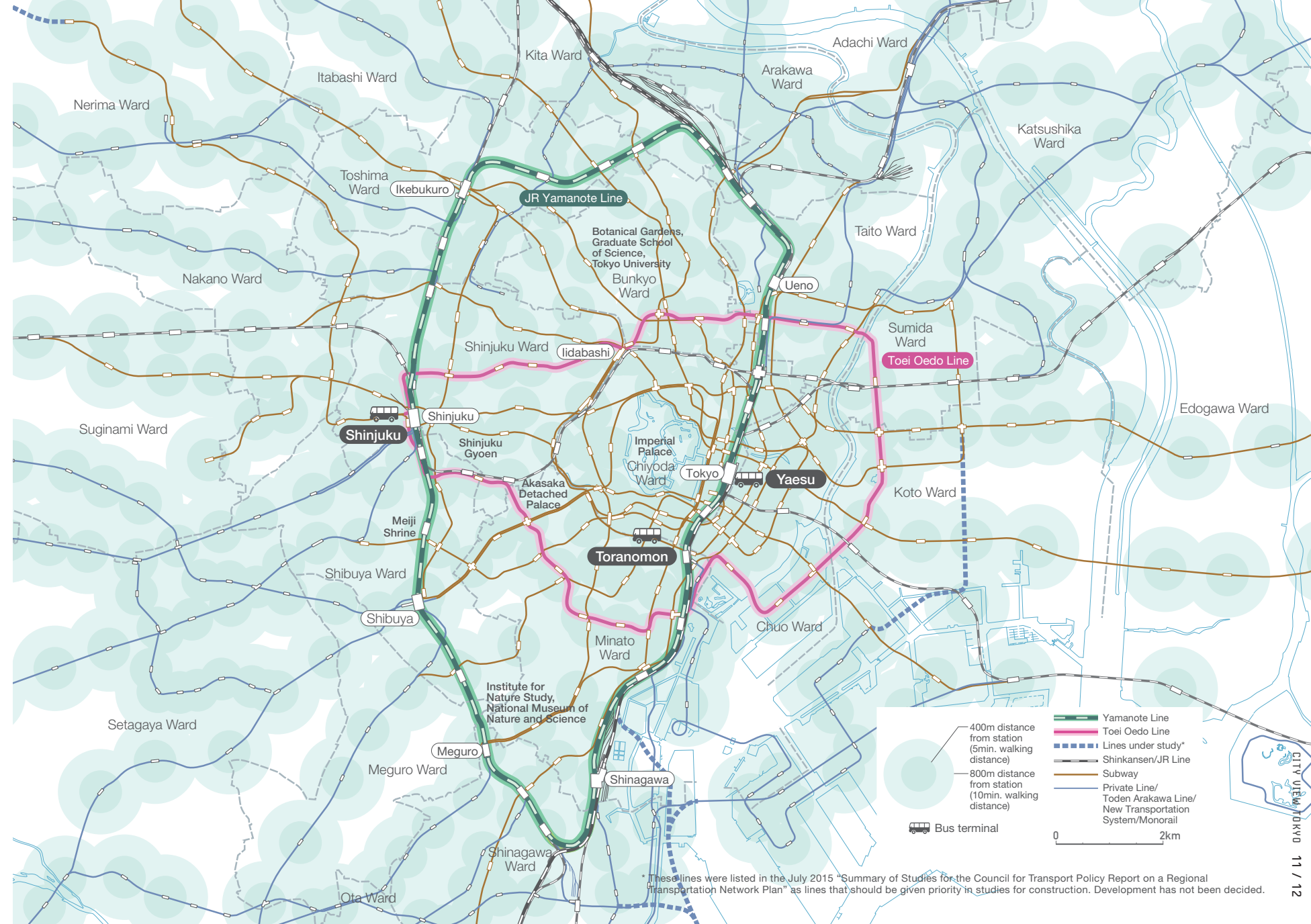


## Toranomon New Station (tentative name)

A station scheduled to be built between Kasumigaseki and Kamiyacho stations on the Hibiya Subway Line. Access to Toranomon will be greatly improved.



\*The perspective drawing may differ from the completed station.



Sources: \*1 Website of Bureau of Social Welfare and Public Health, Tokyo Metropolitan Government, "Progress in Making Public Facilities Barrier-free in Tokyo at the End of FY 2014"

\*2 Ministry of Land, Infrastructure, Transport and Tourism, "FY 2012 Annual Report (White Paper) on Infrastructure Provision in the National Capital Region" (June 2013)

Photo credit: "Toranomon New Station" Urban Renaissance Agency, Tokyo Metro

\* These lines were listed in the July 2015 "Summary of Studies for the Council for Transport Policy Report on a Regional Transportation Network Plan" as lines that should be given priority in studies for construction. Development has not been decided.