

# Transportation Measures to Take for the 2020 Olympics and Paralympics

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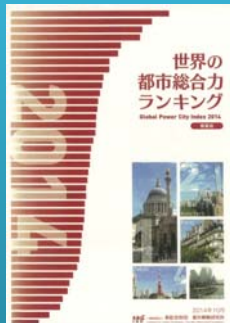
## Agenda of the Presentation

- (1) Tokyo in the World
- (2) Transportation in Tokyo
- (3) Vision of Tokyo Metropolitan Govt. (TMG)
- (4) The 2020 Olympics and Paralympics
- (5) Policy Planning including after the Olympic
- (6) Approach towards the Olympic
- (7) Conclusion

### (1) Tokyo in the World

Global Power City Index (GPCI), compiled by Mori Memorial Foundation

GPCI (Global Power City Index): Japan-based comprehensive ranking survey of the major world cities



#### Features of the ranking

- Focused not only on industry and economy but also culture and life in general
- Surveyed 40 cities
- Annually published since 2008

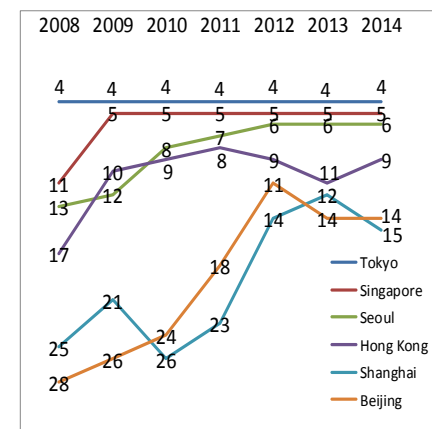
Comprehensive survey about attractiveness of urban cities

2014		
Ranking	City	Total score
1st	London	1485.8
2nd	New York	1362.8
3rd	Paris	1292.4
4th	Tokyo	1276.1
5th	Singapore	1138.6
6th	Seoul	1117.8
7th	Amsterdam	1055.5
8th	Berlin	1054.9
9th	Hong Kong	1012.8
10th	Vienna	1004.3

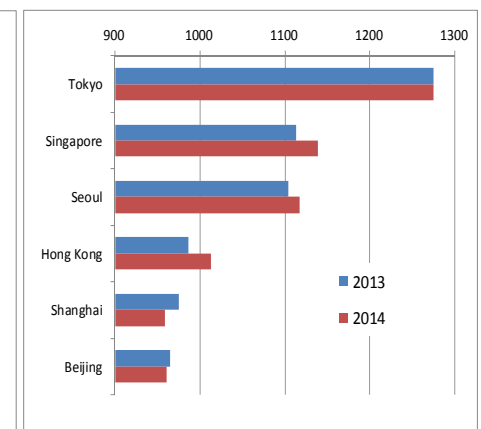
(Source: GPCI 2014)

### (1) Tokyo in the World

City Ranking: Comparison of the major asian cities



Change in the ranking



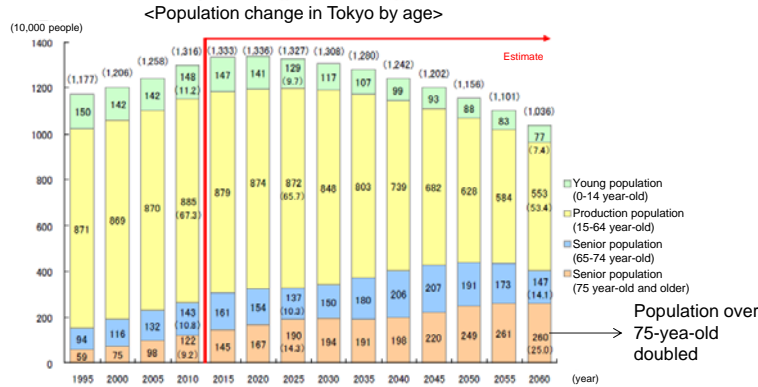
General score (2013 and 2014)

(Source: GPCI 2014)

# (1)Tokyo in the World

## Future population of Tokyo

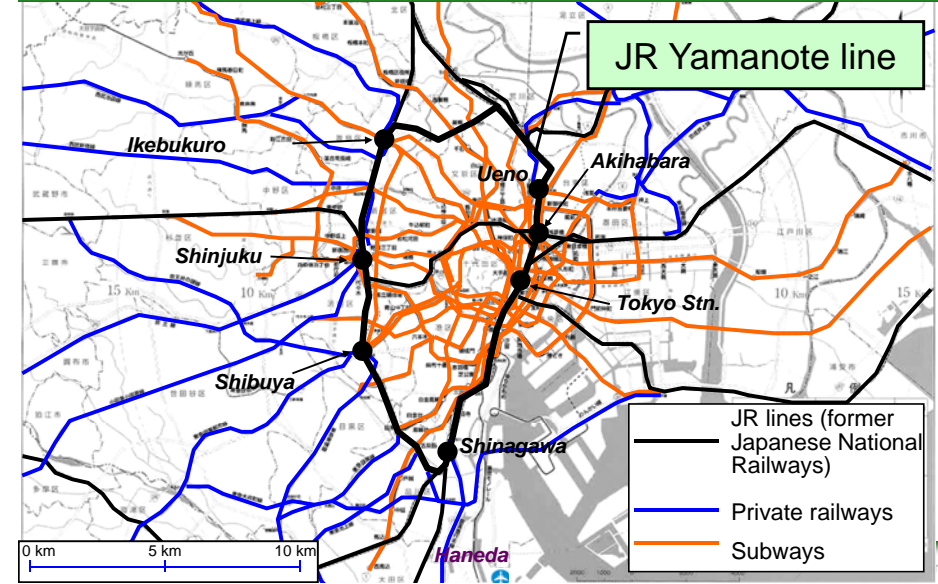
<New era that one senior person depends on 1.4 persons of working age>



Source: Population estimate of Tokyo Metropolis by age (five-year age group) as of March 2013, Bureau of General Affairs and National Census (Ministry of Internal Affairs and Communications)  
 Remarks: Data after 2015 is estimated by Office of the Governor for Policy Planning. Figures in the brackets are the percentage to the total population.  
 The grand total of each sub total does not necessarily match because the figures are rounded off at the unit presented and the actual data contain people whose ages are unidentified.

# (2)Transportation in Tokyo

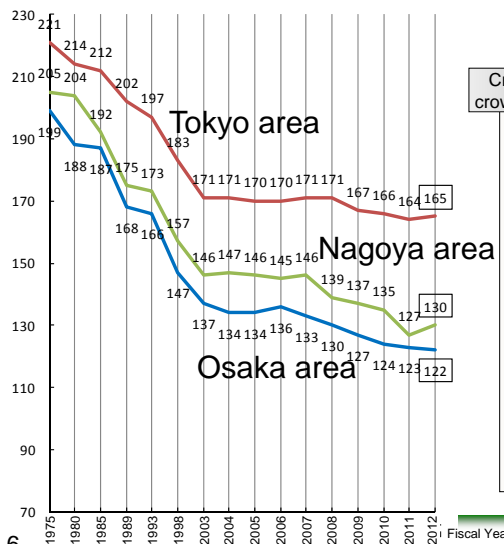
Tokyo railway network at present



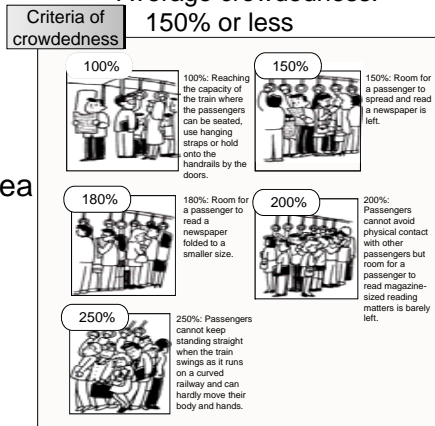
# (2)Transportation in Tokyo

Average crowdedness in the popular areas in the major cities

Changes in the average crowdedness

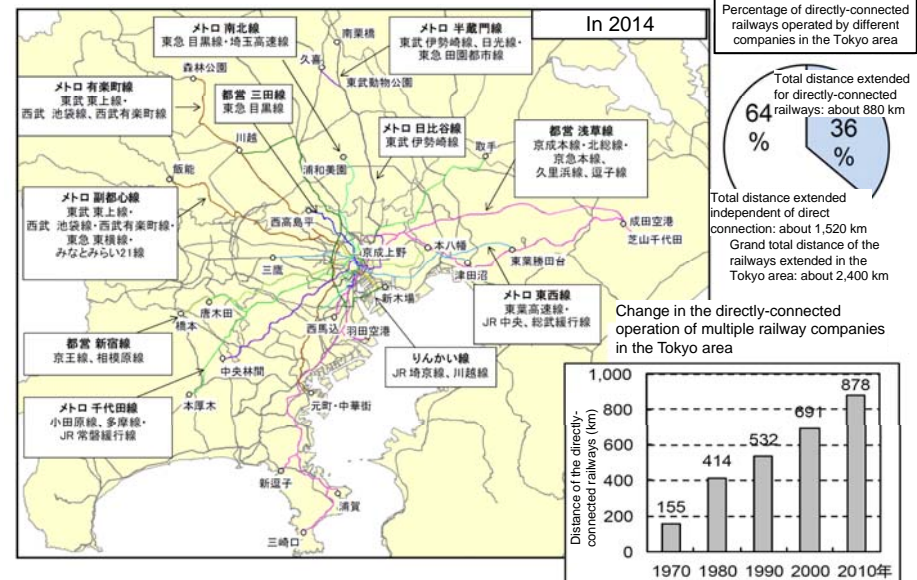


○Goals  
 Individual lines:  
 180% or less  
 Average crowdedness:  
 150% or less



# (2)Transportation in Tokyo

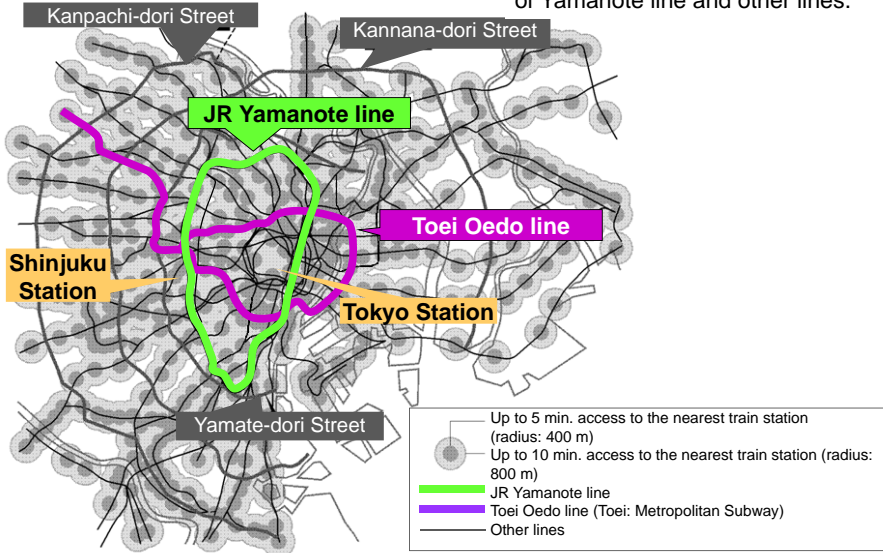
Expansion of directly-connected operation of multiple railway companies





## (2)Transportation in Tokyo

Distribution of areas of 5 min to 10 min. walking access to the stations of Yamanote line and other lines.



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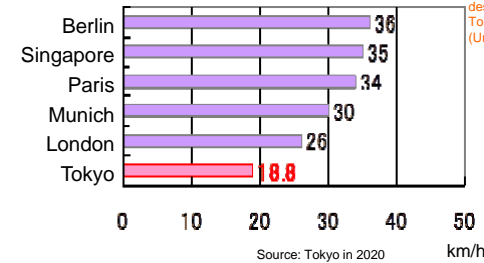
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## (2)Transportation in Tokyo

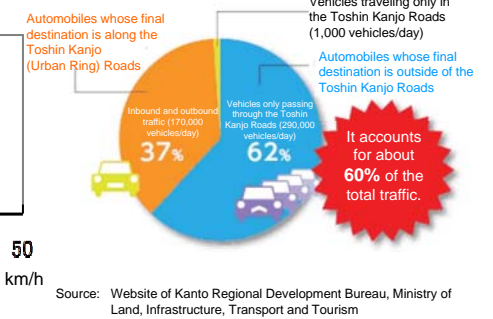
### Road congestion in Tokyo

- Comparison of average travel speed with traffic among the world's major cities: Cars in Tokyo with traffic travel more slowly than the other major cities around the world
- Inbound traffic for other final destinations: There is still significant amount of traffic bound for a variety of destinations driving through the center of Tokyo.

[Comparison of travel speed with traffic]



<Details of automobiles using Toshin Kanjo (Urban Ring) Roads>

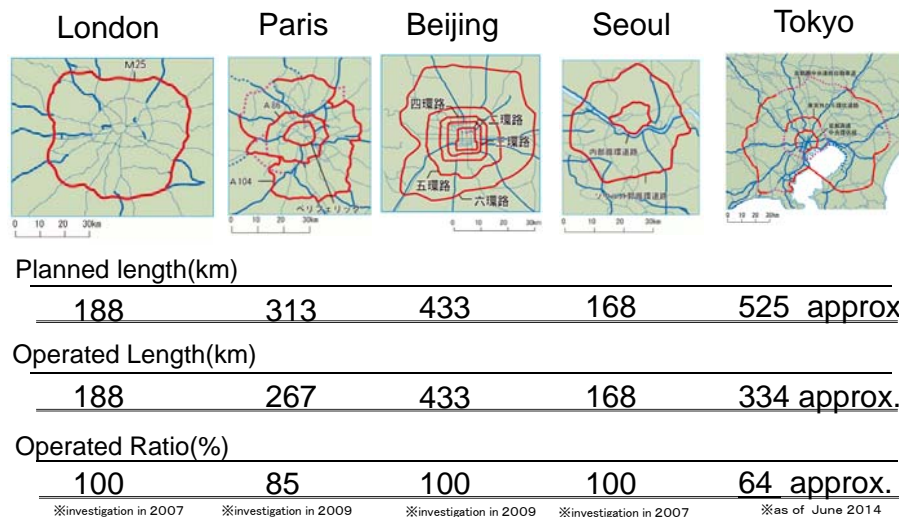


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## (2)Transportation in Tokyo

### Ring road development of the world's major cities



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Source: Website of Kanto Regional Development Bureau, Ministry of Land, Infrastructure, Transport and Tourism

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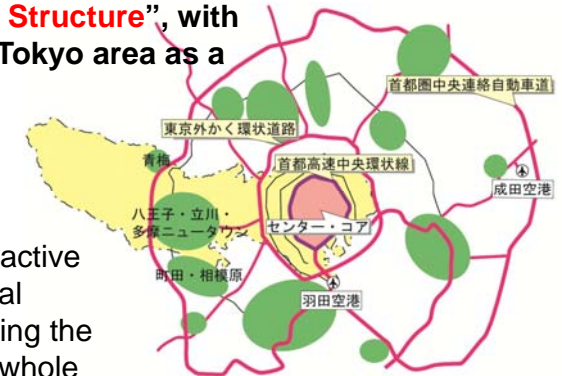
## (3) Vision of Tokyo Metropolitan Govt. (TMG) Circular Megalopolis Structure

### <Urban structure of Tokyo>

- Realize a wide-area urban structure, **"Circular Megalopolis Structure"**, with the viewpoints of the Tokyo area as a whole.



Realize to develop attractive capital with international competitiveness, exerting the urban functions of the whole area as a single body



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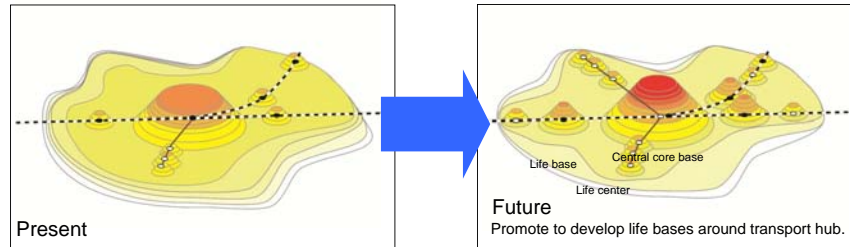
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### (3) Vision of Tokyo Metropolitan Govt. (TMG) Integrated urban structure

#### <Urban structure of Tokyo>

● Restructure the city areas to an **integrated area structure** centering around transport hubs in the areas close.

- ➡ Realize a place for everyone feels comfortable to live by providing pleasant urban life and functional urban activities.
- ➡ Develop bases (central core base, life base and life center) appropriate for regional characteristics.



Restructure the area from scattered style to integrated one

### (3) Vision of Tokyo Metropolitan Govt. (TMG) Master plan for urban railway development

#### Council for Urban Transport (1955 to 1972)

Prioritize and develop 13 subway lines in Tokyo metropolis in order

#### Council for Transport Policy (1970 to 2000)

Policy Report No. 7 \* Policy Report of 1985 (Goal year: 2000)

- Reduce crowdedness of major lines of Japan National Railways: **Joban Shin line** (Tsukuba express) \*Operation started in 2005
- Develop a new operation area: **Minato-mirai line** \*Operation started in 2004

Policy Report No. 18 \* Policy Report of 2000 (Goal year: 2015)

- (1) Reduce crowdedness (goal: 150%) (Example) **No. 13 Subway line** (Fukutoshin Line)
- (2) Improve faster reach: (Example) **Tohoku Jukan line** (Ueno- Tokyo Line)
- (3) Improve urban functions
- (4) Enhance airport access
- (5) Enhance accessibility

### (3) Vision of Tokyo Metropolitan Govt. (TMG) To accelerate Improvement of Accessibility

#### Installation of Elevators at Stations

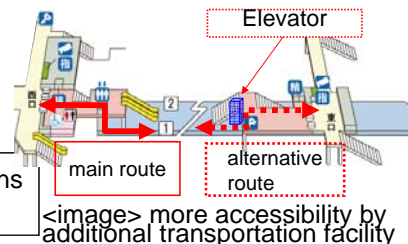
##### Status of development of barrier-free entrance with a Elevator

- JR & Private Railways: 93% approx. (as of March 2014)
- Toei Subway: 100% (as of March 2014)
- Tokyo Metro: 100% (by March 2015)

##### Approach by TMG

- Subsidy to:
- JR & Private Railways with Municipalities
  - Subway cooperated with National Government

- Secure barrier-free entrance at all stations
- Promote create the alternative route



<image> more accessibility by additional transportation facility

### (3) Vision of Tokyo Metropolitan Govt. (TMG) To accelerate Improvement of Accessibility

#### Installation of Platform Doors

##### Current achievement rate

[March, 2014]

- JR & Private Railways: 17% approx. (21% approx.\*)
  - Tokyo Metro & Toei Subway: 57% approx. (46% approx.\*)
- \* figures for stations used by over 100 thousand passengers a day.

##### Approach by TMG

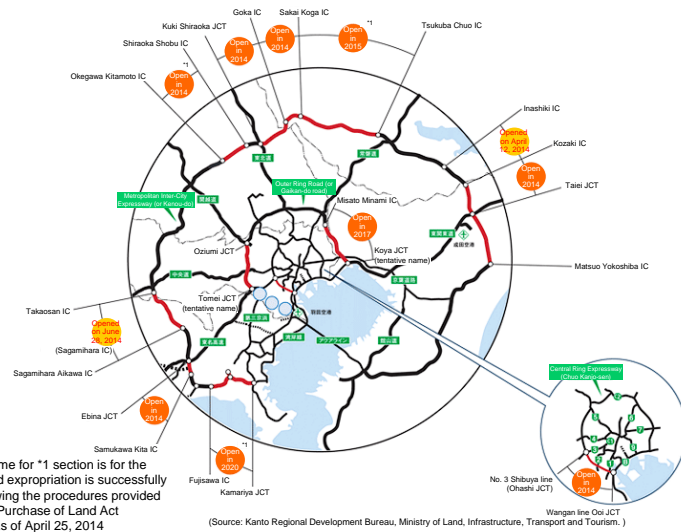
-to JR & Private Railways

TMG and the Municipalities offered experimental subsidy between 2011 and 2013. After this trial period, TMG and the Municipalities started offering subsidy to place Platform Doors at stations with over 100 thousand daily passengers.

-to Subway

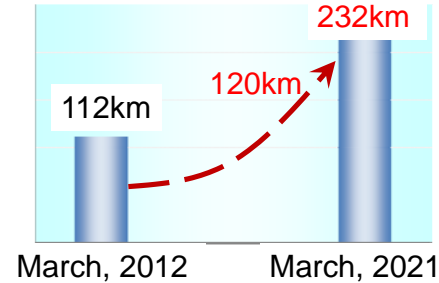
Subsidy in cooperation with National Government

### (3) Vision of Tokyo Metropolitan Govt. (TMG) Develop three ring roads



### (3) Vision of Tokyo Metropolitan Govt. (TMG) Establishment of bicycle lane

#### To extend designated bicycle lane



#### Model plan



Bicycle lane



Separation of pedestrian and bicycle path

### (3) Vision of Tokyo Metropolitan Govt. (TMG) Develop roads for cyclists

- In order to complement public transportation, promote shared bicycles efficiently.
- Promote the usage by coordinating with public transportation such as trains and buses or as supplemental usage
- In order to provide seamless route, promote wide-area usage allowing users to bike across different municipalities

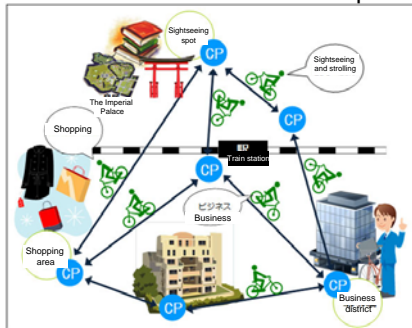


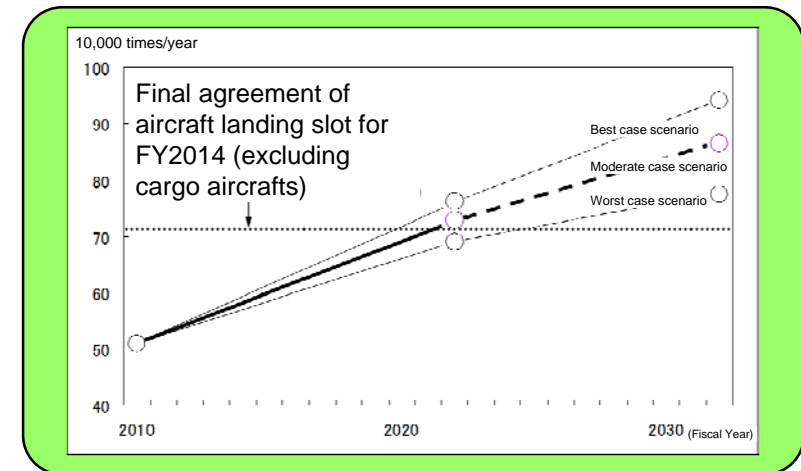
Image of "Community Cycling"  
Source: Website of Chiyoda Ward



Example of Bicycle Station  
Source: Website of Koto Ward

### (3) Vision of Tokyo Metropolitan Govt. (TMG) Airport: Enhance functions of Haneda International Airport

- Forecast of Aviation Demand in the Tokyo Metropolitan Area





### (3) Vision of Tokyo Metropolitan Govt. (TMG)

#### Airport: Aircraft landing slots for Haneda International Airport

		Until Oct 2010 Before Runway D operation	Since Oct 2012 After starting operation of Runway D	From March 2013 to present	At the end of FY 2013 (From March 30)
Landing slots		303,000 slots	371,000 slots	410,000 slots	447,000 slots
International flights	Daytime	-	30,000 slots	30,000 slots	60,000 slots
	Midnight and early morning hours	-	30,000 slots	30,000 slots	30,000 slots
	Total	-	60,000 slots	60,000 slots	90,000 slots

March 30, 2014: Slots for daytime international flights increased:

From 5 destinations ⇒ 16 destinations

- New flights for daytime international flights
- Europe bound (Paris, London, etc.)
- Long distance flights to Asia (Singapore, Manila, etc.)

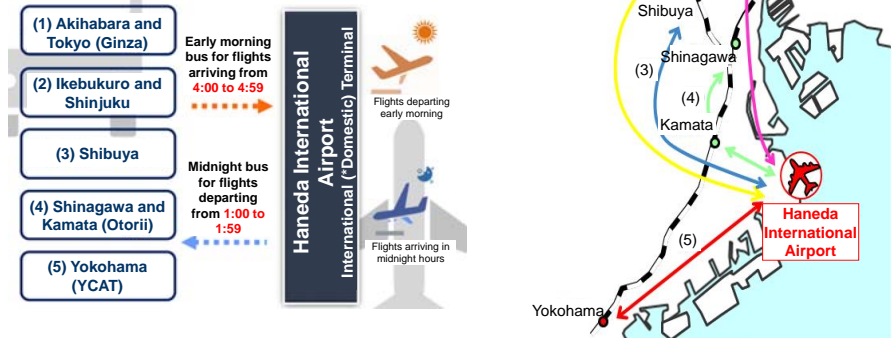
### (3) Vision of Tokyo Metropolitan Govt. (TMG)

#### Airport: Enhance functions of Haneda International Airport

Demonstrative bus operation for Haneda International Airport during midnight and early morning hours

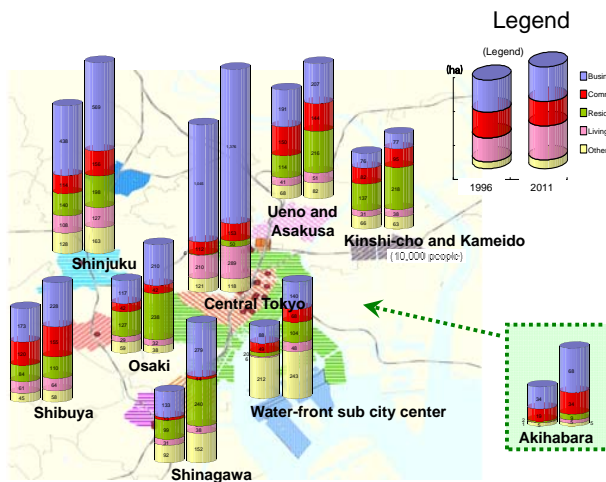
Operation period: Sunday Oct 26, 2014 to Tuesday March 31, 2015

Number of buses: One round trip a day for each route



### (3) Vision of Tokyo Metropolitan Govt. (TMG)

#### Urban regeneration: Integrate urban functions at the center core



- Building floor area (business, commercial and residential) [m<sup>2</sup>] Increased by 38% from 1996 to 2011
- Unique integration of functions in different areas

Example)

Central Tokyo:  
Skyscrapers for office use

Water-front sub city center:  
Complex city development where working, living, learning and playing is well balanced.

### (3) Vision of Tokyo Metropolitan Govt. (TMG)

#### Major area development: Vicinity of Shinagawa and Tamachi sta.

<Image of development of infrastructure and city design in the vicinity of Shinagawa Station>



Promotion of new city development in the north of Shinagawa Station

### (3) Vision of Tokyo Metropolitan Govt. (TMG) National Strategic Special Zones

Events so far

November 2013: Acts on National Strategic Special Zones

February 2014: Basic policy for National Strategic Special Zones

April 2014: Ordinance to designate the National Strategic Special Zones

**October 1, 2014 National Strategic Special Zones  
Committee at Tokyo Metropolitan area**

Tokyo's 9 wards:  
Chiyoda, Chuo, Minato, Shinjuku,  
Bunkyo, Koto, Shinagawa, Ota,  
Shibuya

「Shakeup Tokyo to the global business city that is opened to the world」

○「Development of the international business environment」

○「Establishment of bases of medical care and innovative drug development」

※Expansion of the designation area

9 wards:Taito, Sumida, Meguro, Nakano, Toshima, Kita, Arakawa, Itabashi, Nerima

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### (3) Vision of Tokyo Metropolitan Govt. (TMG) National Strategic Special Zones (proposed on March 2014)

**Project 4: Business districts which is compatible  
with global standards**

**Promotion of private investment with  
flexible practice of Urban planning**

Toranomon Transportation Node Center

Using the momentum provided  
by construction of Ring Road No.  
2, integrated development of the  
new Hibiya line station and its  
surroundings will be undertaken  
for total renewal of the  
Toranomon area, creating  
Tokyo's new business center.



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### (3) Vision of Tokyo Metropolitan Govt. (TMG) National Strategic Special Zones: (Proposal of Tokyo Metropolis on March 28, 2014)

**Project 8: Tokyo to model Champs Elysees Project**

Create urban space appropriate for the international city Tokyo by easing the regulation for road occupation for commercial purpose.

-Create a prosperous area that Tokyo can boast to the world and attract both Japanese people and foreign visitors-

**Make the most of wide roads for effective  
disaster prevention**

... Realize fashionable and bustling atmosphere like

Champs Elysees, Paris by building open street cafe.



※Shintora Dori St.

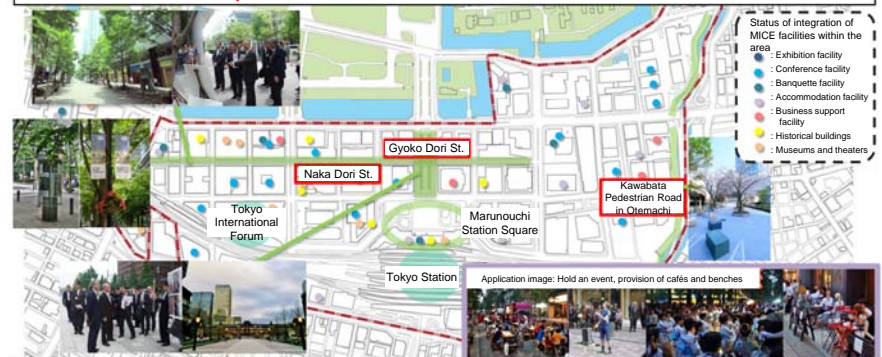
[The above-ground portion Ring Road No. 2]

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### (3) Vision of Tokyo Metropolitan Govt. (TMG) National Strategic Special Zones: (Proposal of Tokyo Metropolis on October 1, 2014)

○ Special cases of the Road Traffic Act relating to the area management

○ Regional council of town development for Otemachi, Marunouchi and Yurakucho area applies the special cases of the Road Traffic Act to promote urban type MICE and city sightseeing by providing cafes and benches at the streets of Marunouchi Naka Dori and Gyoko Dori when an event is held.



○ Possibility of implementation is under discussion.

(Nihonbashi Nakadori St., Shintora Dori St., Shinjuku Fukutoshin streets, streets around Osaki Station, streets around Kamata station and streets around Shibuya Station)

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## (4) 2020 Olympics and Paralympics

### Basic recognition

Social background comparison of the Olympics/Paralympics in 1964 and 2020

	1964 Olympics/ Paralympics	2020 Olympics/ Paralympics
Population	Increase	Decreasing (aging)
Economic growth	Rapid	Slow
Consciousness about environment and landscape	Poor	Good
Urban infrastructure	Significantly insufficient	Moderately sufficient

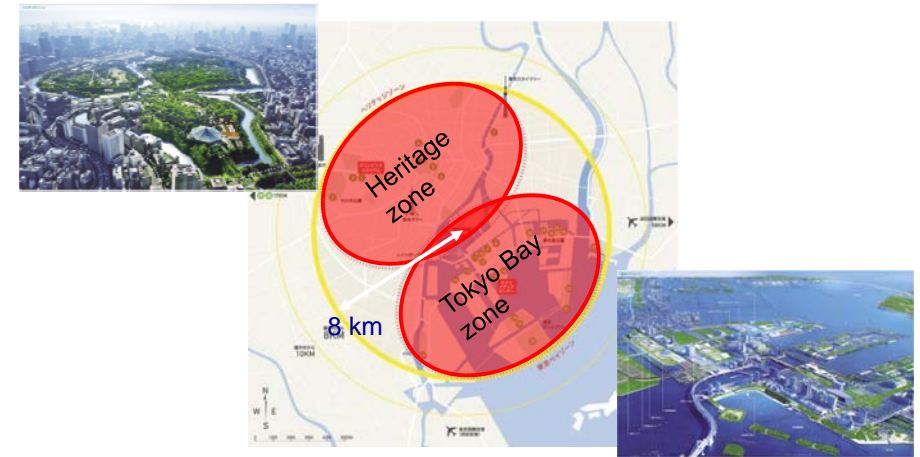
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## (4) 2020 Olympics and Paralympics

### Stadium planning: Locations

"The Olympics/Paralympics to be held in the center of the city continuously growing"



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## (5) Policy Planning including after the Olympic

### No.1 City, Tokyo must deserve the best Transportation system in the world.

Our goal is to improve accessibility of transportation network and interconnection of each modes.

#### ◇Development of network

- Road network, Railway network, etc.

#### ◇Integration of multiple modes

- connection between several modes
- space for pedestrian
- exercise proper usage of bicycle etc.

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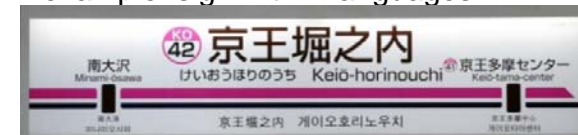
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## (6) Approach towards the Olympic

### Multi-lingual practice

- Board sign, direction guide, route map (railways, bus, etc.)
- Access information to venue
- Tourism information
- Strengthen IT environment (Wi-Fi, etc.)

<example: sign with 4 languages>



<example: numbering station>



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## (6) Approach towards the Olympic New transport system to connect central Tokyo and water front sub-center area (Rinkaifukutoshin)

Started by hosting the 2020 Olympics/Paralympics, demands in traffic service is expected to grow

- ◆ Usage of the facility after the Olympics/Paralympics
- ◆ Growth of demand in developing business and houses



Expected demand growth due to designation as National Strategic Special Zones

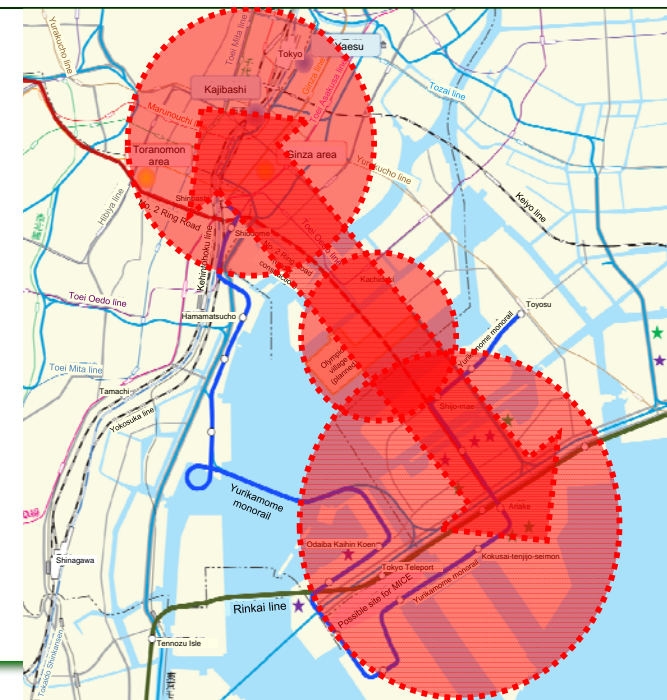
- ◆ Invite MICE and improve sightseeing spots
- ◆ Growth of demand in developing business and houses



Utilization of the facilities in the central Tokyo

- ◆ Use the bus terminals in central Tokyo

**Urgently need to respond to these demands by 2020.**



## Enhance the public transportation service



Articulated bus



Fuel cell bus

### Develop and employ new public transport service considering BRT

- ◆ Apply methods developed by private companies, too  
⇒ Collect specific ideas

- ◆ Introduce new technology and promote it  
⇒ Contribute to "Hydrogen Society"

## (7) Conclusion City development and the Olympics/Paralympics

- One milestone for city development



- Promote development to realize the ideal city by taking advantage of the big event.
- More considerations must be given to the development designed only for the Olympics/Paralympics

- Major infrastructure development is not feasible due to limited amount of time



- Employ measures requiring short time to achieve such as barrier-free facilities, platform doors and translating signs to major languages

- Lots of public and private constructions will take place in the short period before the big event.



- Select projects necessary to complete before the Olympics/Paralympics
- Foresee measures against the post-Olympics/Paralympics economic downturn.

