

Tokyo Transportation policy for and after the 2020

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Bureau of Urban Development
Tokyo Metropolitan Government

Contents

1 Current traffic status in Tokyo

- 1) Railway Network
- 2) Road Network

2 Our transportation policy for Tokyo

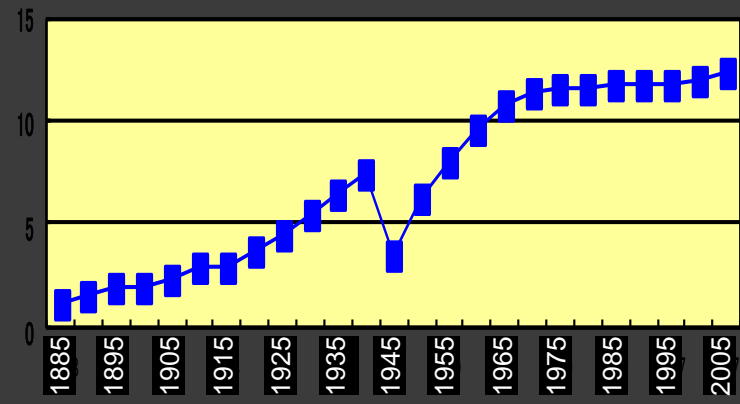
- 1) Improvement of stations
- 2) Connection of roads
- 3) Design for the new transport system

Railway Networks in Tokyo metropolitan area

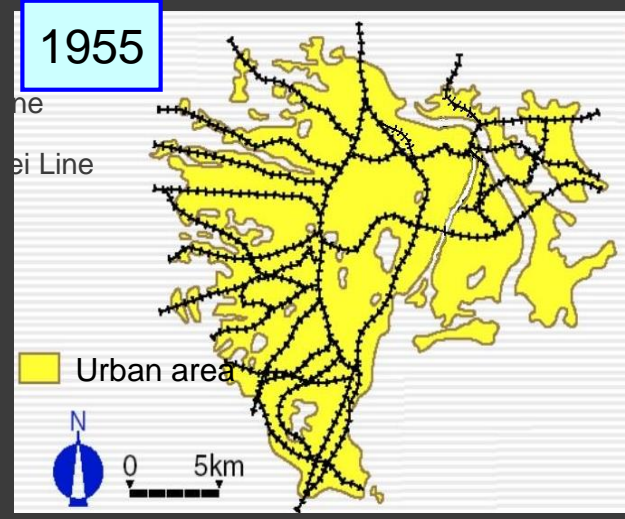
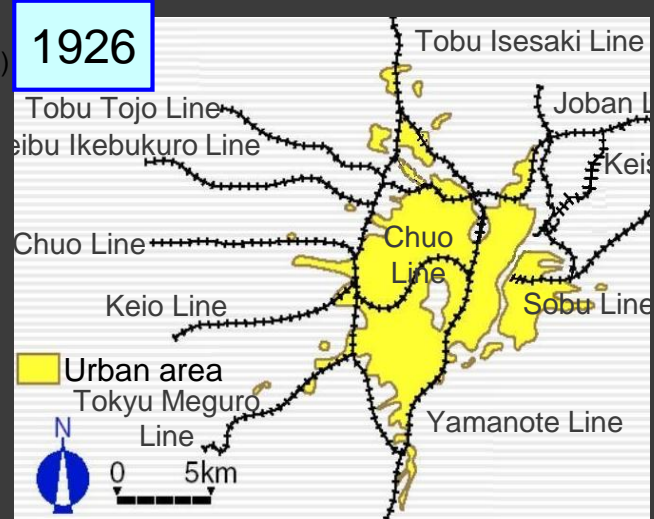
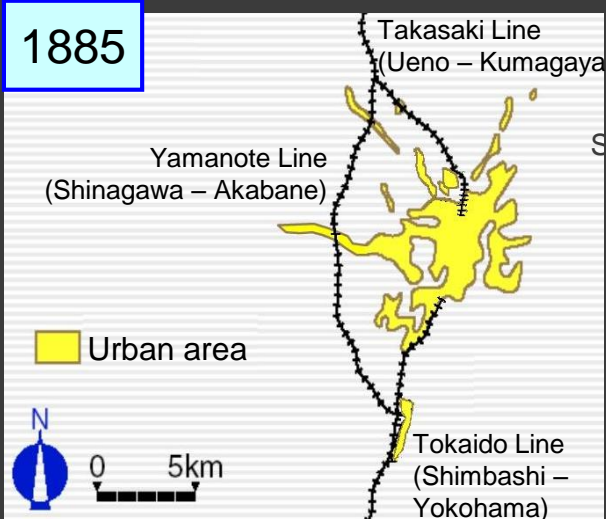


The development of Railway Network in Tokyo Metropolitan area

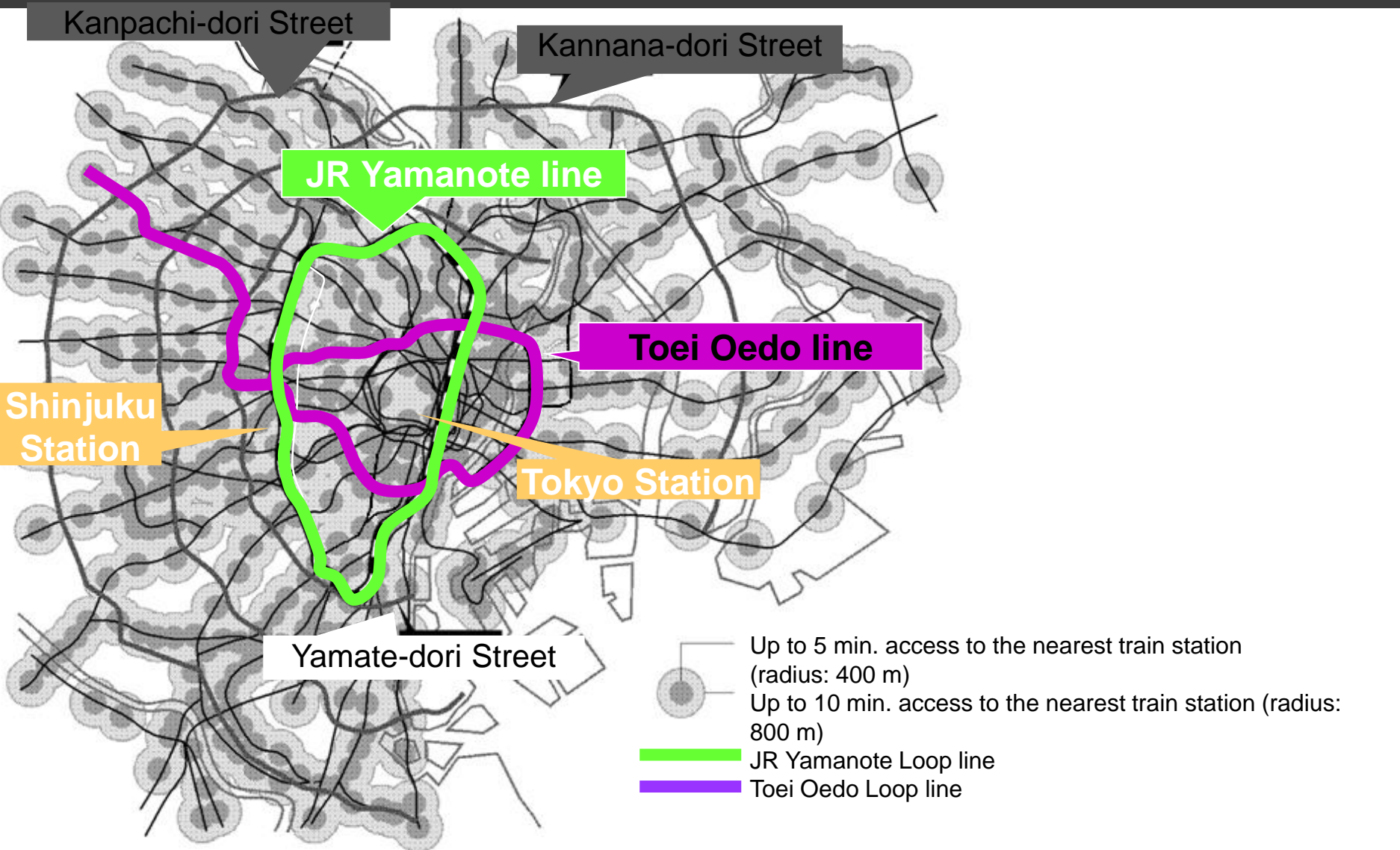
[million] Population transition in Tokyo



Emerging Period



Distribution of areas of 5 min to 10 min walking access to the stations



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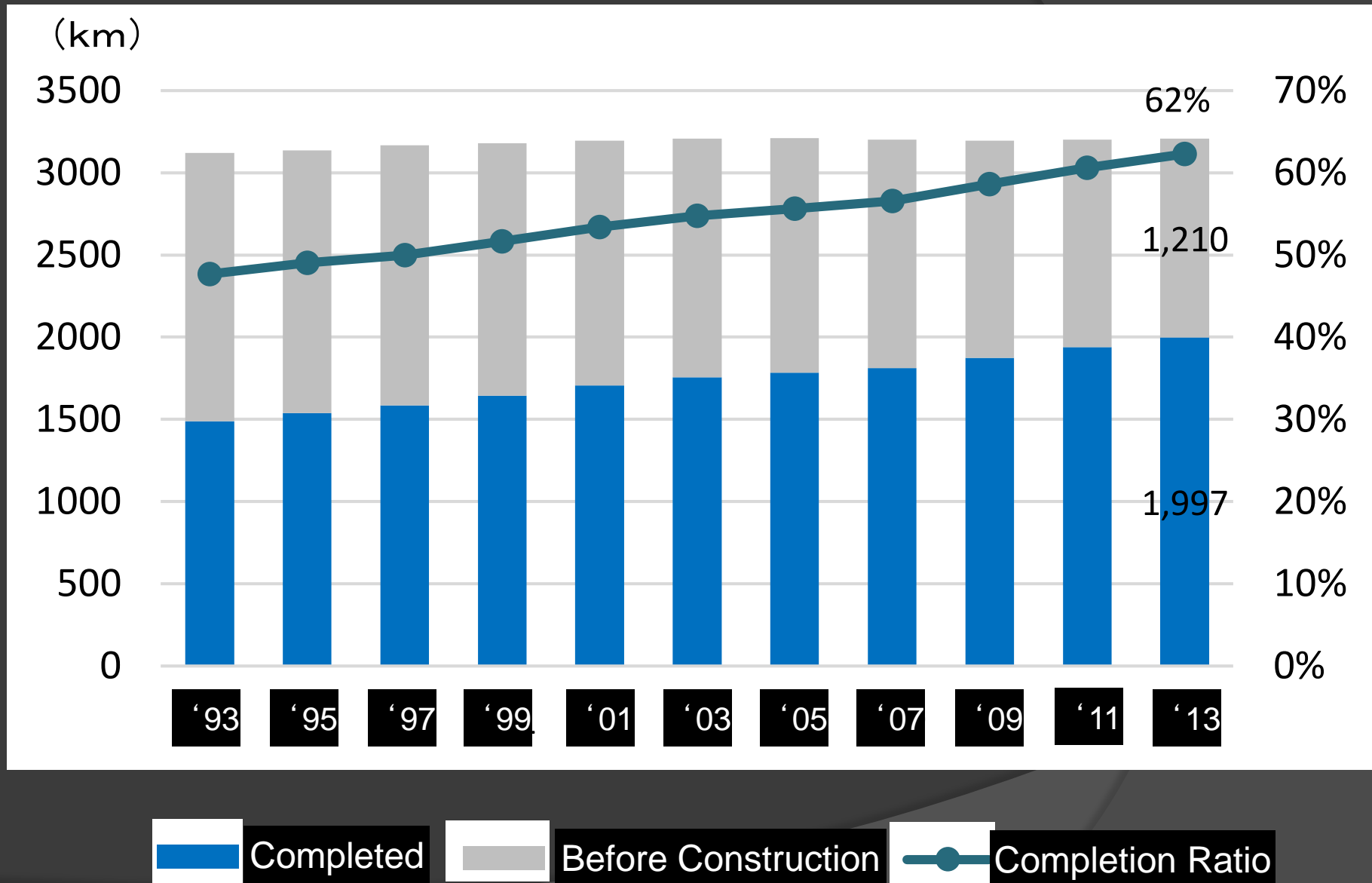
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The Progress of 'The Planned Road'



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

◇ Integration of multiple modes

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

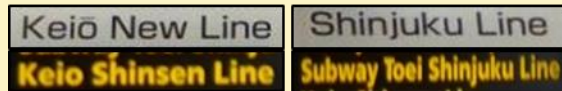
Enhance Connections among different models of transit

Current

Different signage rules among companies installed



Inconsistent signage rules



Steps on a way to change trains



Future

United signage in common area



Install an equipment to support stair climbing



The Three-Ring Highway

Metropolitan Intercity Expressway

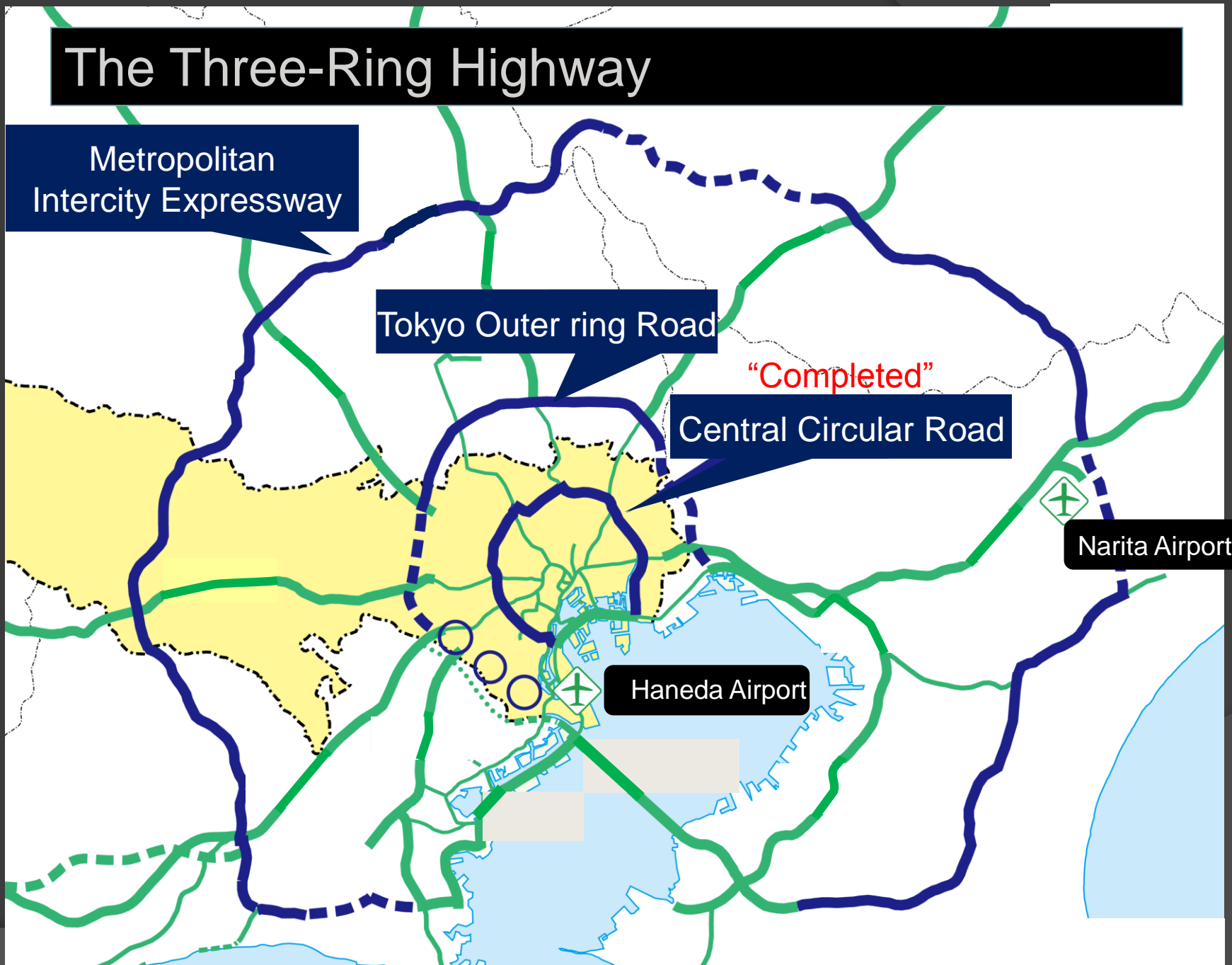
Tokyo Outer ring Road

“Completed”

Central Circular Road

Narita Airport

Haneda Airport



Design for the new transport system

Expected traffic demand 1

- ◆ Usage of the Olympic village after the 2020
- ◆ Growth of developing business and houses



Expected traffic demand 2

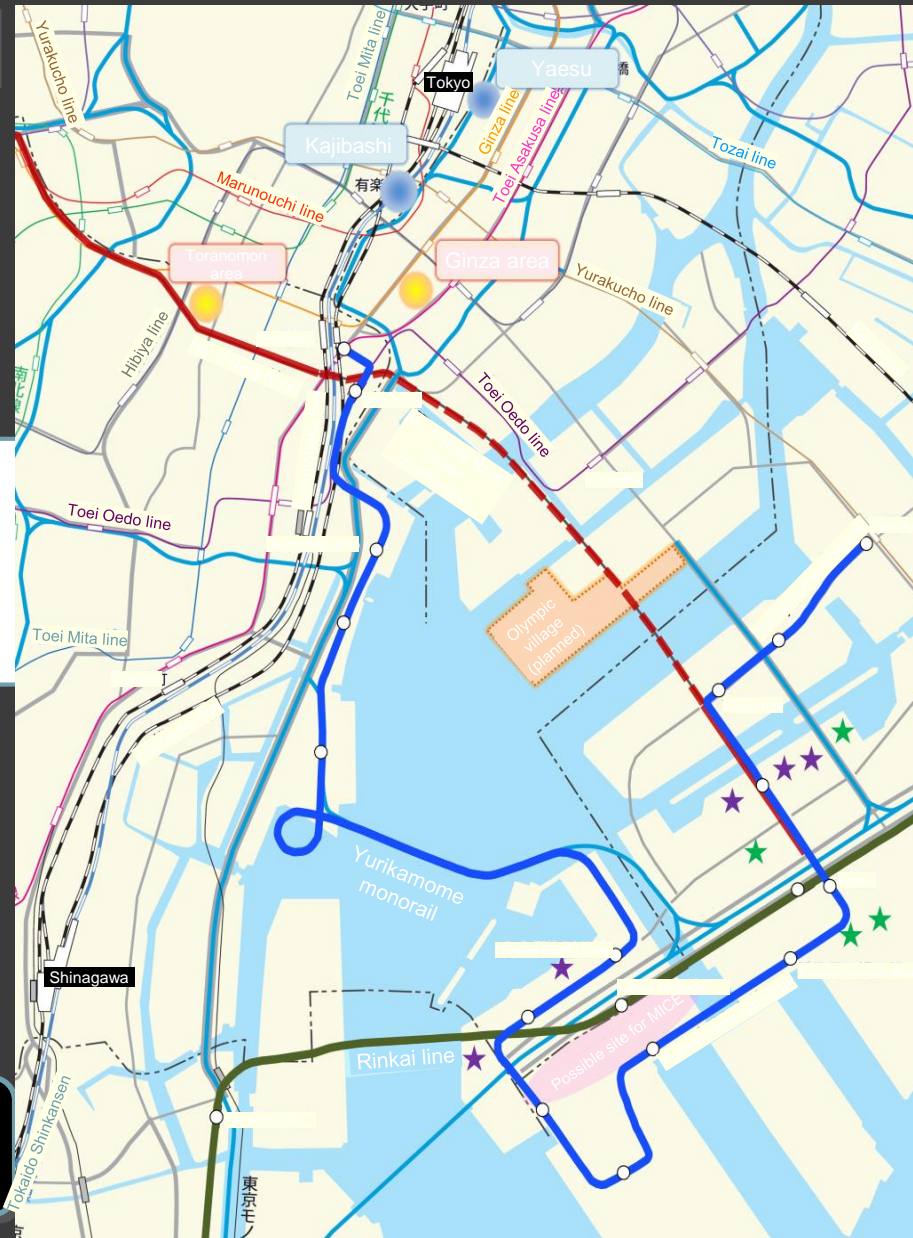
- ◆ Improve sightseeing spots
- ◆ Invite the international conference and leisure



Utilization of the facilities in the central Tokyo

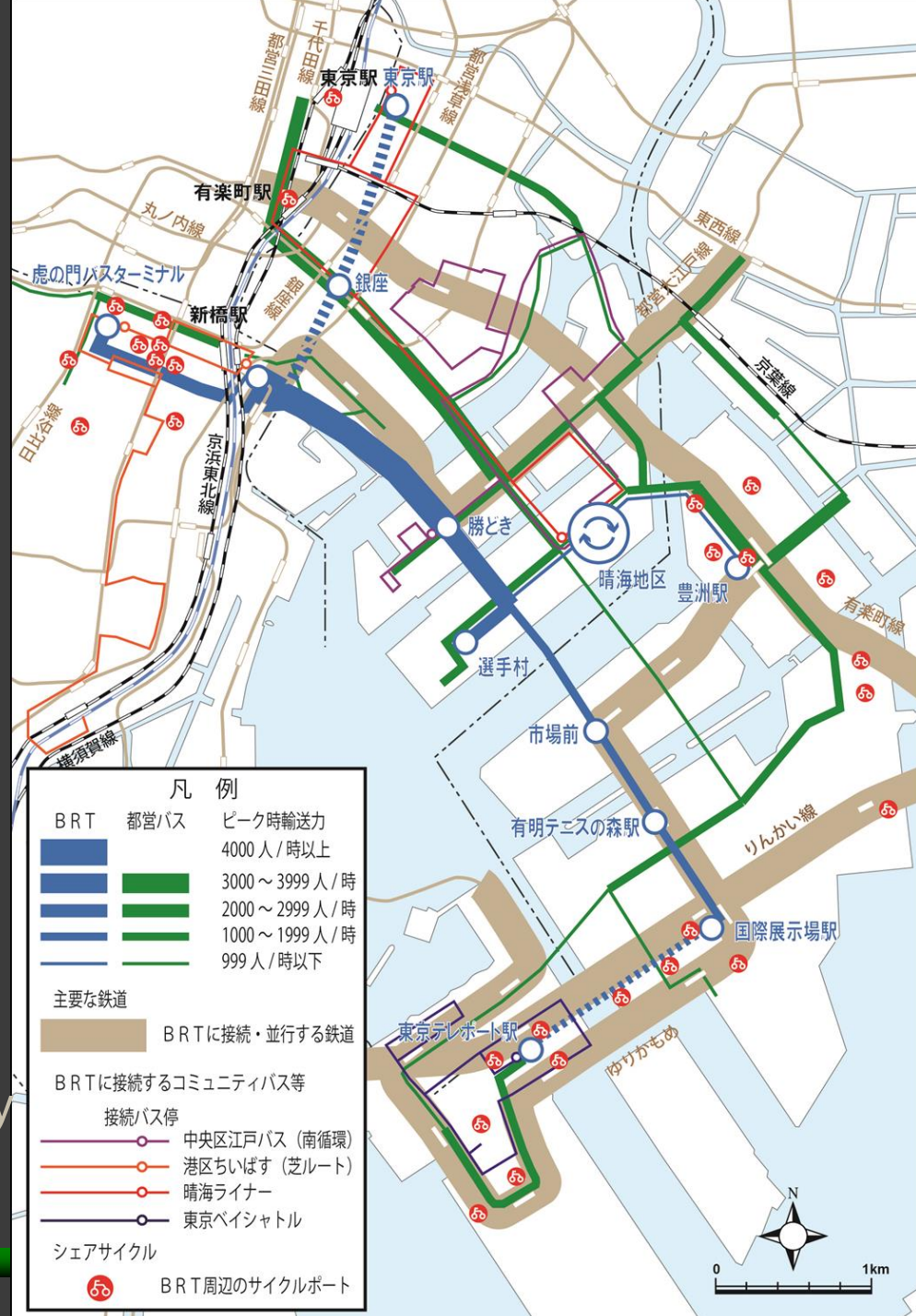
- ◆ Use the bus terminals in central Tokyo

Urgently need to respond to these demands by 2020.



Route and Carrying capacity

Legend
 Blue: BRT
 Brown: Railway



Enhance the public transportation service



FUNDAMENTAL PLAN OF TOKYO BRT

Operation Plan

Flexible Route

Punctuality

Public transport
Network

Continuity of
Service

Design

Brand

Station

Body

Uniform

Technology

Fuel-cell

Information
System

Automated
Drive

Next Generation Urban Transportation Systems Concept

Advanced PTPS(Public Transportation Priority System)

*Rapid and On-time operation

Advanced operation system
with automated control systems

*Seamless and stress free connection

Automated acceleration control

*Smooth & Comfortable ride

Automated pull-over control

*Accessibility

*Short time and Safety boarding

Advanced Driver Assistance

*Traffic accidents prevention

*Driver burden reduction

Universal built-in seats

Contactless electronic charging

*Cabin Safety and Convenience

Cooperative ACC

*Traffic congestion/CO2 reduction

Cyber Agent



Thank you for your attention

**We look forward to seeing you
in the 2020 with our new BRT**