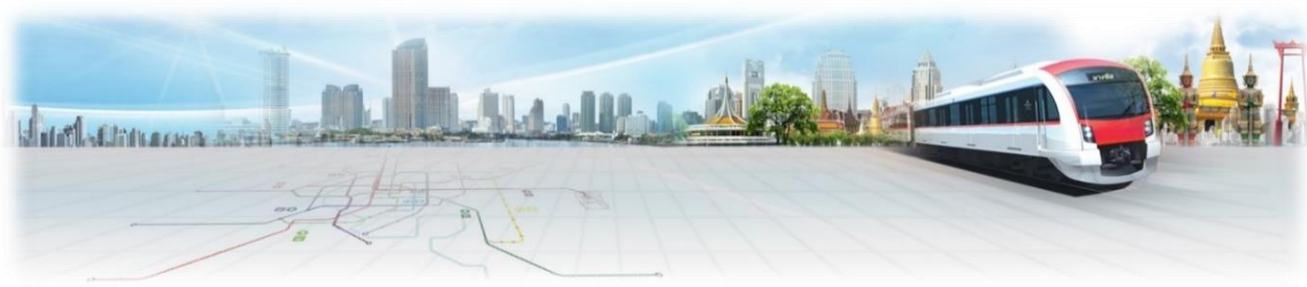


Railway Master Plan in Tokyo (2016)

Future vision of railway network in Tokyo and necessary policies

7 July, 2017



Topic

1. Review of Railway Master Plan (2000)
2. New Railway Master Plan (2016)
3. Future vision of urban railway in Tokyo
4. Projects to achieve the future vision



- 1. Review of Railway Master Plan(2000)**
2. New Railway Master Plan (2016)
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4. Projects to achieve the future vision



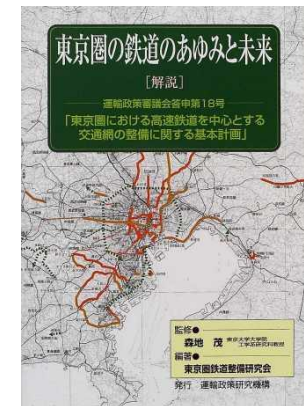
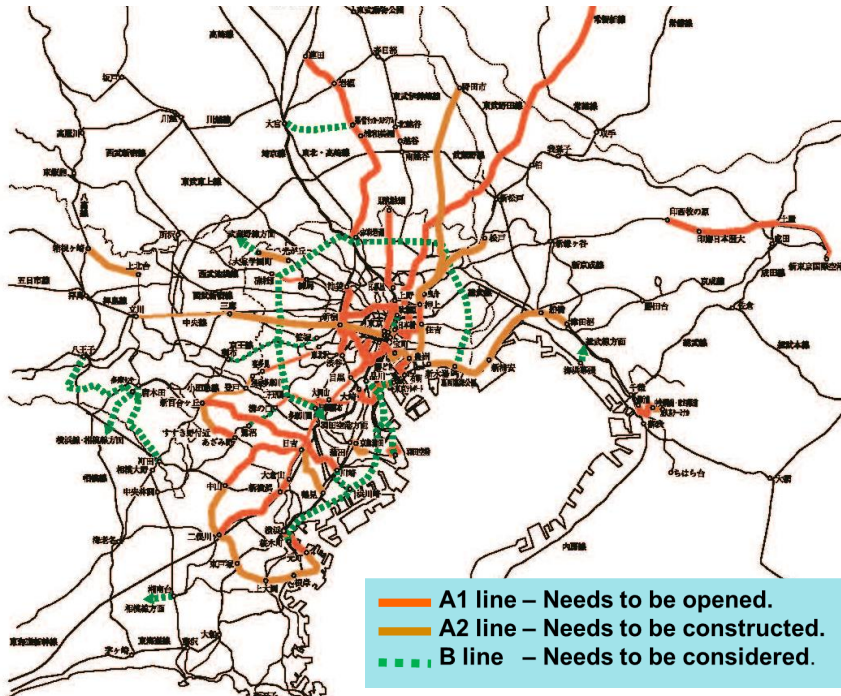
Master Plan

Overview of Master Plan (2000)

Master Plan

Precondition

- Target year : 2015
- Target area : Radius 50km
- Transportation mode : Heavy rail, Monorail etc.



Railway network in Tokyo area
is almost Completed



Problem

- 1)Easing congestion
- 2)Speed up
- 3)Cooperate with city
- 4)Access to HSR station/Airport
- 5)Seamless transportation
- 6)Barrier-free

Main Measures

- Improvement of current railway lines and stations
- New lines and Double/ Four Track

⇒Classify with A1, A2 and B projects

Master Plan

How to classify?

- Local government
- Railway company
- Member of committee(Railway council)



Comprehensive evaluation(96 lines)

- Demand forecast
- Cost-benefit analysis
- Financial analysis
- Possibility of railway company etc.



Recommended lines(34 lines)

A :Need to be opened and developed

A1: Under construction lines and
Need to be opened by 2015

A2 : Need to start construction by
2015 (Need to solve the problem)

B :Need to be considered

- Necessity of the lines
(Progress of regional development,
demand forecast, etc.)



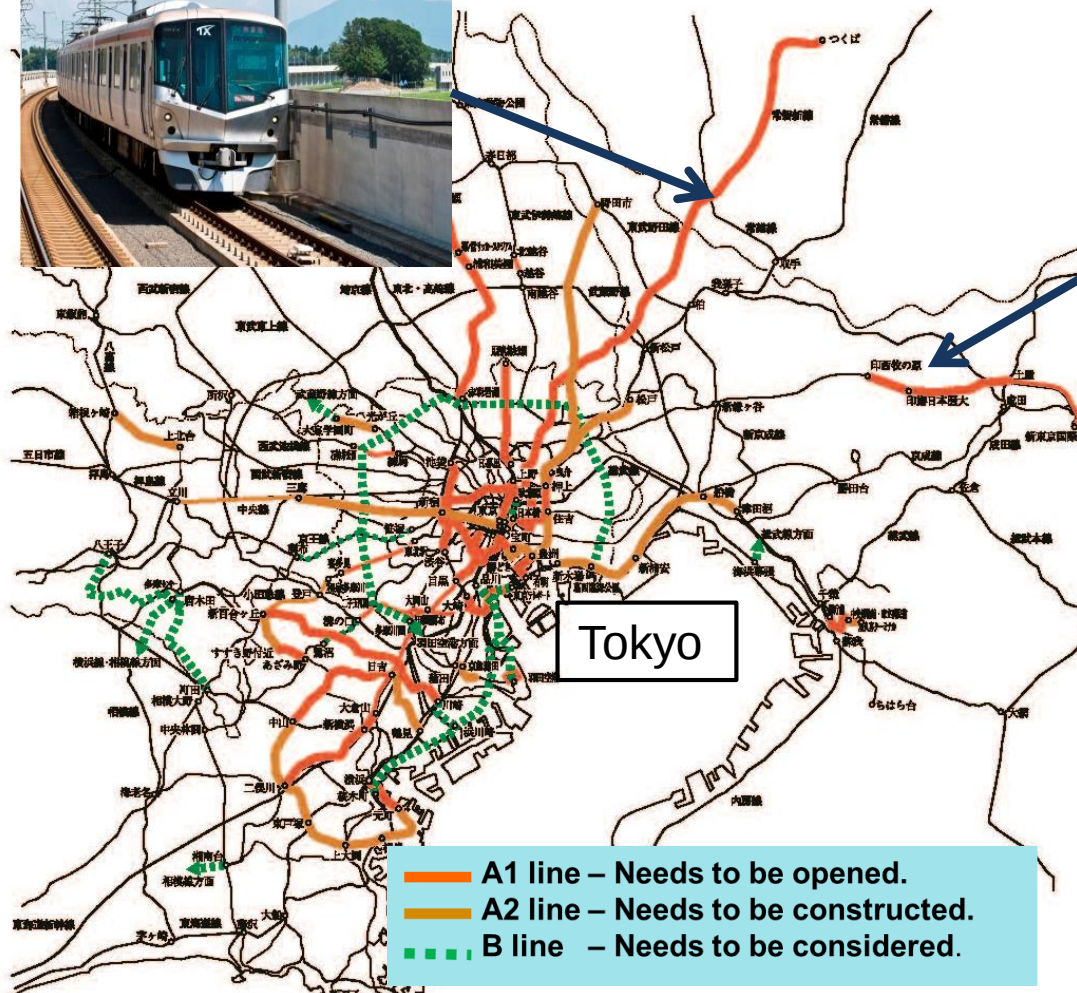
Master Plan

Review of Master Plan (2000)

Tsukuba Express(2005)



Airport Access (2010)



- New lines and Double/ Four Track
⇒80% of A1 line is in operation
- Improvement of current railway lines and stations
⇒Approx. 80% was complete

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Master Plan

Overview

Target:2030

Future vision

1)International competitiveness

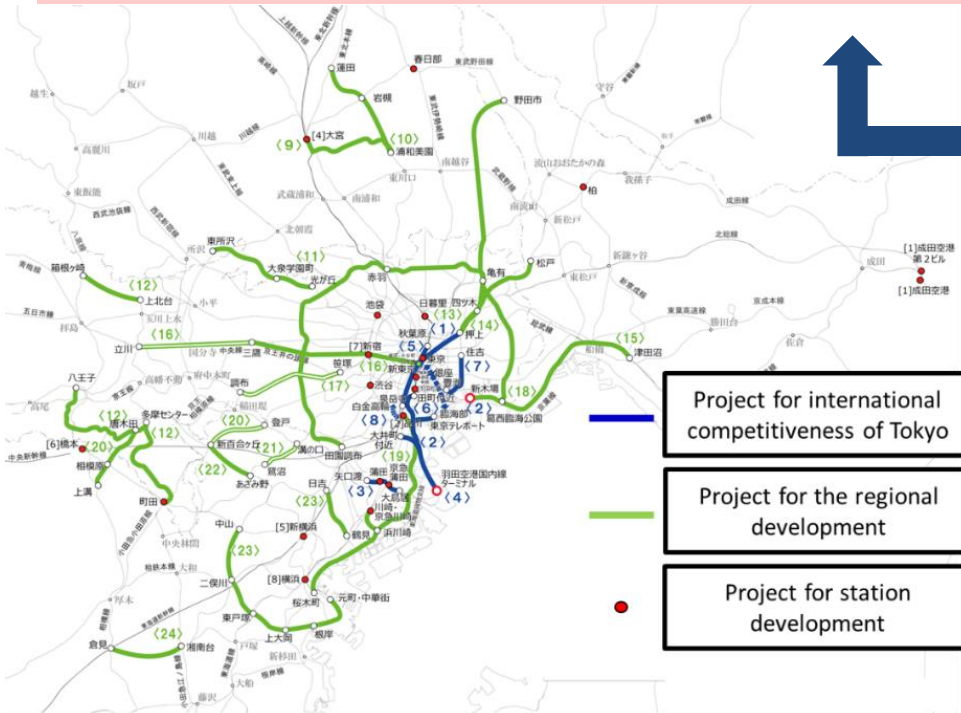
2) Quality of life

3) Sustainable urban railway coordinated with city development

4)Innovation of station space

5) Safety &Reliability

6) Visible measures against disaster



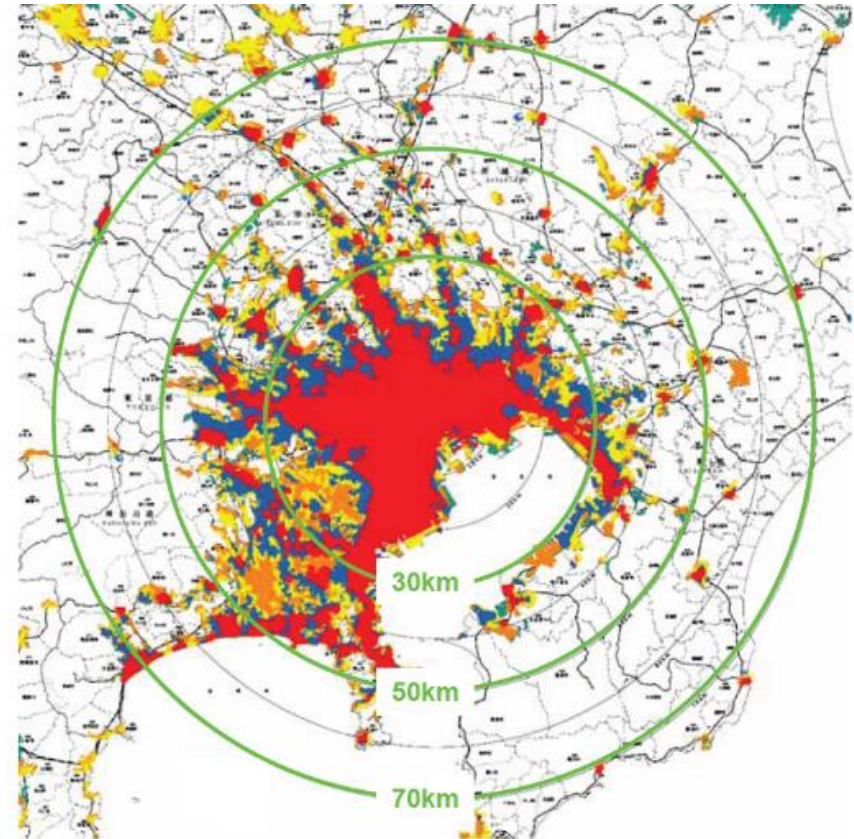
Future plan & measures

1. Enhancing HSR & Airport access etc.
2. Measures against congestion etc.
3. Seamless transport etc.
4. Universal design etc.
5. Measures against delay etc.
6. Measures against disaster etc.

Master Plan

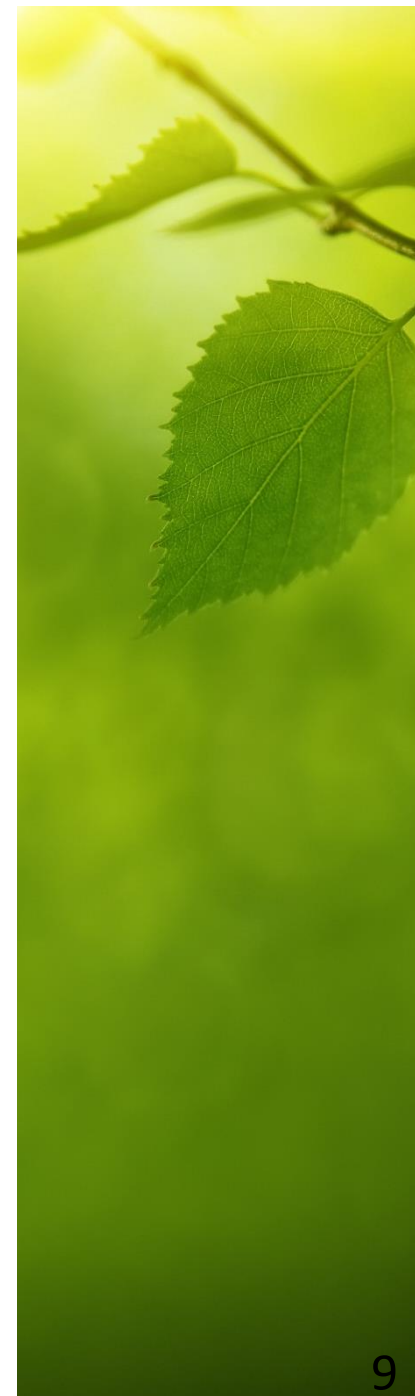
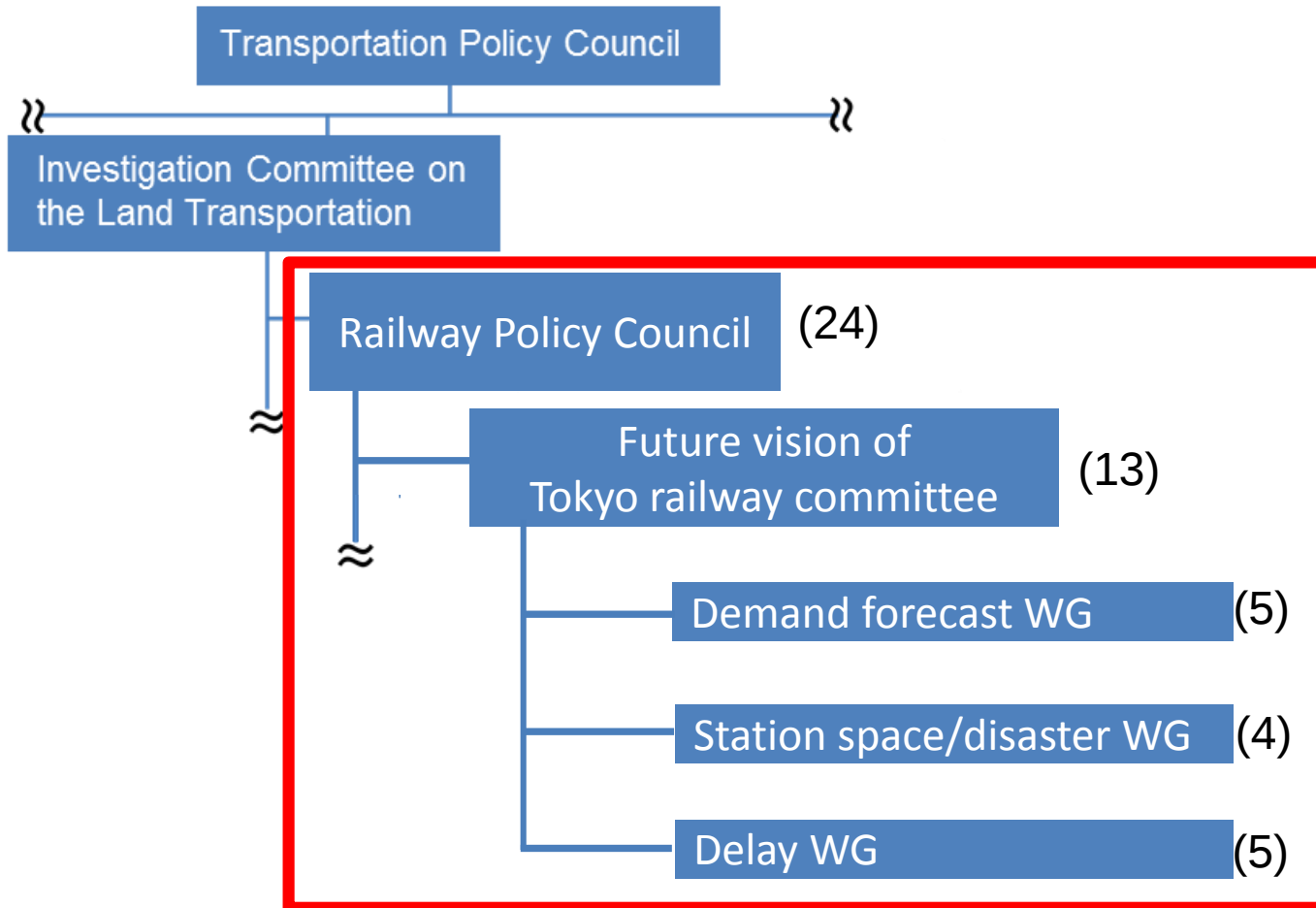
Preconditions

- Target year : 2030
- Target area : Radius 50km
- Transportation mode :
Heavy rail, Monorail, LRT etc.



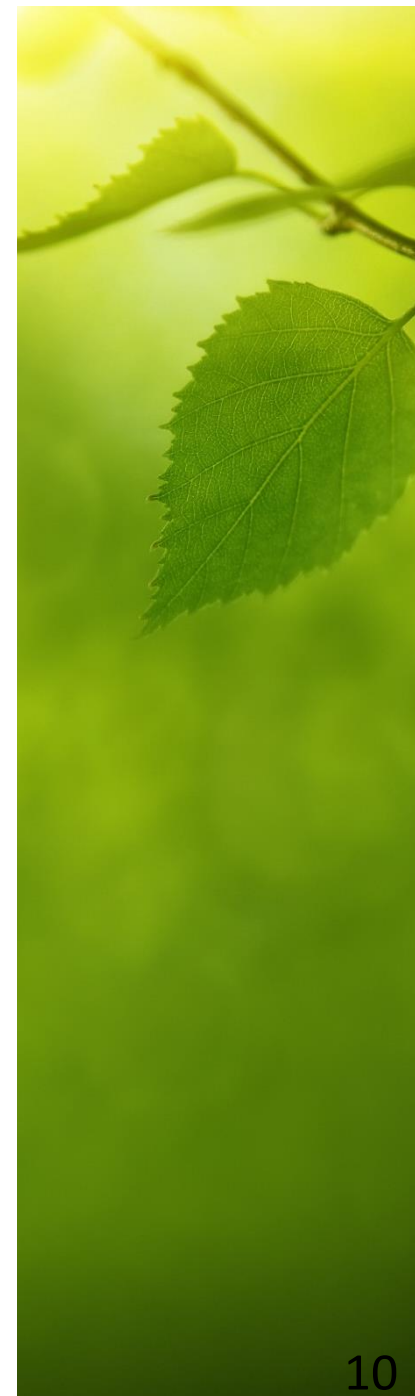
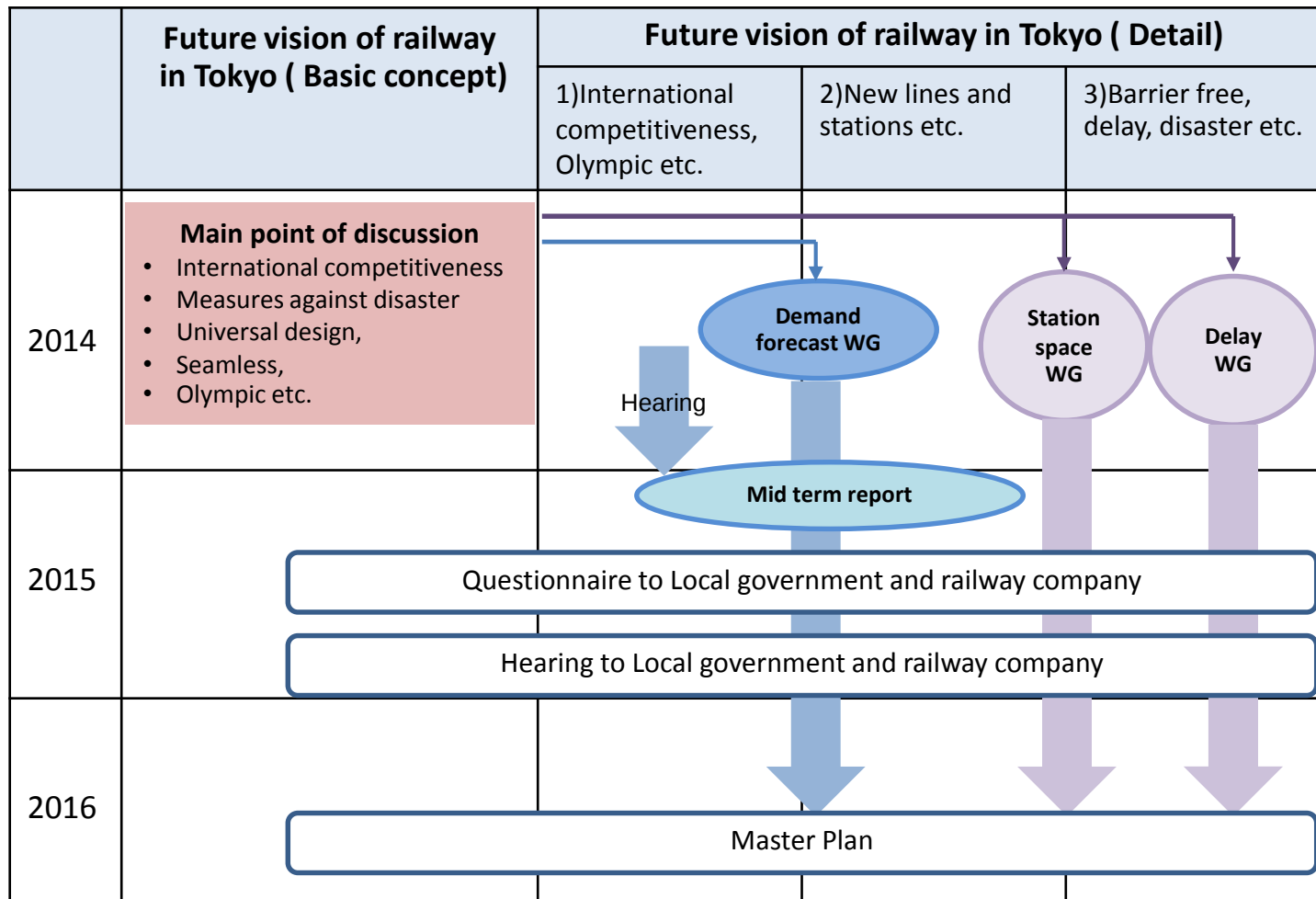
Master Plan

Discussion framework



Master Plan

Time schedule



Topic

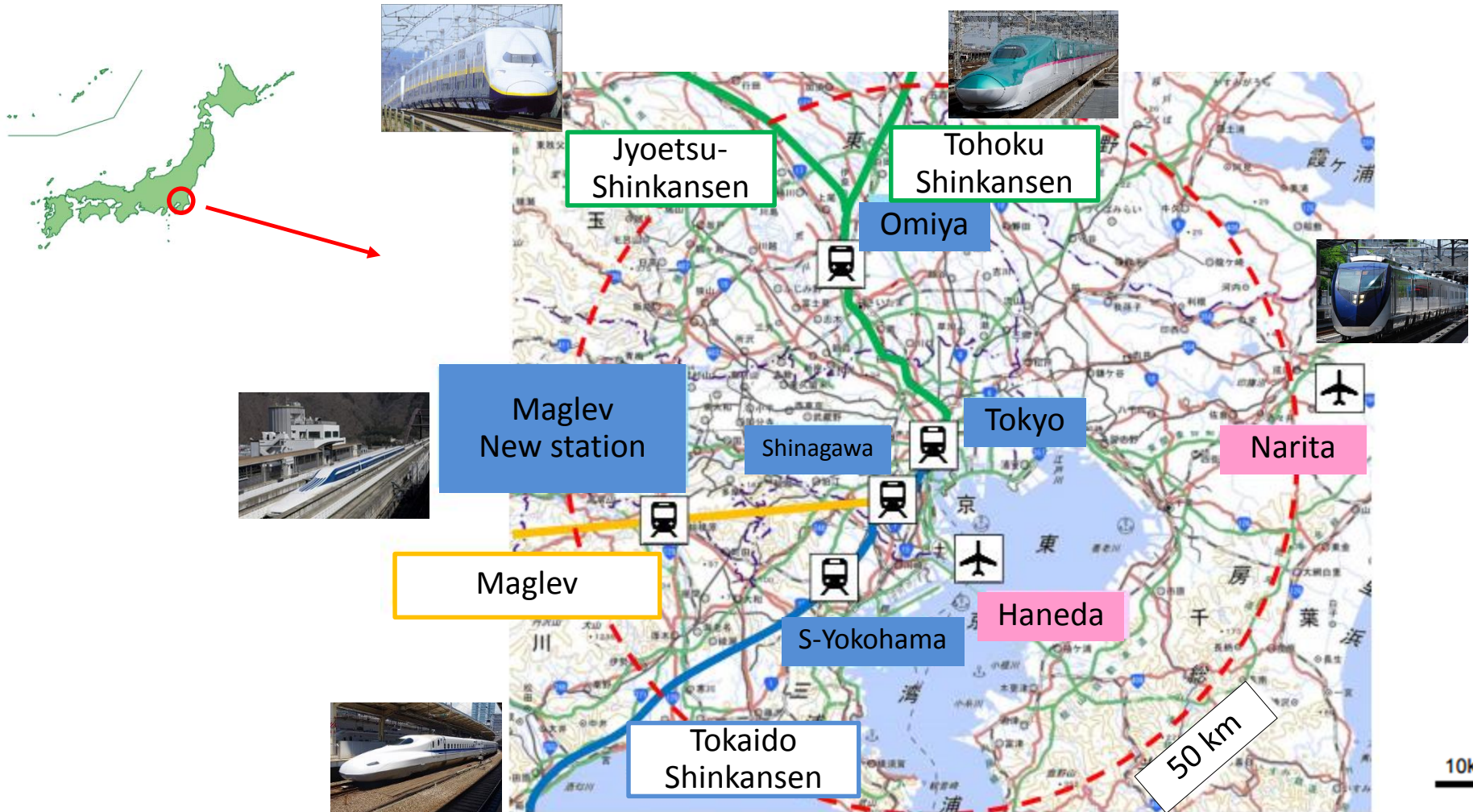
1. Review of Railway Master Plan(2000)
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Future vision

1) International competitiveness

Enhancing access between Airport & HSR station and Business & Tourist area



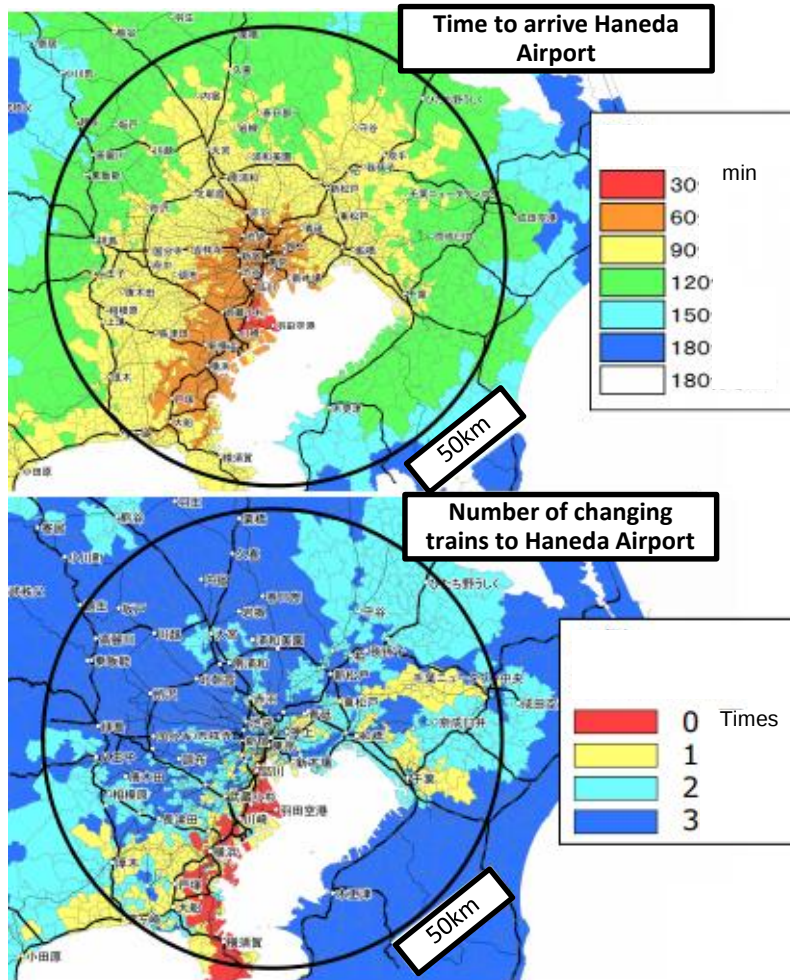
10km

Future vision

1) International competitiveness

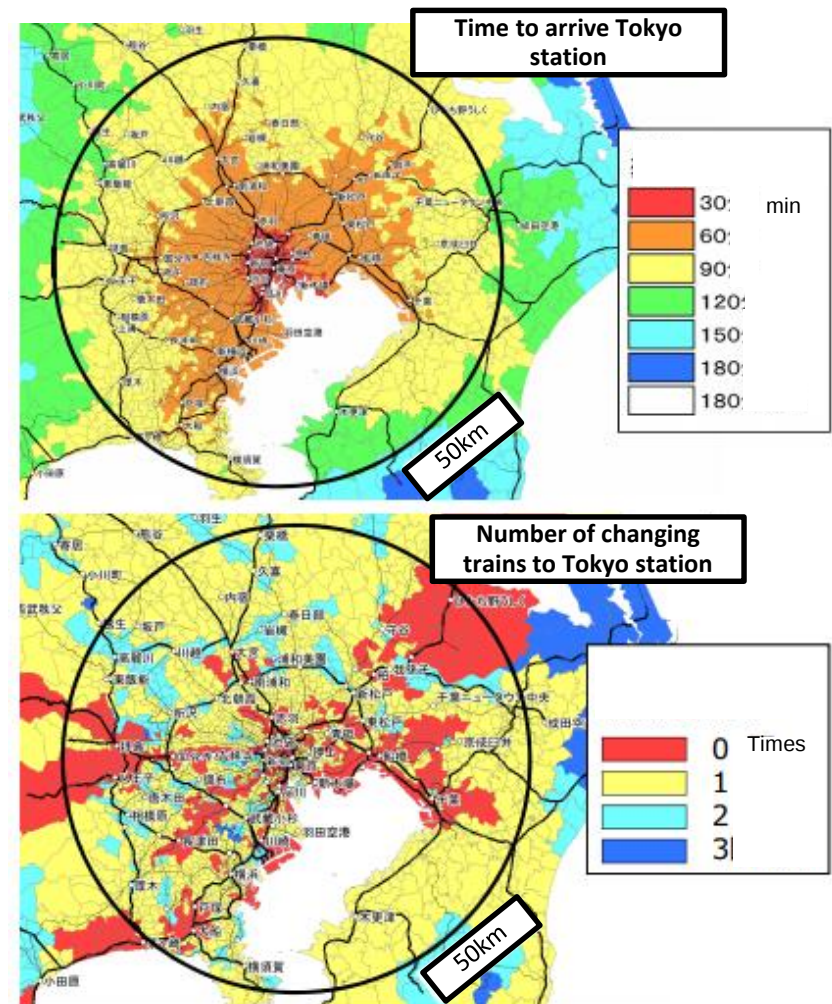
Haneda Airport access

⇒ New line project to improve the access



Tokyo station access

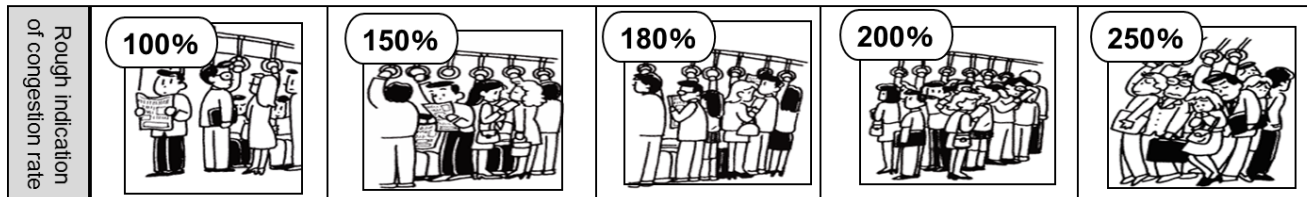
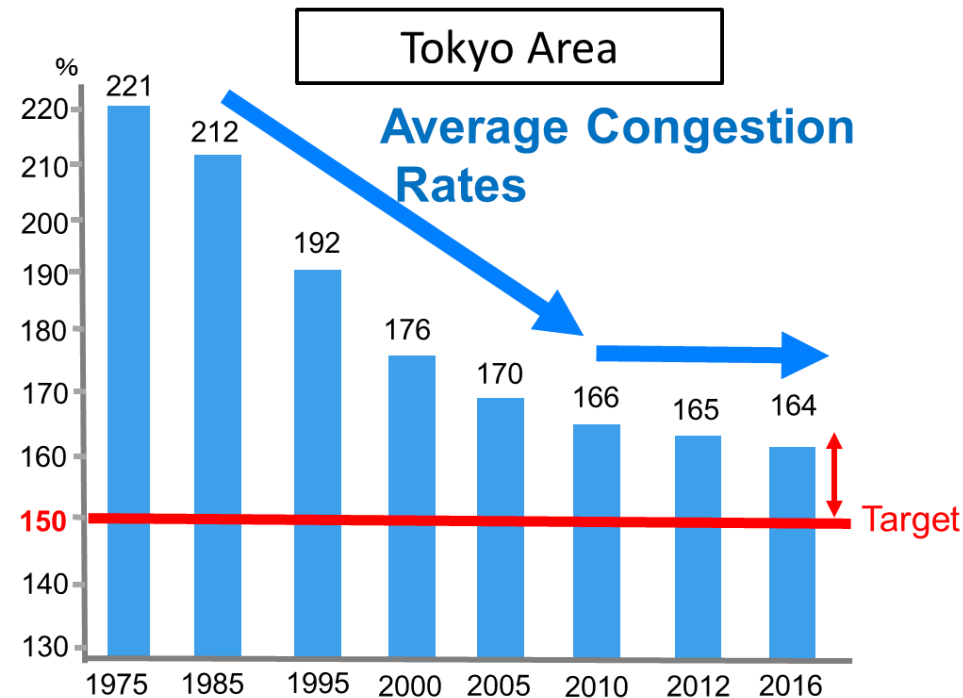
⇒ Extension project for TX line



Future vision

2) Quality of life

e.g. Easing congestion during commuting



Off peak PR



Extending train car



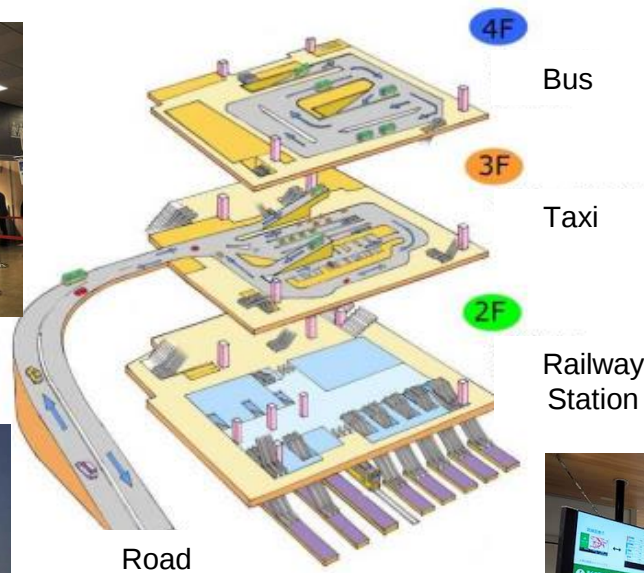
Four truck line



Future vision

2) Quality of life

e.g. Seamless transportation



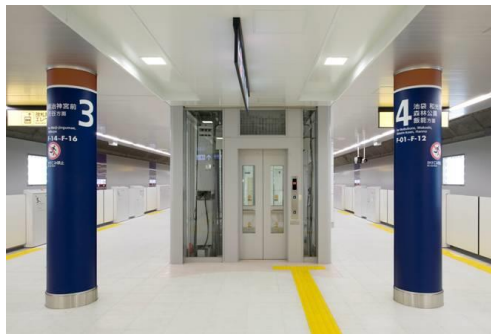
Future vision

3) Sustainable urban railway coordinated with city development

e.g.

Universal design

Elevator



Multi type Toilet



Free Wi-Fi Area



Station Numbering



Multilingual ticket machine



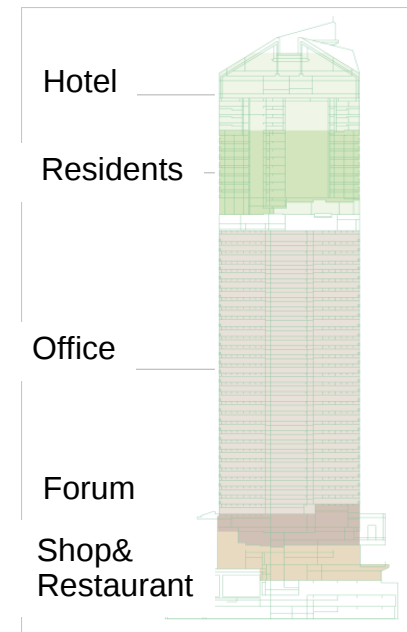
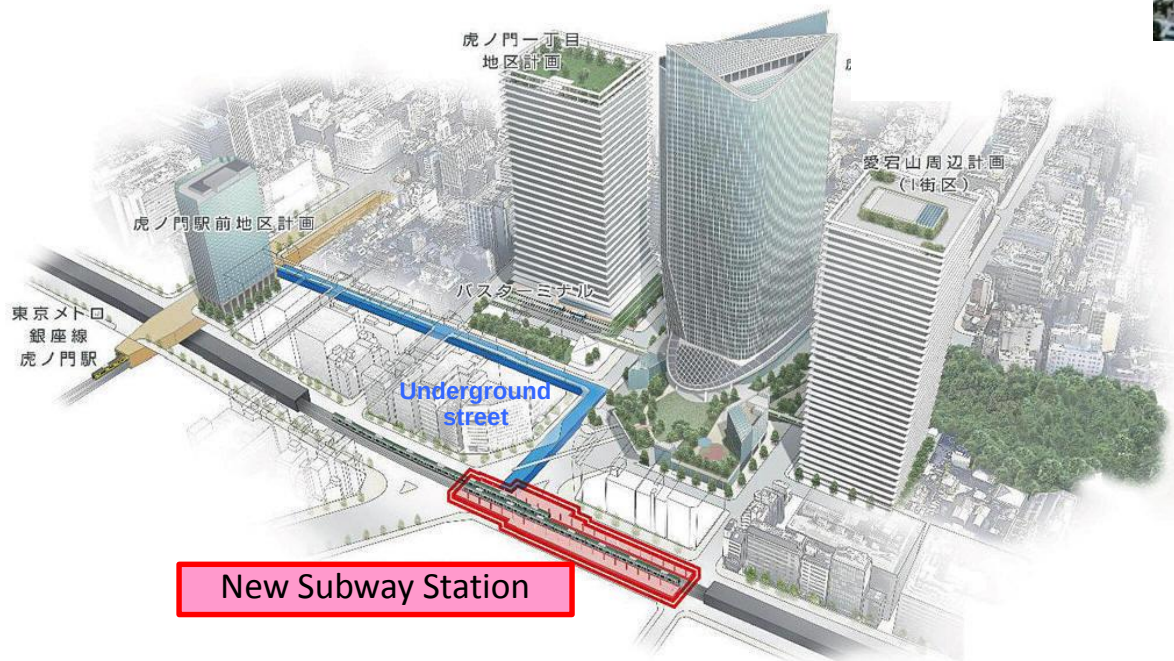
Future vision

3) Sustainable urban railway coordinated with city development

e.g. New railway station coordinated with city development



TORANOMON
Hills



Future vision

4) Innovation of station space

1. Comfortable & attractive Station



2. Service for foreign tourists



Future vision

4) Innovation of station space

3. Barrier free



4. Next Generation Station

○ Airport station

- All airport train information, Multilingual sign etc.



○ HSR station

- seamless transfer, easy sign, comfortable area etc.



○ Life base station

- Nursery in station, Oasis for people etc.



Future vision

5) Safety & Reliability

- Safety operation is the basic premise
- Countermeasures against delay is important

3 - 30 min Delay

- 85% of delay is 3-10min.
- Main reason is congestion and stack in the door.



More than 30 min. Delay

- Train/Facility problem(30%)
- Suicide/ Animal hit etc. (40%)
- Disaster(30%)



Future vision

5) Safety & Reliability

- Countermeasures against delay

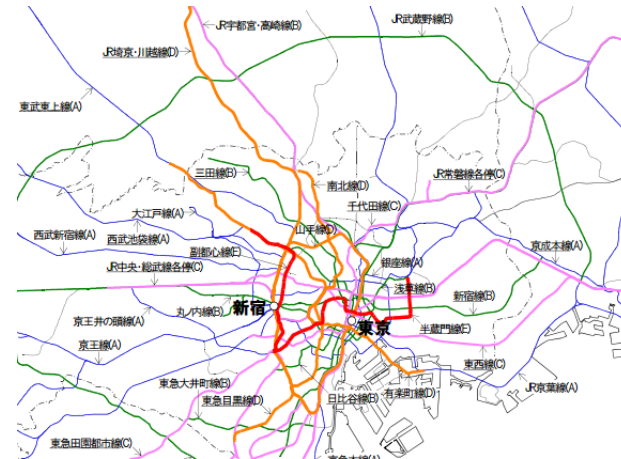
Widening Platform



Smooth transfer



- Visible delay information



- Real time delay Information



Future vision

6) Visible measures against disaster

- Countermeasures against earthquake



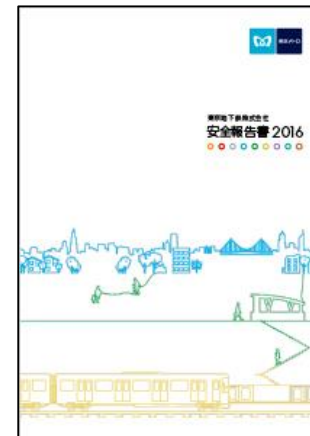
- Training for disaster



- Provide blanket, food, water etc.



- Measures against disaster report



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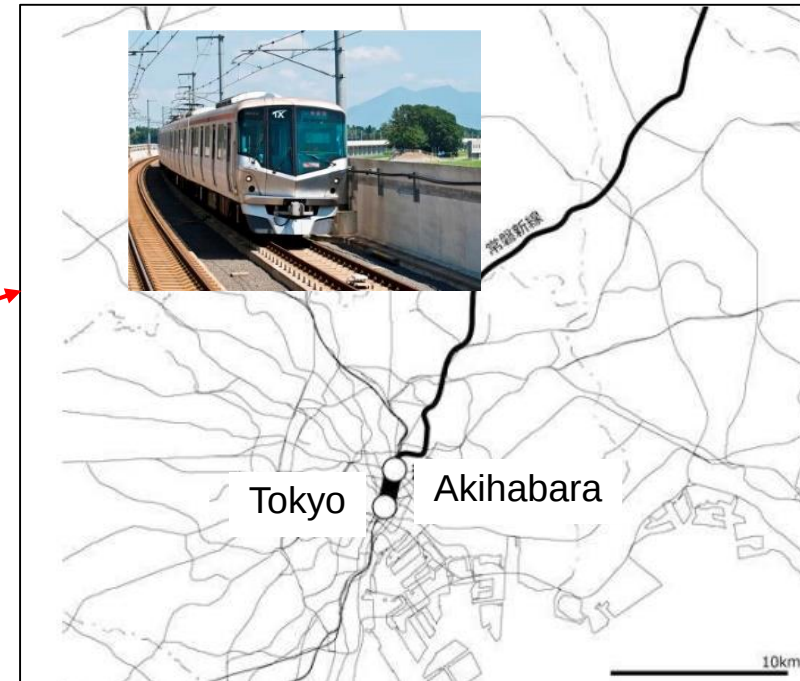
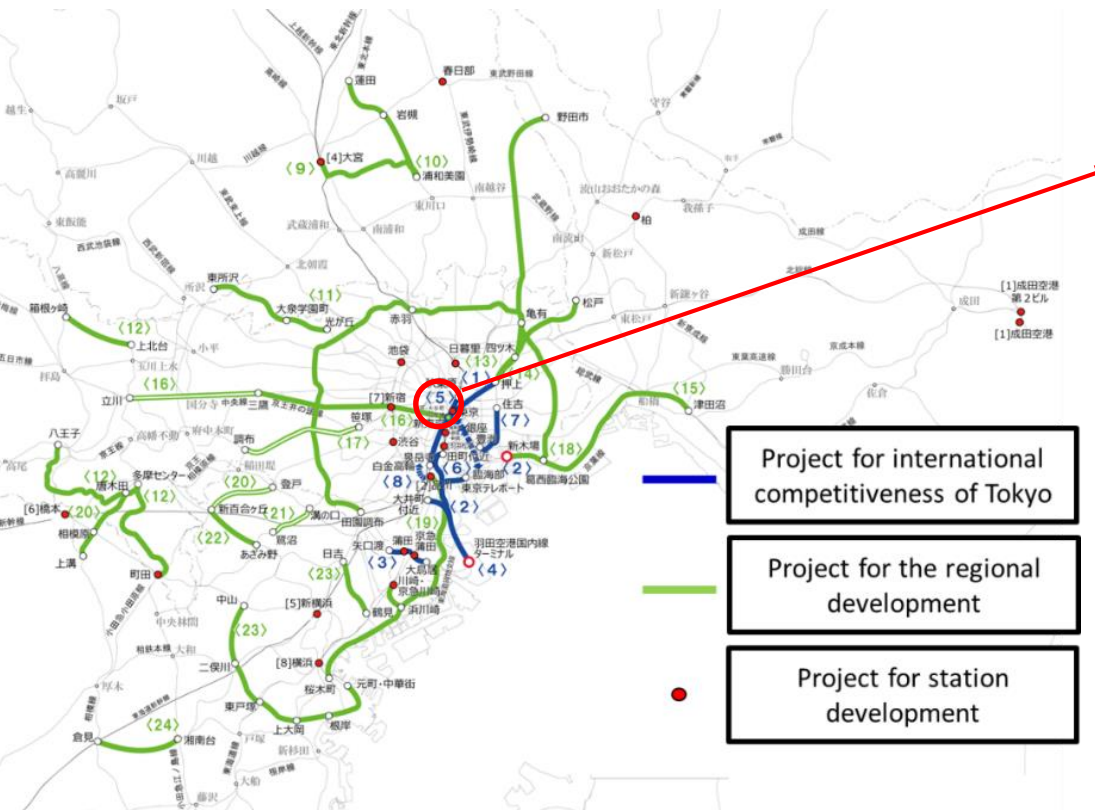
Project

To achieve the future vision

- Railway project for international competitiveness: 8
- Railway project for regional development : 16
- Railway project for station development : 8

e.g.

Extension line to Tokyo



Thank you very much for your attention

