

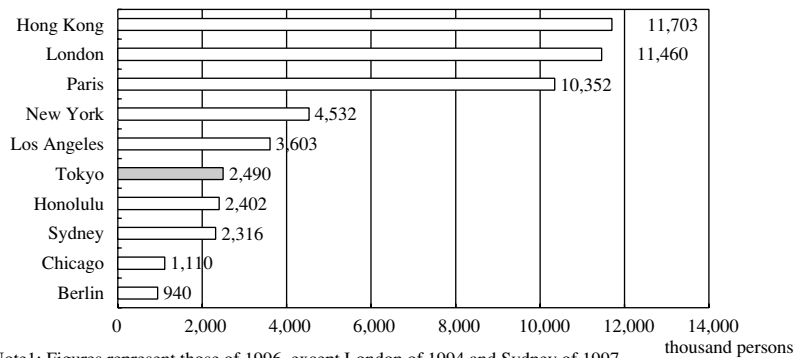
Part 2. Addressing Problems in the Land, Infrastructure and Transport Sectors

Chapter 1. Urban Renaissance

[Improvement of vitality and competitiveness of cities]

In order to enhance Japan's competitiveness, it is essential for major cities of Japan, the center of economic activities, to be more attractive. Currently they have not reached a satisfactory level in this respect, particularly from an international point of view.

49. (The number of travelers from overseas in Japan)



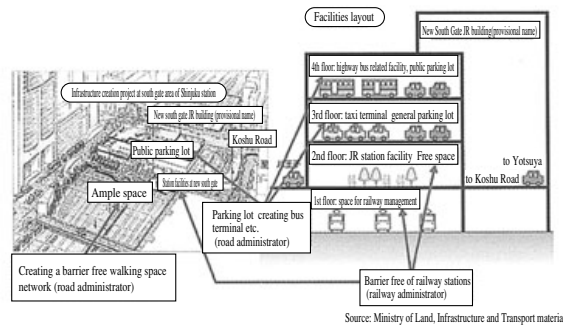
Note1: Figures represent those of 1996, except London of 1994 and Sydney of 1997
 Note2: 'International comparison in the attractivity in tourism of major cities', the Tokyo chamber of commerce; 1999

50. (Improvement of transportation hubs)

City planning and city planning project measures have been implemented, such as: (1) Condition of international ports and airports and their accessibility have been improved to permit them to serve as centers for exchanges of people and cargo; (2) City centers have been re-established by improvement of railway stations in central urban areas and by revitalization of central urban areas; (3) More effective use of city space has been promoted, including reuse of empty land such as unused or not fully utilized land for industry; and (4) To enhance the mobility of land through securitization of real estate.

In the process of administering these measures, the vitality and know-how of the private sector, such as the use of PFI, Private Finance Initiative, have been incorporated.

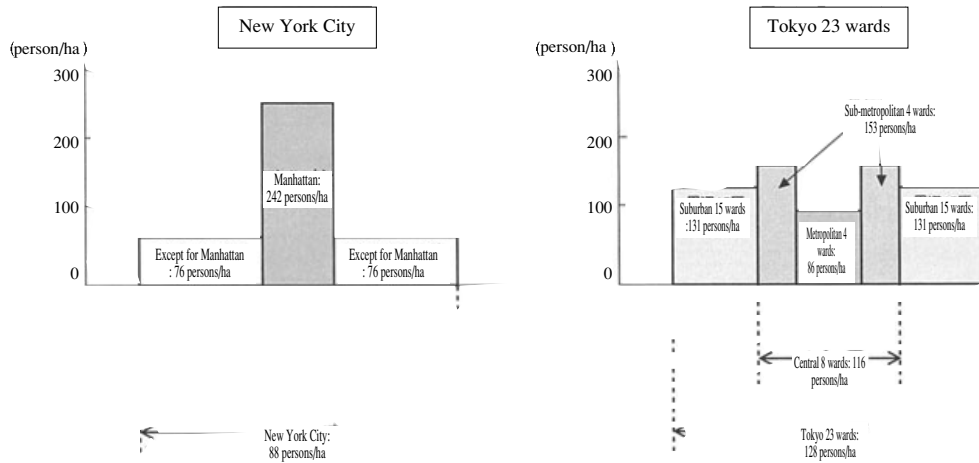
Also active promotion of tourism in the city is in progress to boost their image internationally.



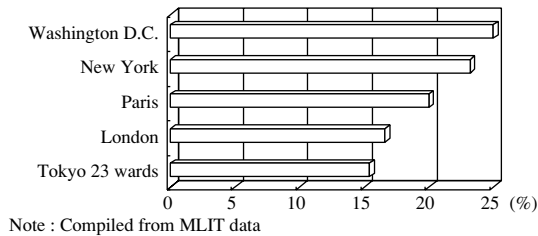
[Creation of comfortable living conditions]

Big cities of Japan are characterized by relatively low concentration of population at the center but instead stretch broadly into their suburbs. This phenomenon is one factor that is contributing to a long commuting time to work or school. To resolve such problems as limited open space, narrow roads and smaller parks is important not only from the viewpoint of comfortable living conditions but also of disaster prevention. In fact there are a number of densely built-up areas in the cities that are vulnerable to earthquake, fire, or other disasters.

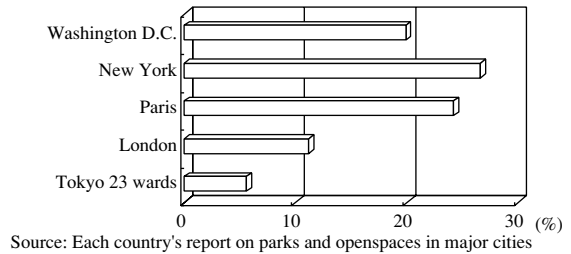
51. (Comparison between structures of Tokyo and N.Y.)



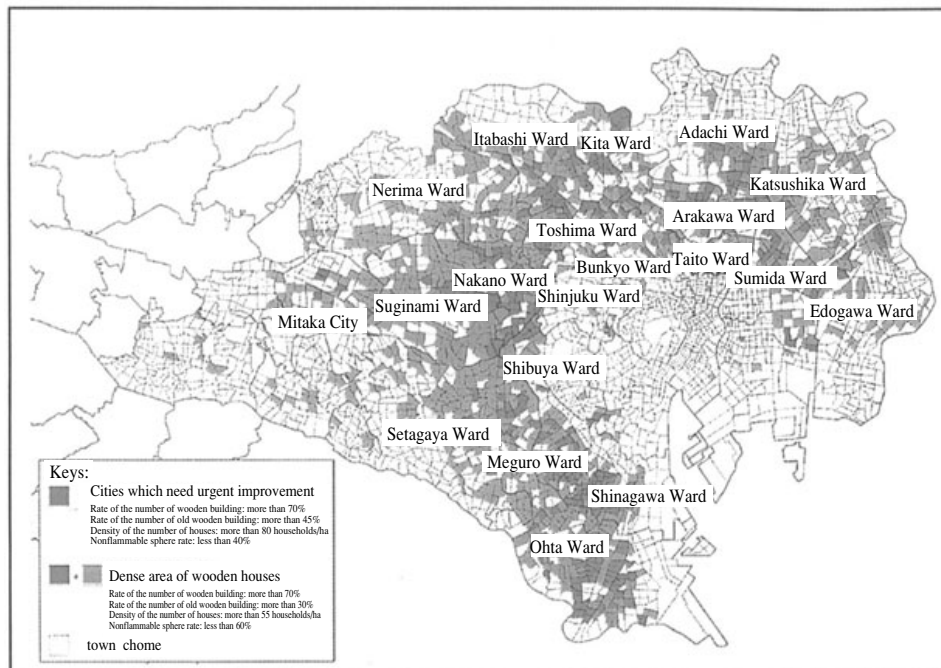
52. (Ratios of road area in Tokyo (23 wards) and major U.S. and European cities)



53. (Comparison of area ratio of park in Tokyo 23 wards and major U.S. and European cities)



54. (The condition of densely built-up areas in Tokyo)



55. (Landscape of Tama New Town Live Nagaike district, winner of the 2001 Urban Landscape Award)

○ Greenery, improving the waterfront environment and landscape, and promoting living in the center of the cities.

Efforts to develop greenery in urban areas to create a better water-front environment have been made, so that city residents will have more opportunities for contact with nature in cities, and so that the effects of urban environmental problems, such as the “heat-island phenomenon”, are mitigated. Other measures for the improvement of urban landscape include the use of city planning and accelerated installation of underground utility wires. Also, in order to facilitate provision of good quality houses at locations closer to the office, land left unused or less used in old towns has been utilized more effectively.



○ Urban disaster prevention

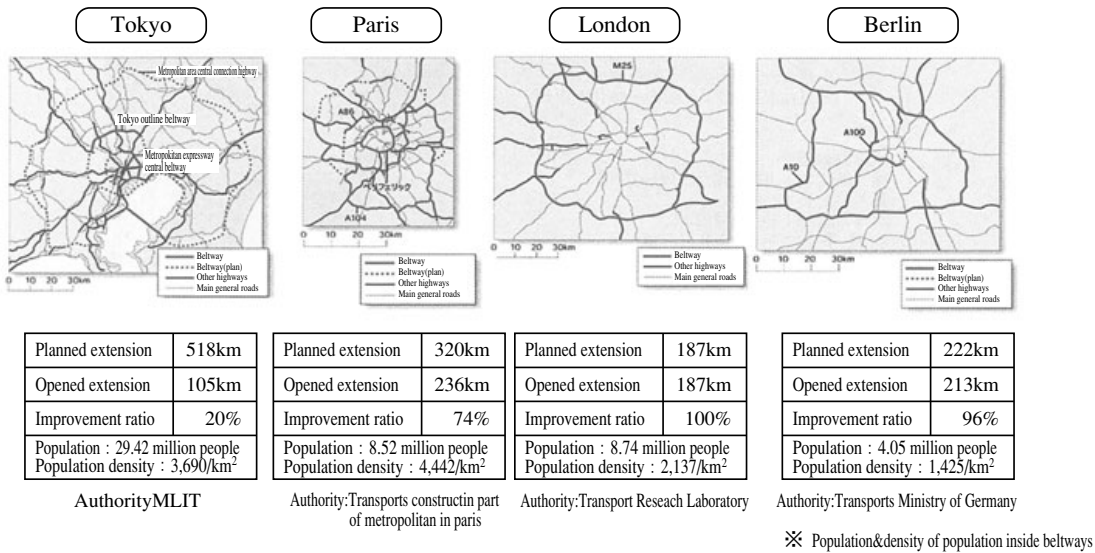
For the safety of the city, the following improvements have been in progress: (1) Promotion of greenery and securement of open space by developing parks for disaster prevention; (2) Enrichment of Programs to prevent urban flooding, corresponding to concentration of people and properties in the city by urbanization, and to develop utilization of underground space; and (3) Implementation of countermeasures for densely built-up areas in the city to make the city structure more earthquake disaster-resistant. Also aimed at better preparing for massive earthquakes and other disasters, formation of disaster prevention centers over a wide area and a network among them has been in progress.

[Improvement of urban transportation system]

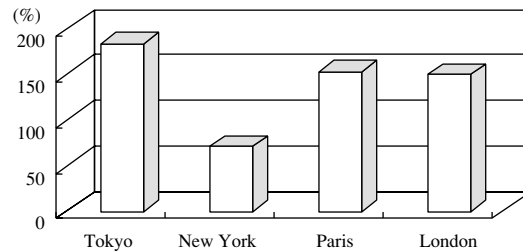
We owe such negative legacies of the 20th century as traffic jams and crowded railway systems. In order to produce large capacity transportation and smooth traffic flow and bring about a comprehensive change in urban transportation, implementation of new transportation systems and use of present systems at their best are required.

○ Improvement of urban transportation systems

56. (Ratios of improved ring roads in major cities in the world)



57. (International comparison of congestion of urban railways)



In order to increase the capacity of traffic flow, efforts have been made in the following areas:

- (1) Intensive Improvement of ring roads that has, been left undeveloped,
- (2) Improvement of railway networks to mitigate traffic jams,
- (3) Improvement of road systems and improvement in city parking,
- (4) Urban railway systems combined with development of the station area, and
- (5) Improvement of bottleneck crossings.

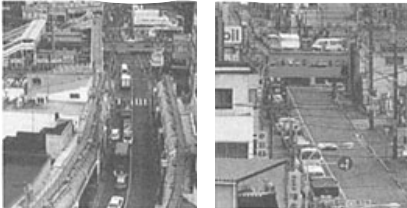
58. (Countermeasures against bottleneck crossing)

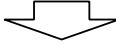
Installation of continuous grade separation on the JR Chuo line

○Effects of grade separation installation
 Current state: There were frequent congestion, traffic accidents, and division of two areas along the line at many crossings on the JR Chuo line
 Many of the crossings are bottleneck crossings, where total disruption of flow amounted to more than 40 minutes per hour. in peak-time.
 After installation: Eighteen crossings of the subject segment, of which 17 were bottlenecks, were demolished by grade separation.


Example: of effect Koganei-road crossing

- Total shut-down (maximum): 53 minutes per hour
→ 0 minutes (No shut-down)
- Traffic back-up (maximum): 300m →0 m
- Realization of unified town through free traffic





○Overview of the grade crossing project
 Subjected segment : Mitaka ~ Tachikawa, JR Chuo line
 Length : 13.1km
 Cost estimated : Approx. 172 Billion yen
 Year of completion : 2006 (Mitaka ~ Kokubunji)
 2008 (Kokubunji ~ Tachikawa)



○ Comprehensive measures for smooth city traffic

Making the most of the present transportation network, the following efforts have been made: (1) promotion of TDM (Transportation Demand Management), based on comprehensive smooth city traffic planning and (2) making public transportation more accessible to the public by introducing community buses, and other means.

59. (Community bus)

