

Development of railways in cooperation with local/national government

Case study in Japan
ADB Technical training on
Urban Railway Policy
Lecturer; Masanori Tanaka

Self-Introduction

Masanori TANAKA

1) Work History

1973/ 4	Japanese National Railway (JNR) Construction Bureau, Track Maintenance Section
1987 / 4	East Japan Railway (JRE) Construction Dept. , Chief of Investment Planning Dept., President of Omiya Branch
2004 / 6	Executive Director of JRE
2007/ 6	President of JR East Consulting Co., Ltd.
2011 / 11	President of Japan International Consultants for Transportation Co., Ltd. (JIC)
2015 / 6	Chairman of JIC

2) Main Work Experience

- Planning for New Access Route to Tokyo Station of Keiyo Line
- Planning of Saikyo Line
- Improvement of Ikebukuro Station
- Junction Improvement Project in South Area of Shinjuku Station
- Development of Shinagawa Station
- Preservation and Restoration of the Red Brick Maruno—uchi Station Building of Tokyo Station
- Development Around Tokyo Station
- Improvement of Omiya Station

Outline

- Presentation of recent Japanese examples of cooperation of the railway business with the local/national government.
- Understanding of the basic thoughts and methods in these cases will help to apply them in other countries.

Contents

- 1 Development of a new city around a new station
- 2 Preservation and restoration of the Tokyo station Maruno-uchi building
- 3 Development of a station plaza
- 4 Development of under viaduct spaces

1 Development of a new town around a new station



August 1991



November 2009



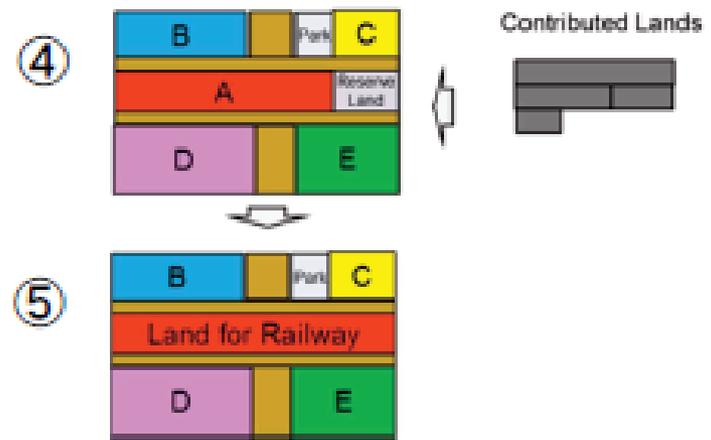
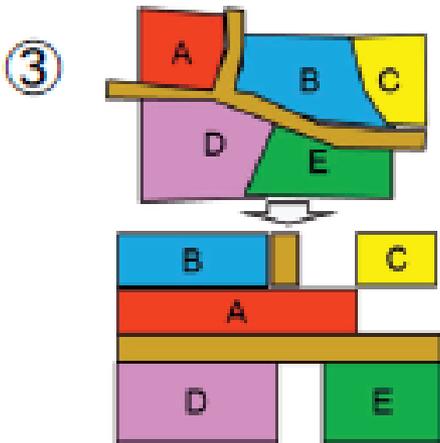
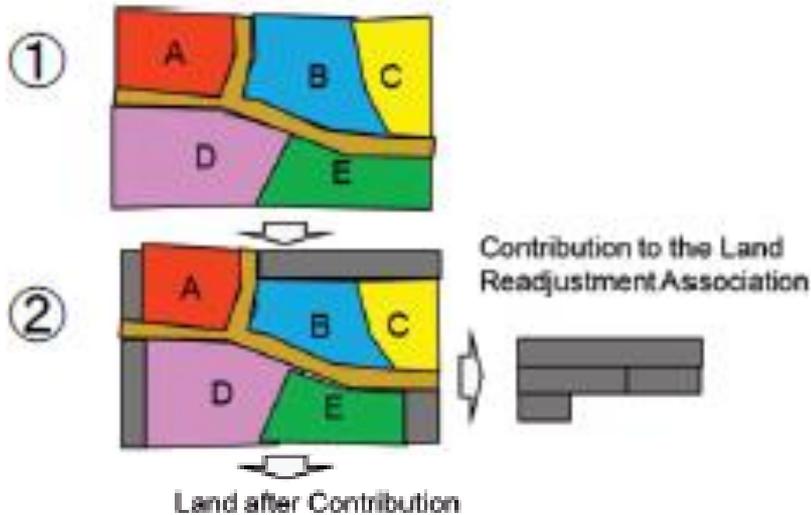
May 1991



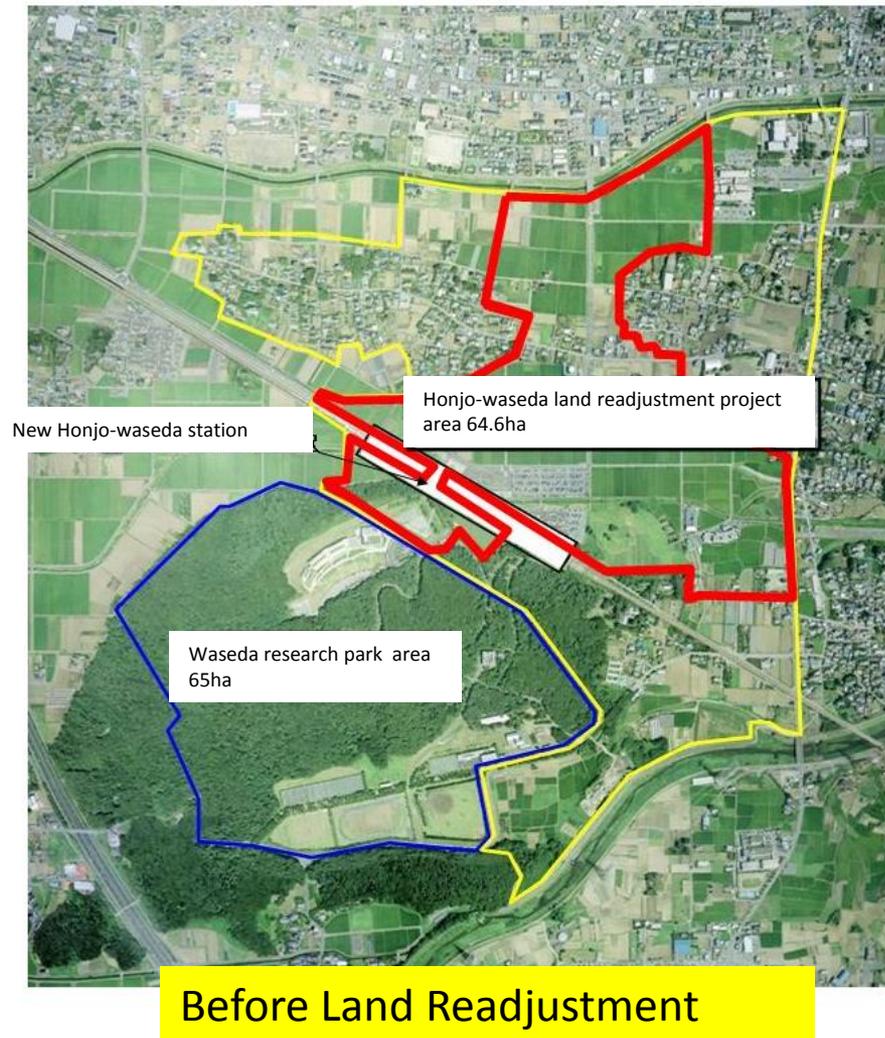
October 1997

Source : Saku city

1-2 Scheme for Land readjustment project

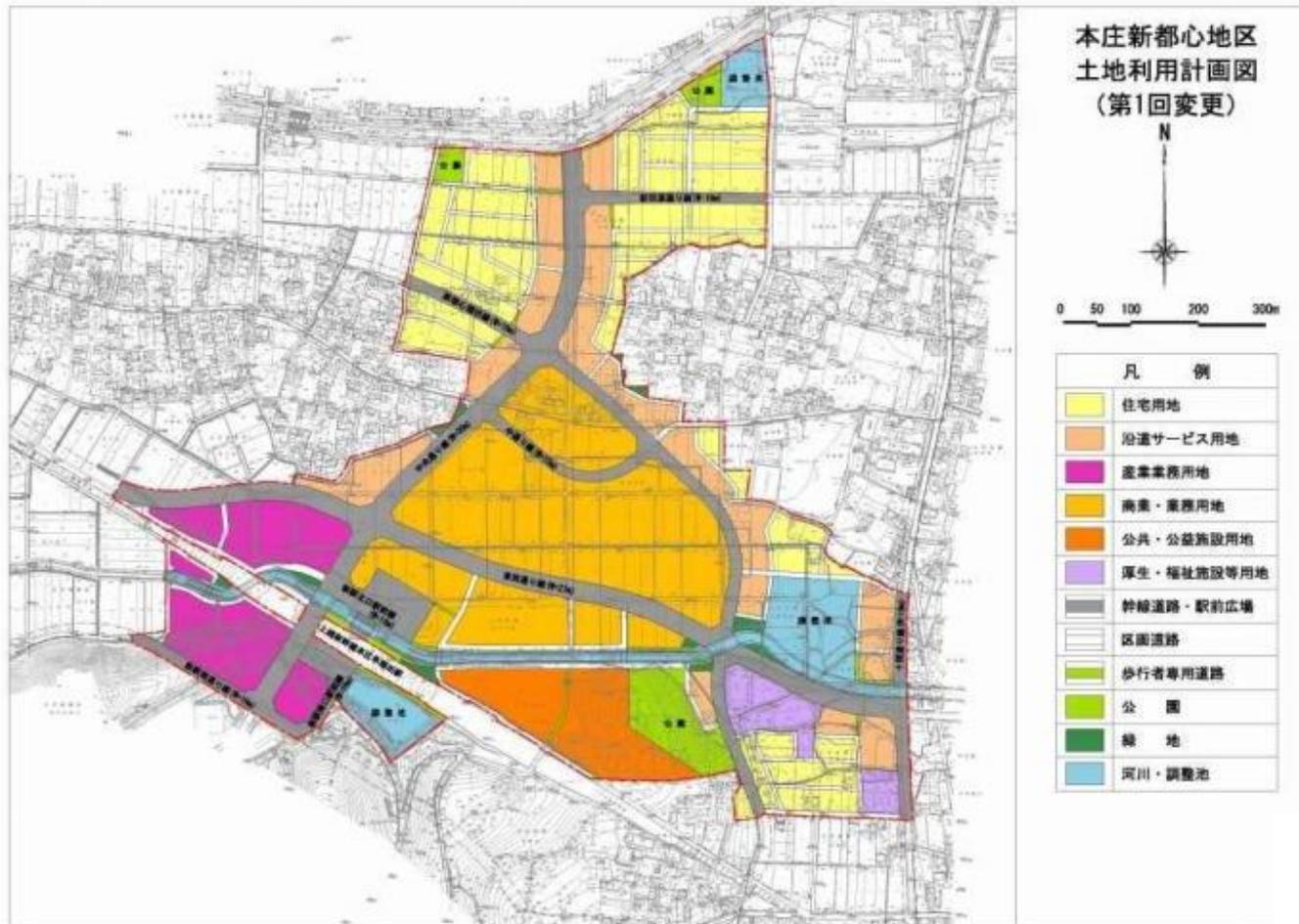


1-3 Case study of Honjo-waseda station



Source: Saitama prefecture

Land-use planning of Honjo new midtown area



Source: Saitama prefecture

Honjo-waseda station and surroundings after implementation



Source: MLIT

Honjo-waseda station



【Station Plaza】

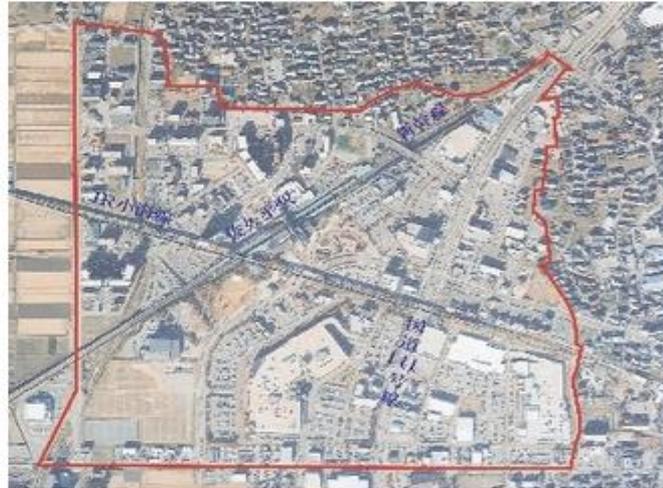
【Parking】



1-4 Sakudaira station



August 1991



November 2009

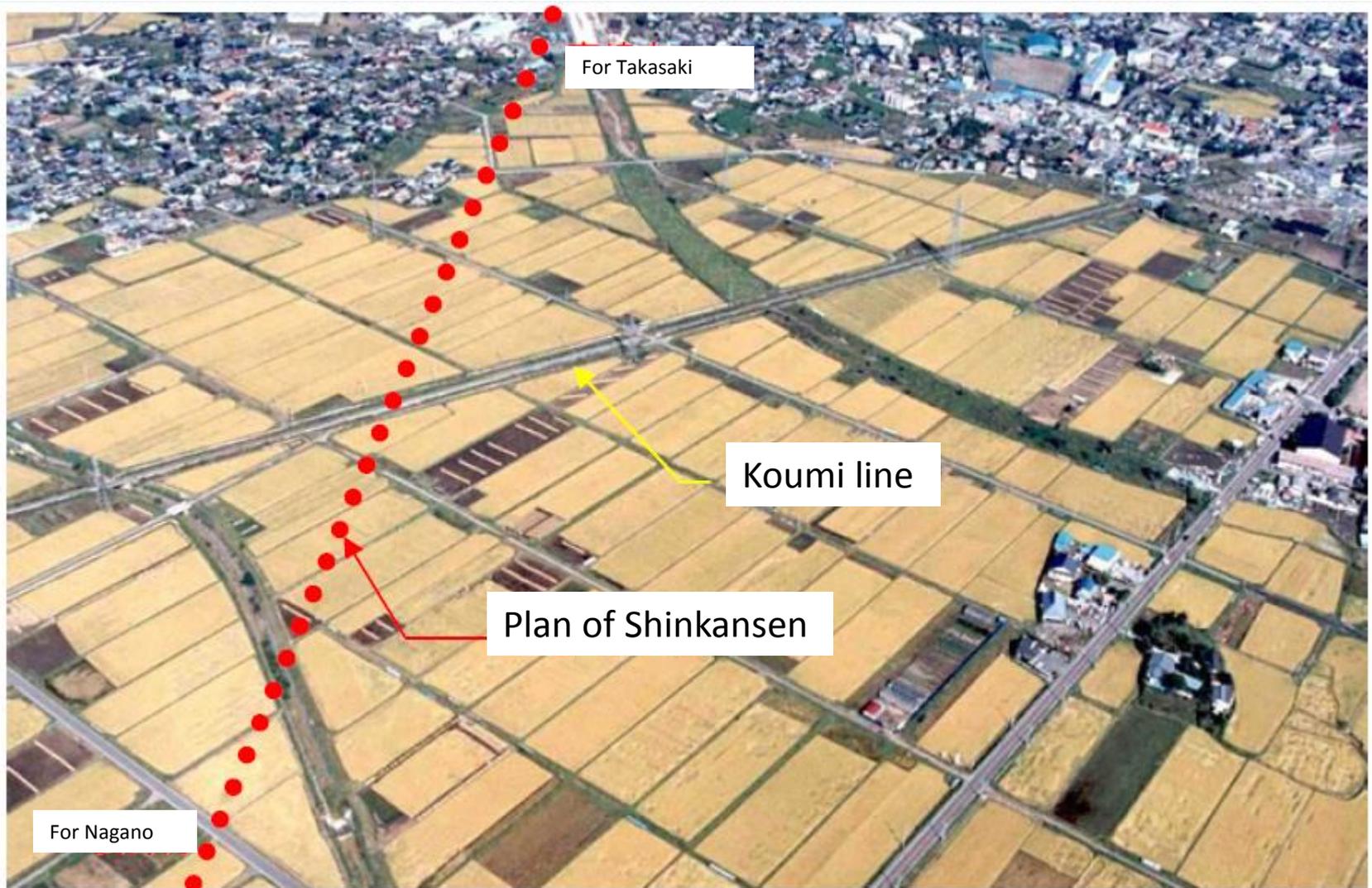


May 1991



October 1997

Source : Saku city



Before construction of Sakudaira station

Source; Saku city

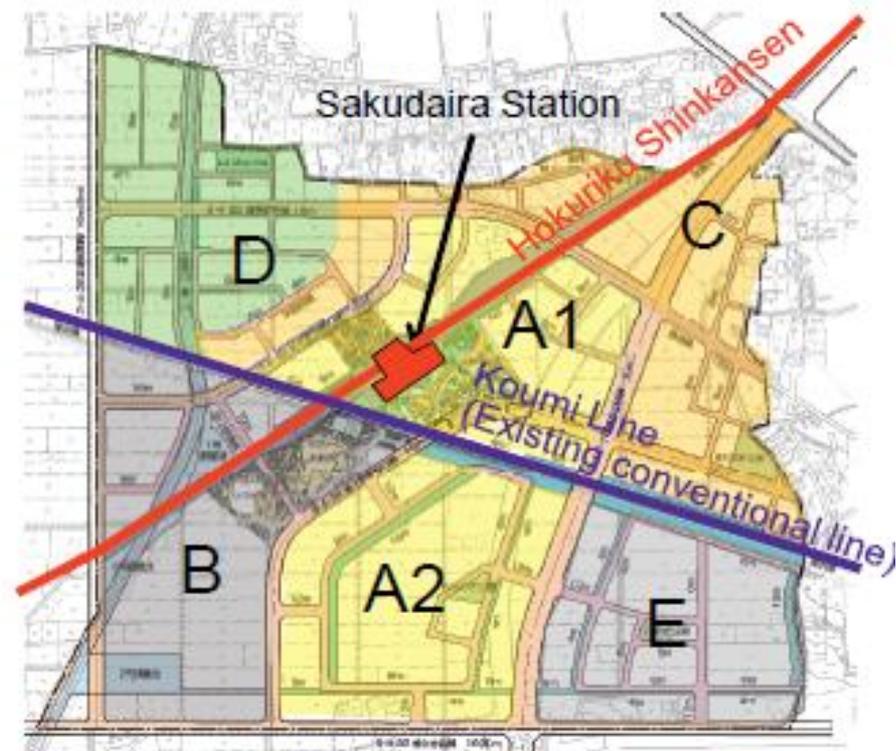
Sakudaira station land readjustment project

Execution:	Urban Planning Section, Construction Division, Saku City
Period of construction work:	1994-2002
No. of land owners:	217 persons
Total project cost:	Approximately 8.5 billion yen

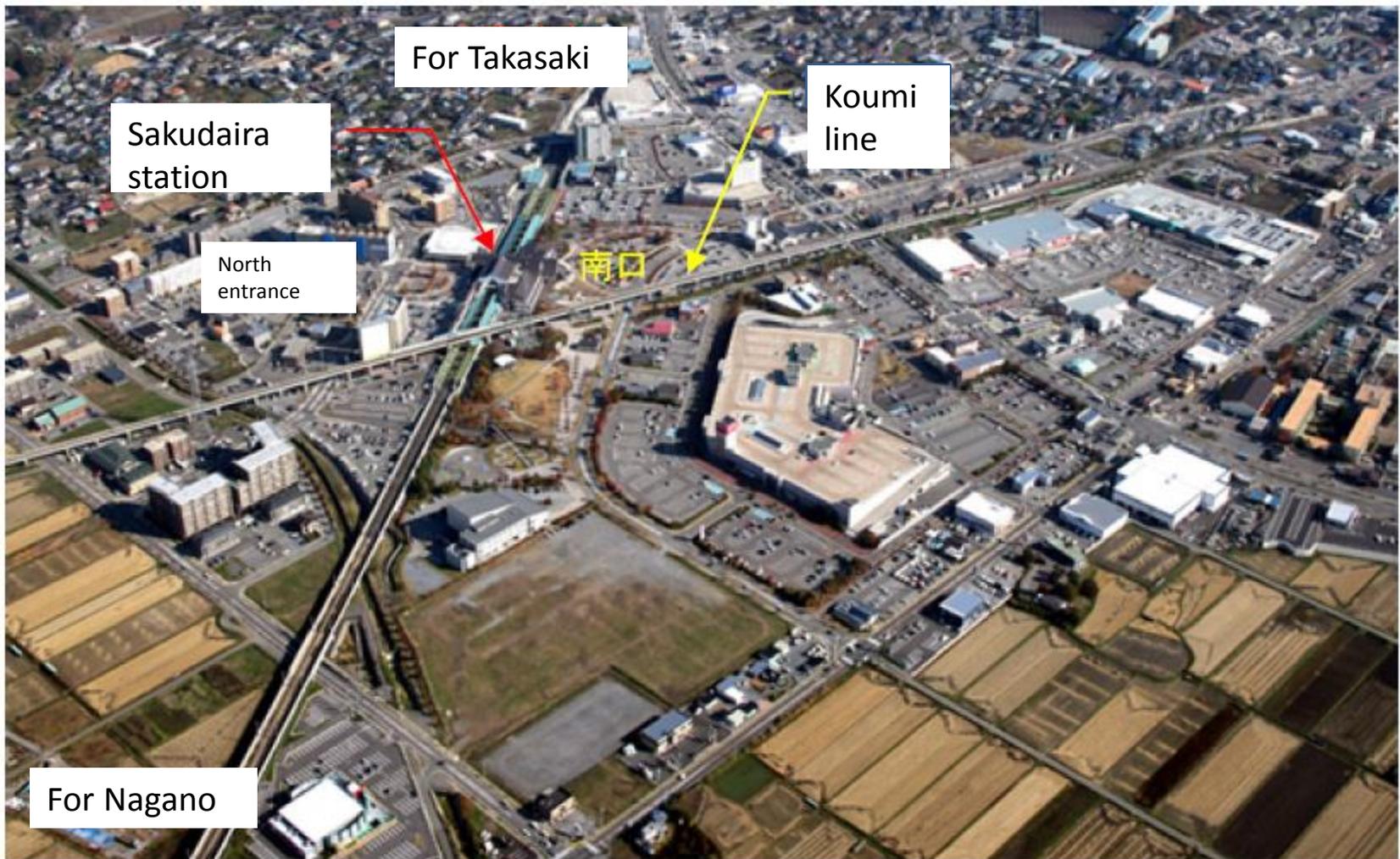
【Land-use zones】

A1 (Commercial land)	9.6 ha
A2 (Commercial land)	10.6 ha
B (Light-industrial zone)	11.7 ha
C (Neighborhood commercial zone)	10.6 ha
D (Residential zone)	8.5 ha
E (Light-industrial zone)	8.3 ha

【Land readjustment areas around Sakudaira Station】



Source: Completed by Study Team from the Information of Saku City



10 years after opening of station (2007)

Source ; Saku city

Cost and the Effects of the projects

○ Cost of the Projects

Total Cost of the projects implemented by Saku city: 12.4 Billion Yen
Funded by Saku City: 5.9 Billion Yen

○ Effects

- **Population of Saku City: 7% increase (in 15 years)**
- **Number of passengers of Sakudaira St. :1.7 times increase (in 14 years)**
- **Number of trains stopping at Sakudaira St. :1.5 times increase (in 15 years)**
- **Increase of property tax income: 0.5 Billion yen/year**

Conclusion -1-

- Development of a new city around a new station
- ✓ For the development of a new city around a new station, land readjustment project scheme is widely applied in Japan.
- ✓ Through land readjustment projects, land owners and local government cooperates with railway company to make feasible the new station project with new city around the station.
- ✓ Leadership of the local government was the key to promote related projects.

2 Preservation and restoration of the Tokyo station Marunouchi building



History of Maruno-uchi station building



Inaugurated in 1914



In 2007, before construction work

Source: JR East

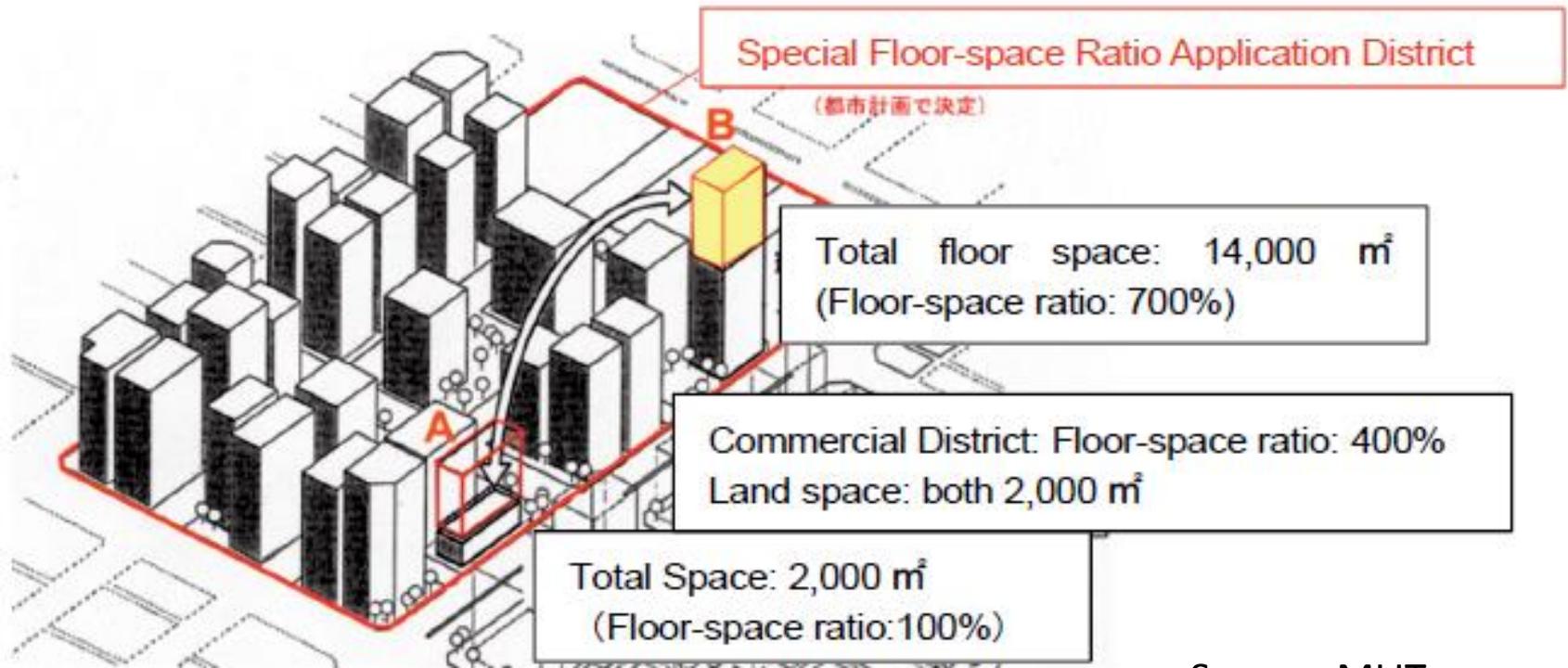
Takagi reconstruction plan



Twin tower building plan



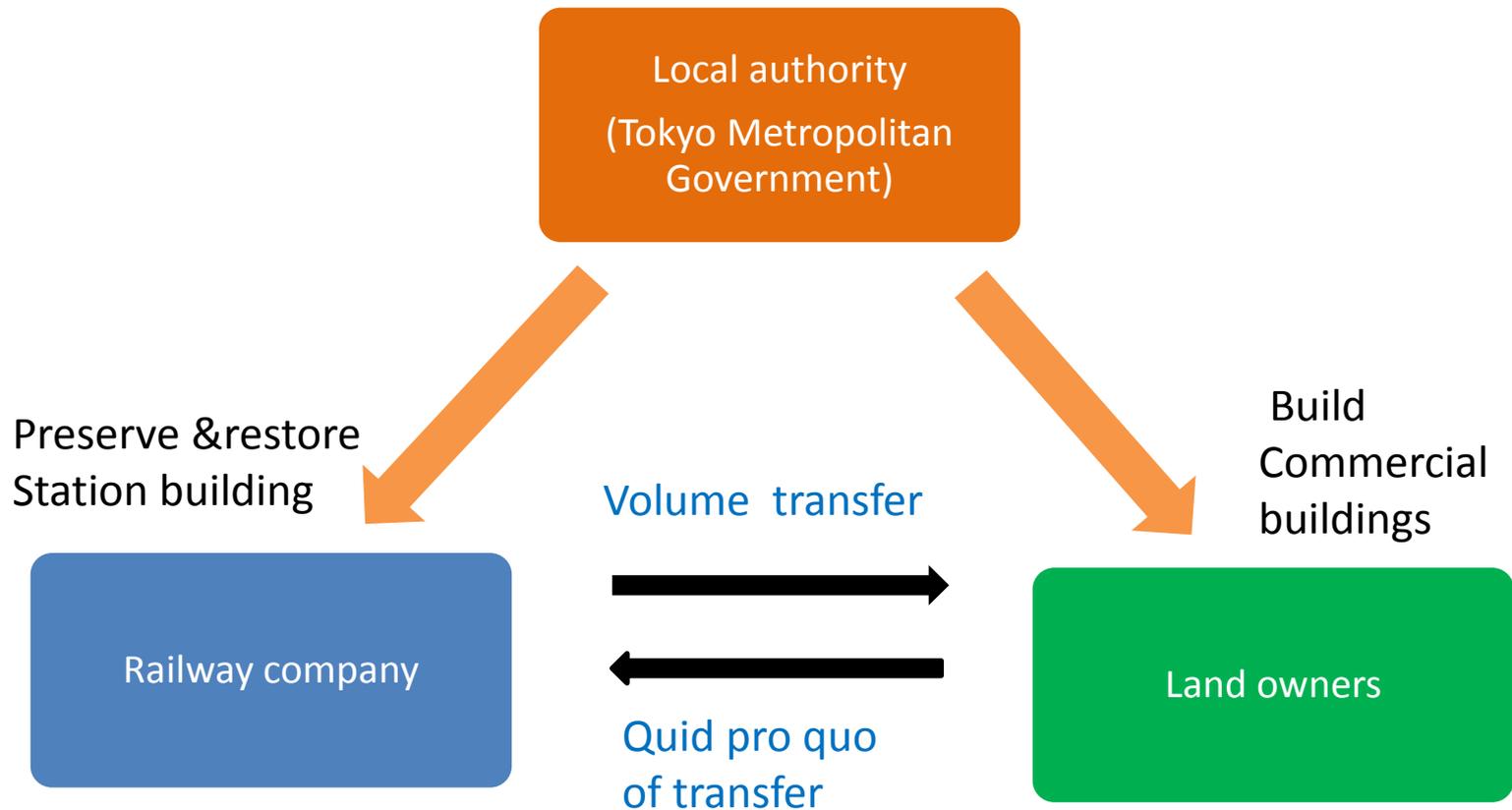
Institution of special floor-space ratio district



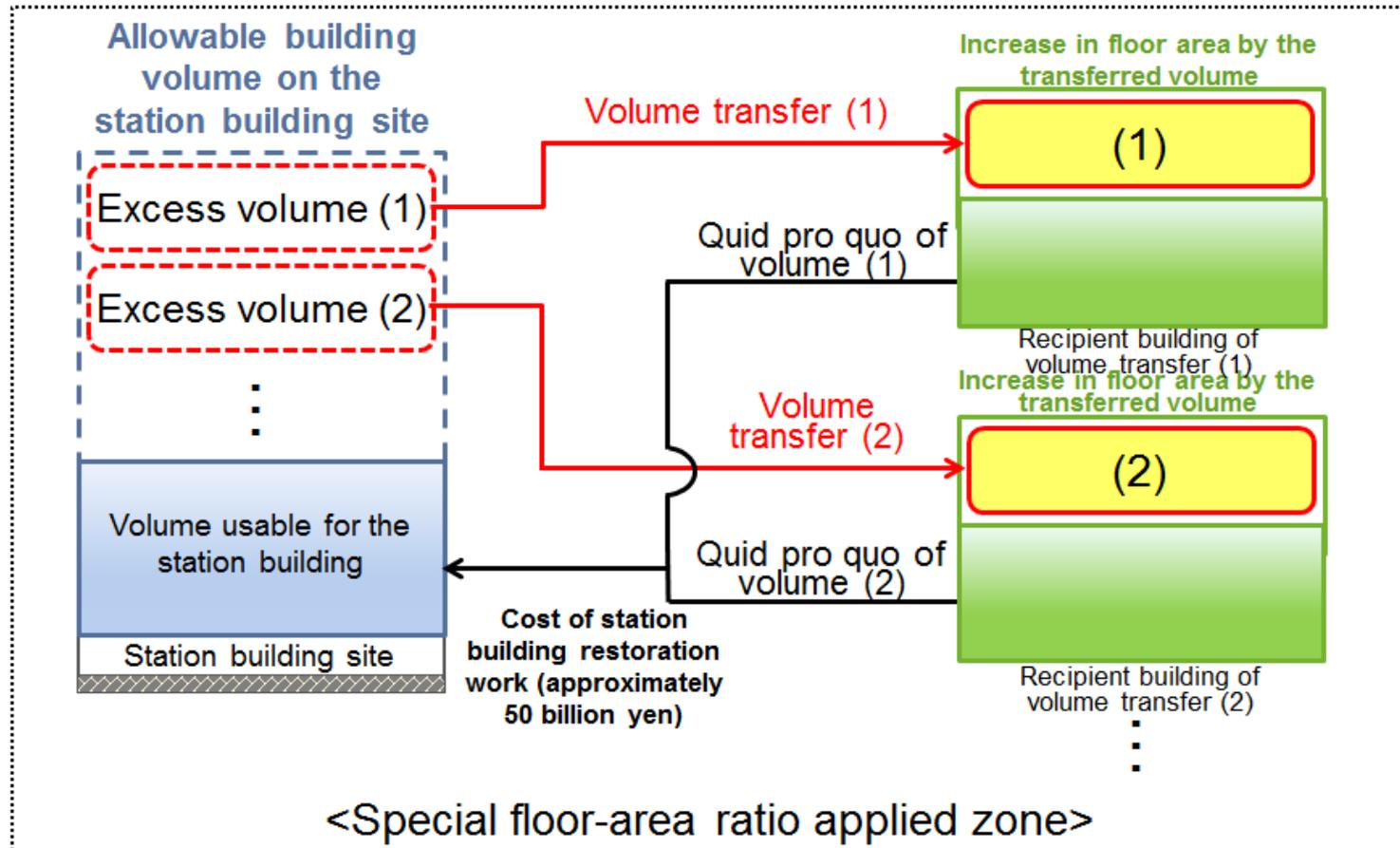
Source: MLIT

Roles of stakeholders

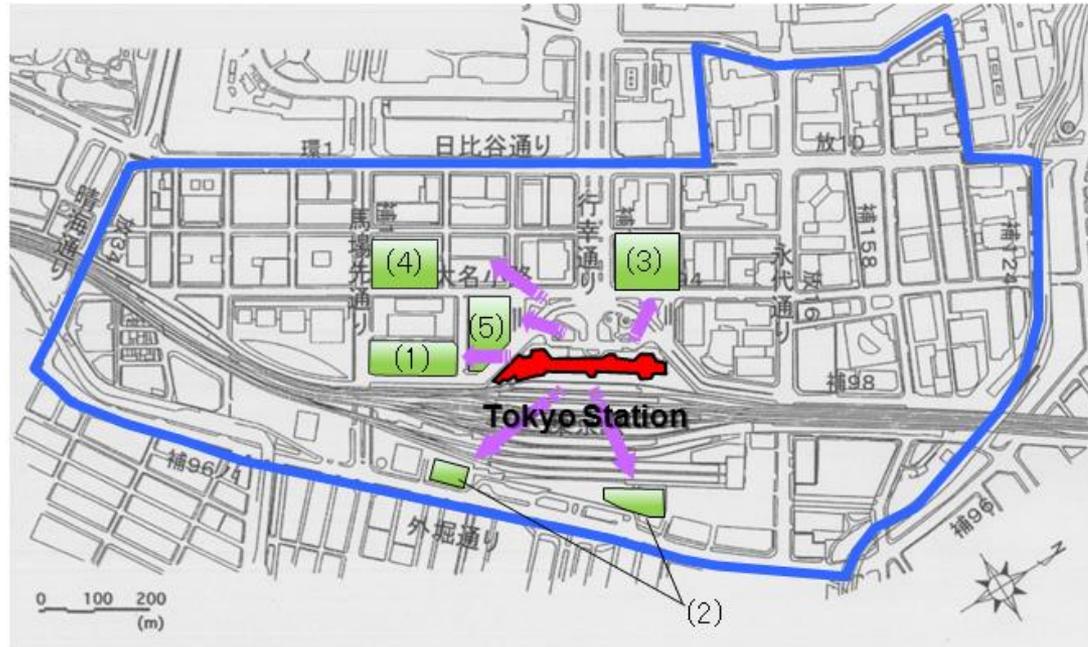
Decision of urban redevelopment plan



Concept of the benefit principle and financing



Conceptual drawing of volume transfer



< Recipient building of volume transfer >

- (1) Tokyo Building, (2) Gran Tokyo North and South Towers
(3) New Marunouchi Building (4) Marunouchi Park Building, (5) JP Tower,

 Zone subject to special floor-area ratio

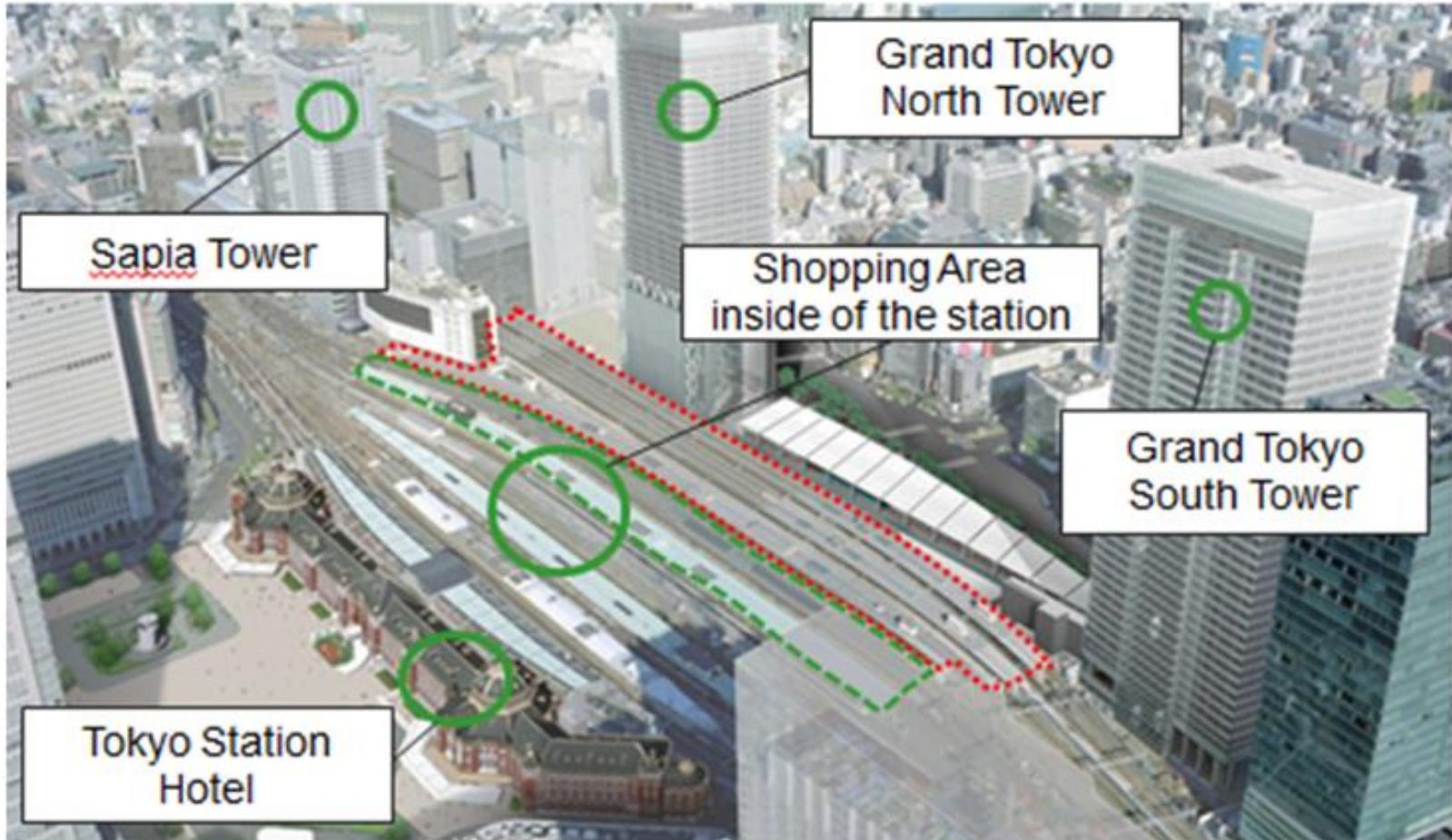
Source: JR East

After preservation and restoration



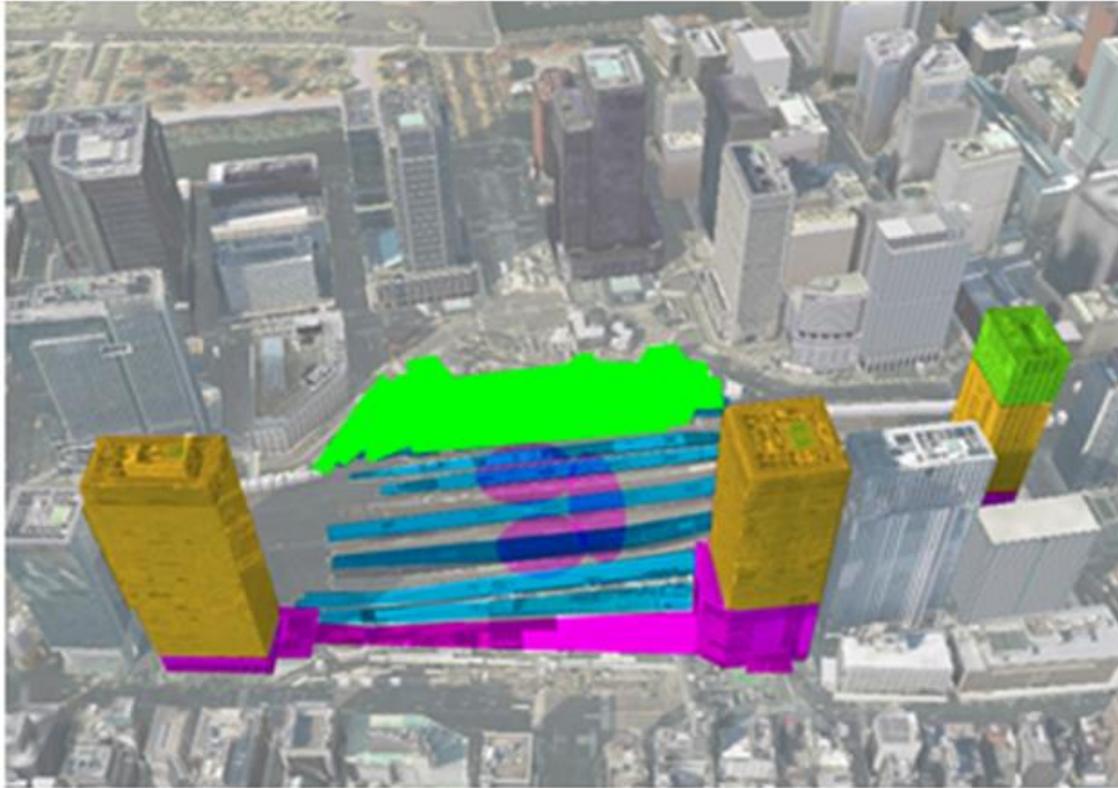
October, 2012

Tokyo station development



Source: JR East

Building use around Tokyo station



【Legend】

■ Station

■ Shops

■ Offices

■ Hotels

Conclusion -2-

- Preservation and restoration of the Tokyo station of the Maruno-uchi building
- ✓ Land owners wanted to make the district in front of the loyal palace to be dignified.
- ✓ Institution of special floor-space ratio district.
- ✓ Reconstruction of surrounding buildings.
- ✓ Citizens consensus to restore and reserve red brick maruno-uchi station building.
- These are major factors that made the project possible.

3 Development of the station plaza



3-1 Function of station plazas

Function		Feature	Space
Transportation hub		Connection and reception of various modes of transport	Traffic space
C I T Y P L A Z A F U N C T I O N	City center functionality	Form a hub in the city	Scenery space
	Interaction functionality	To be the center of recreation and relaxation	
	Aesthetic functionality	Form a symbol of the city	
	Service functionality	Offer public services Offer variety of information	
	Disaster prevention functionality	To be the hub of disaster prevention activities -evacuation, emergency operations	

3-2 Shin-takaoka station plaza

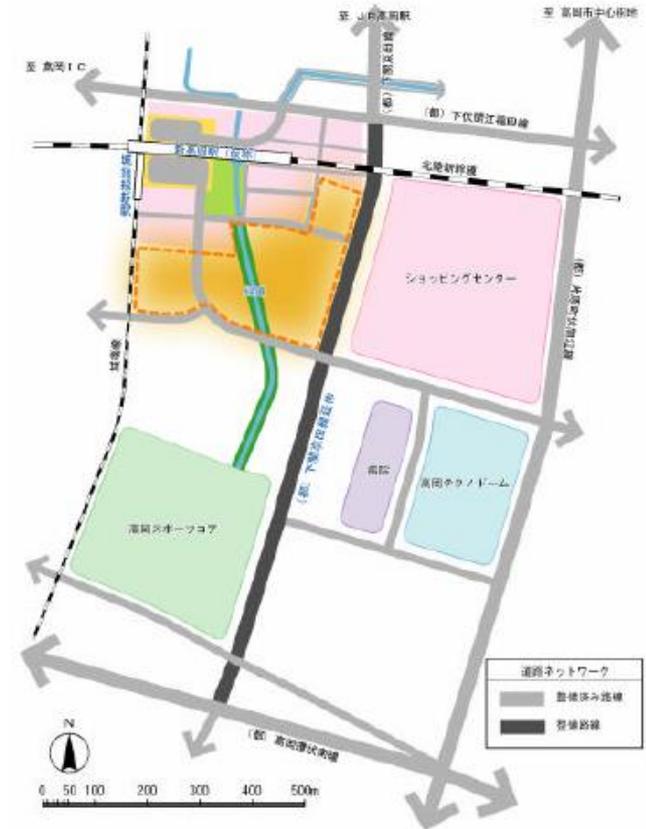


Source:
Takaoka city

City plan around shin-takaoka station

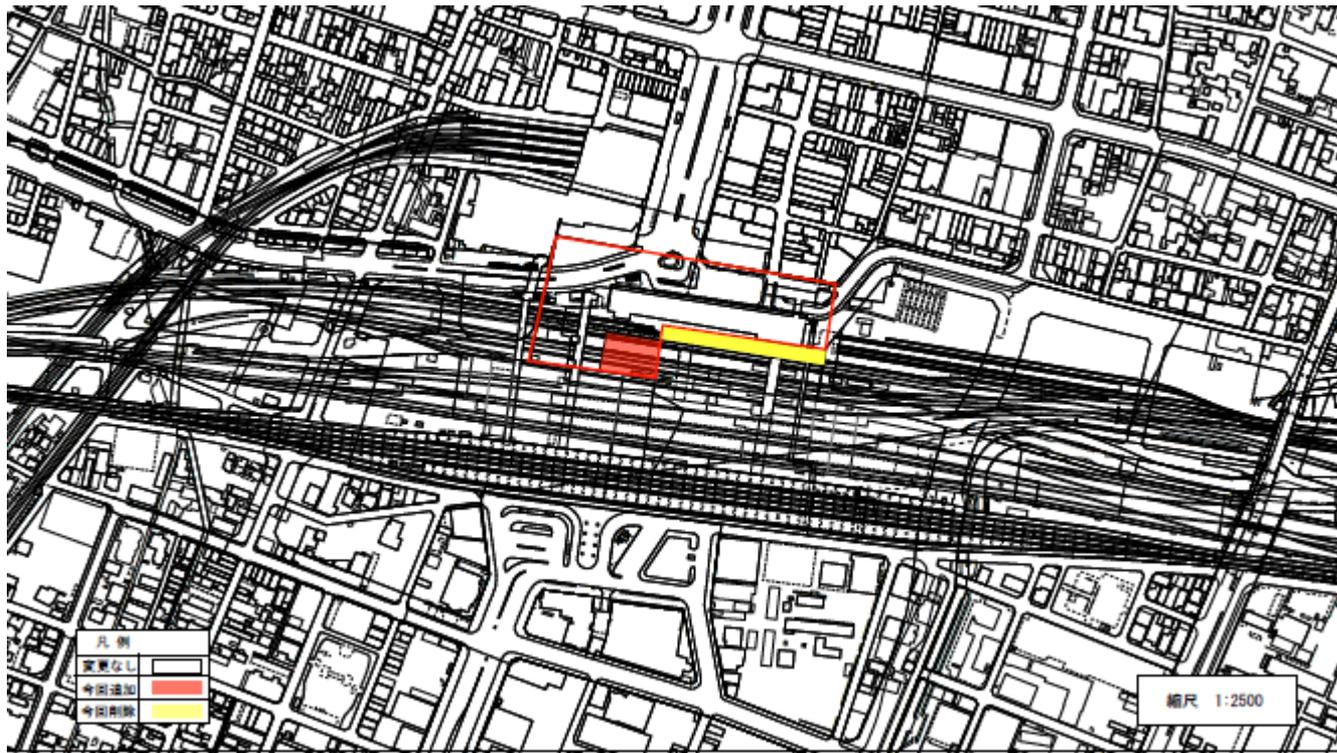


First step at the opening of Shin-takaoka station



Second step, in the future

3-3 Himeji station north station plaza



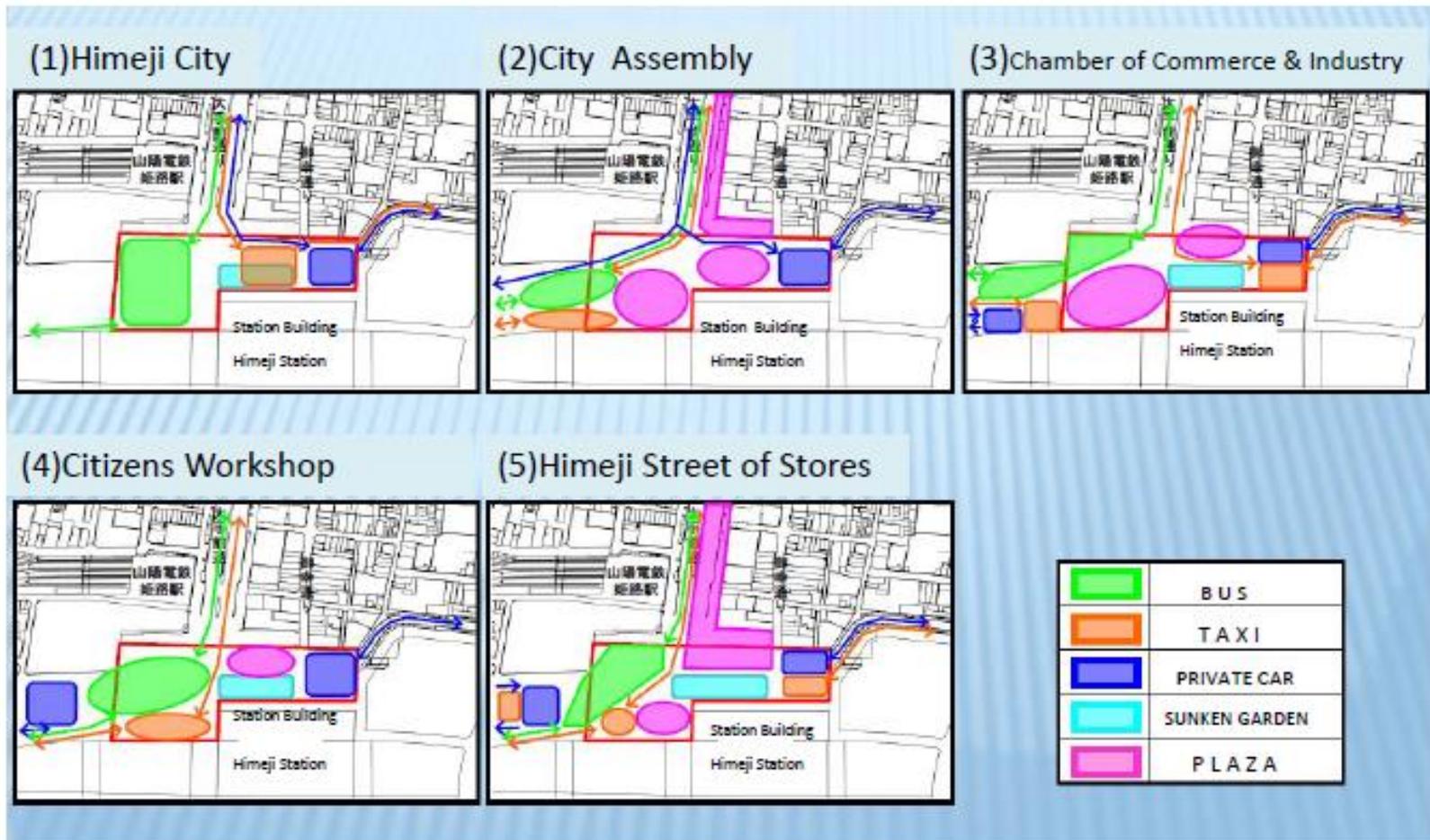
Source: Himeji city

Former station plaza



Source: Himeji city

Proposition from various groups

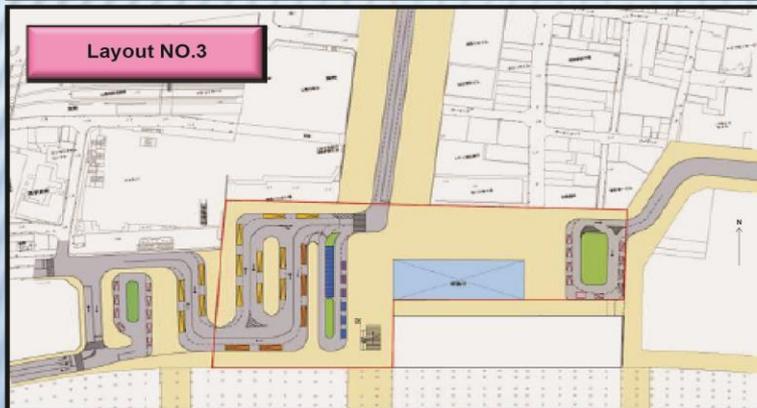
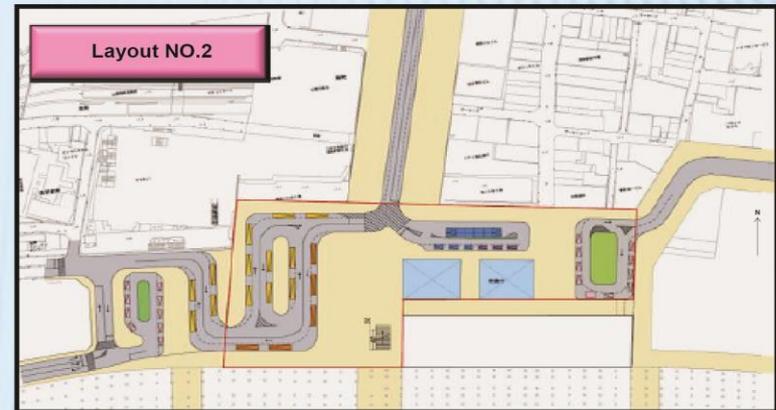
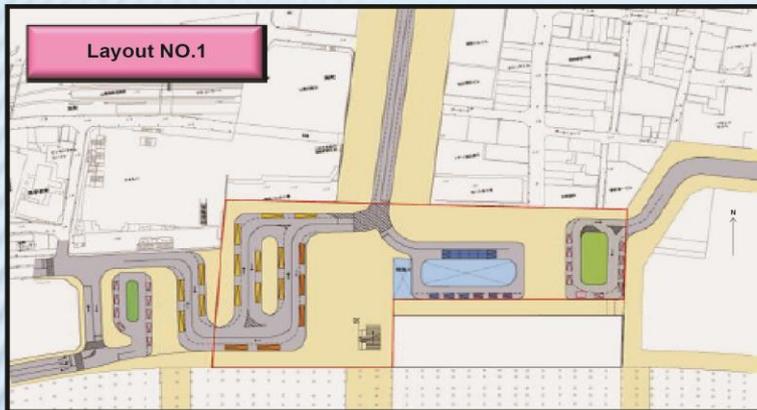


Source: Himeji city

Consensus building in Himeji city

- ✓ Himeji city organized special committee composed of various groups, and it's main subject was plaza's concept, layout, coordination with the design, and succeeded consensus building.
- ✓ Himeji city also introduced new way of consensus building for public design through close exchange of information among administration ,specialists and citizens.

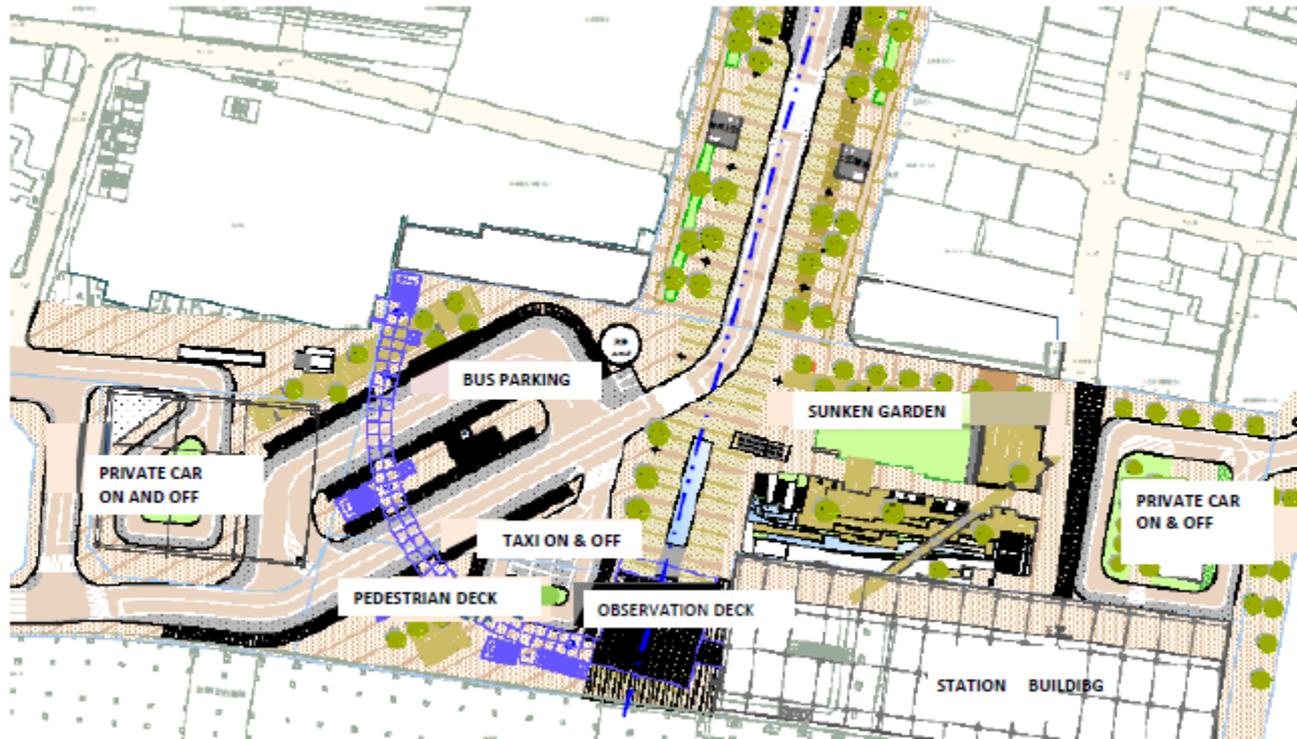
Revised layout plans



	Layout NO.1	Layout NO.2	Layout NO.3
Private Car	East & West	East & West	East & West
Taxi	• Over the sunken garden	• North of the sunken garden	• West
Bus	• West	• West	• West
Plaza	• In front of the center concourse • North of the sunken garden	• In front of the center concourse	• North of the sunken garden

Source: Himeji city

Final plan of Himeji north station plaza



Source: Himeji city

Bird's-eye view of Himeji north station plaza



Source: Himeji city

Bus stop & Taxi stand



Cityscape from the station plaza



Himeji castle seen from observation deck



3-4Tokyo station maruno-uchi plaza



Source: JR East

Conclusion -3-

- On development of station plazas
 - ✓ Transportation hub function of station plaza is of great importance, for it directly connects with the demands of the railways, especially the shift from private cars and other modes of transport.
 - ✓ City plaza function of station plaza such as symbol and hub space of the city has come to attract attention.
 - ✓ Consensus building among citizens on the design and layout of the plaza is an important and necessary step.

4 Development of under viaduct spaces



Background of establishing CLM

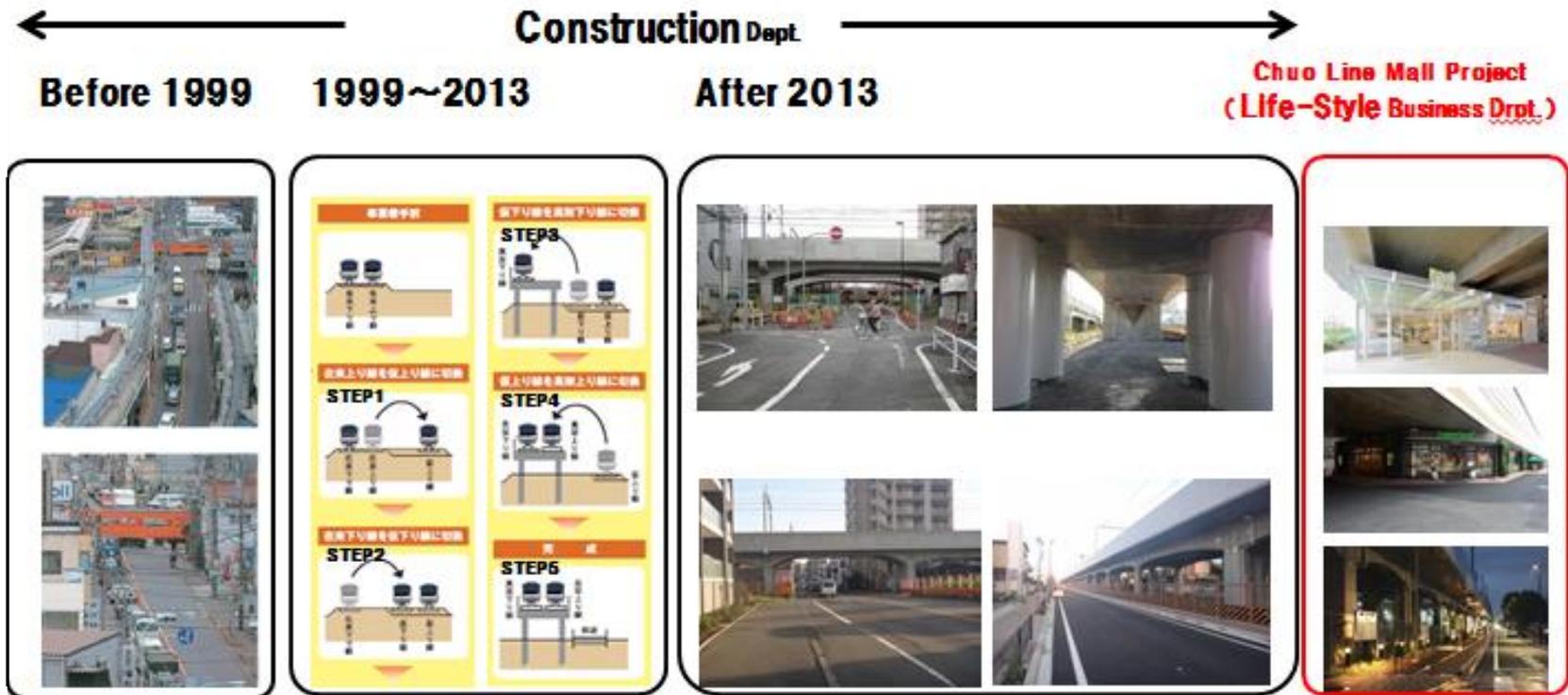
Chuo Line Mall scheme is to develop space under elevated tracks generated in the continuous grade crossing elimination between Mitaka and Tachikawa stations(13.1km, 18 grade crossings)on the Chuo Line.



New space under
elevated tracks
(9km/70,000m²)

Elimination of traffic
congestion and
fragmented movement
of town

History of Chuo Line Mall Project



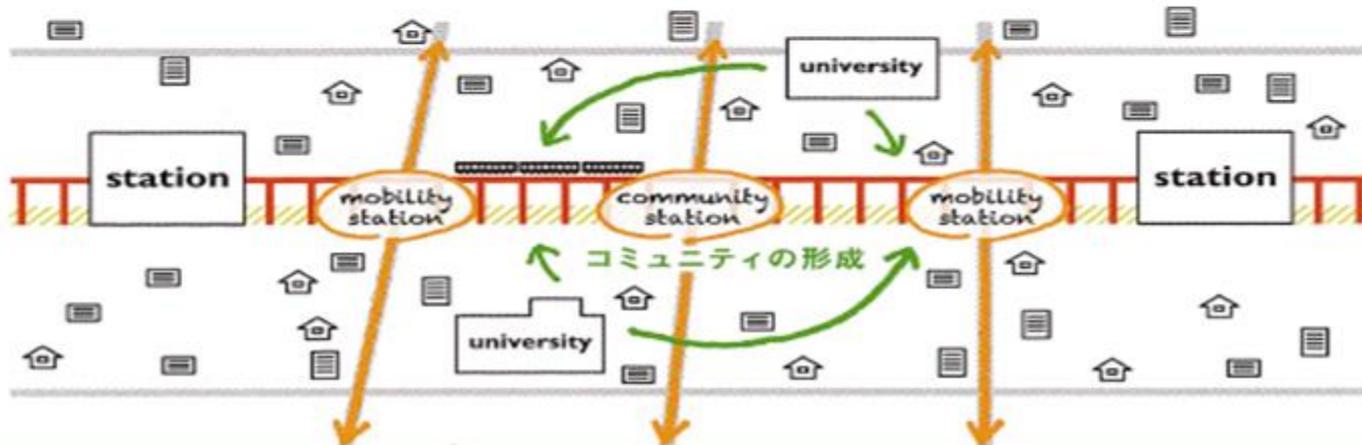
Major business fields of JR Chuo Line Mall Co.,Ltd.



Concept of Chuo Line Mall

- ◆ Developing space under elevated tracks between stations with unified concept.
- ◆ Producing liveliness of town in cooperation with local communities

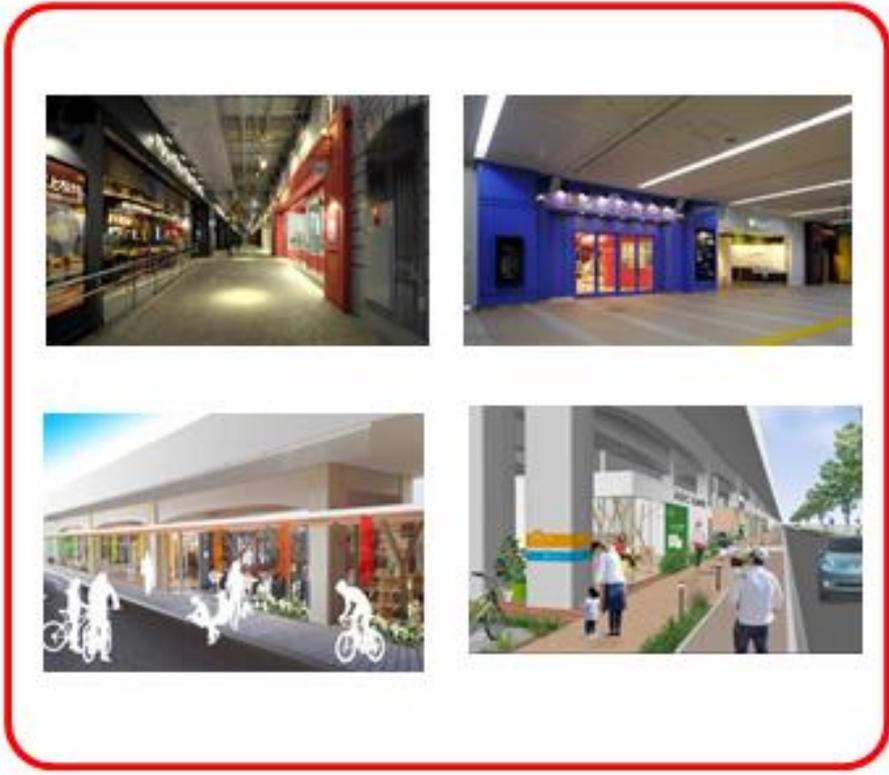
⇒ Creating the brand line-side people want to live



Concept of Chuo Line Mall 2

【Old Type】

Chuo Line Mall



Development

- Shopping Center
- Clinic
- Nursery
- Boardwalk etc.

Chuo Line
Value Up

Growth of the City & JR east

- Residents Increase
- Railway users

Commercial facilities

Attractive commercial facilities in station

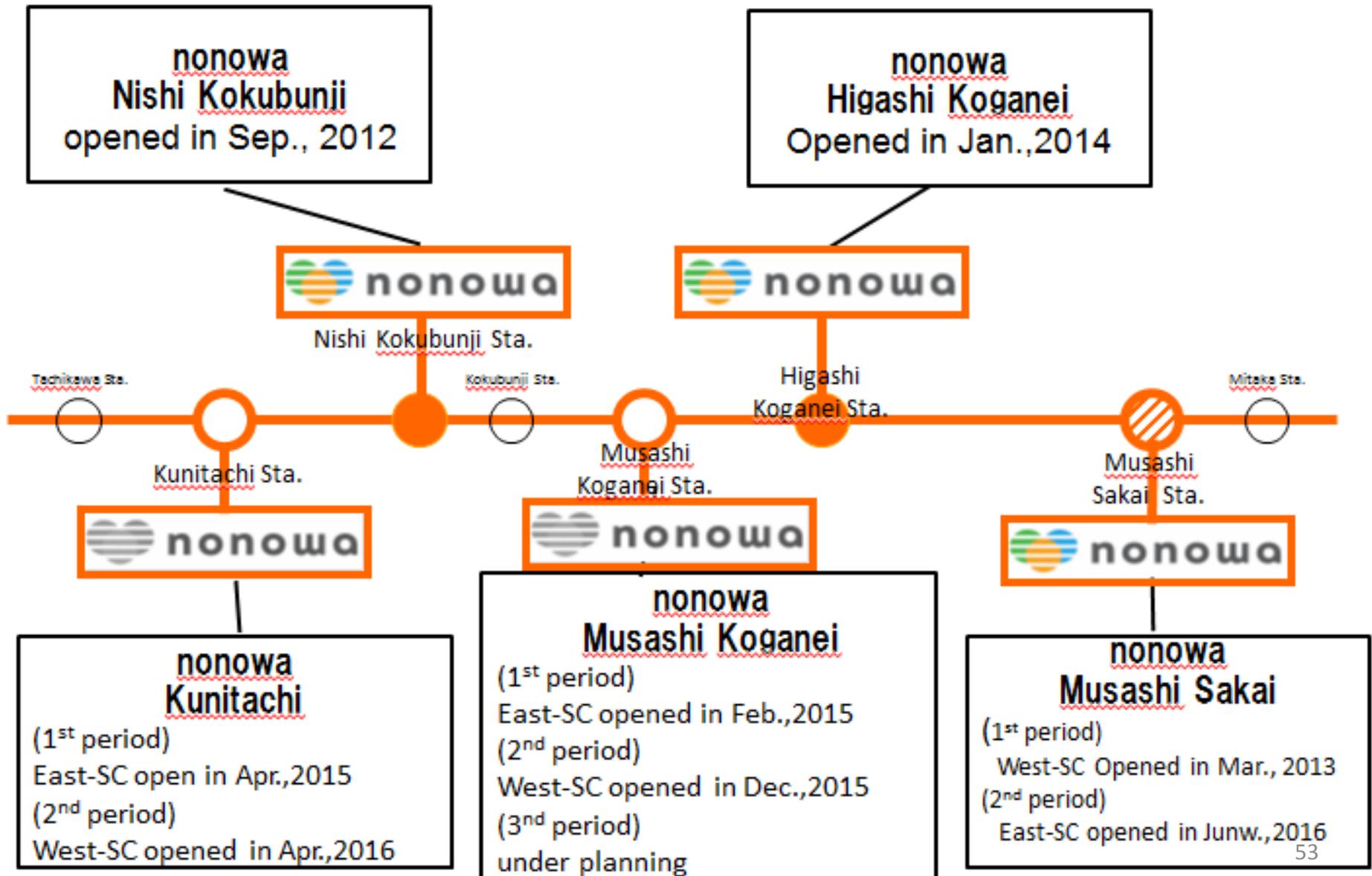
Creation of liveliness
of town
“nonowa”



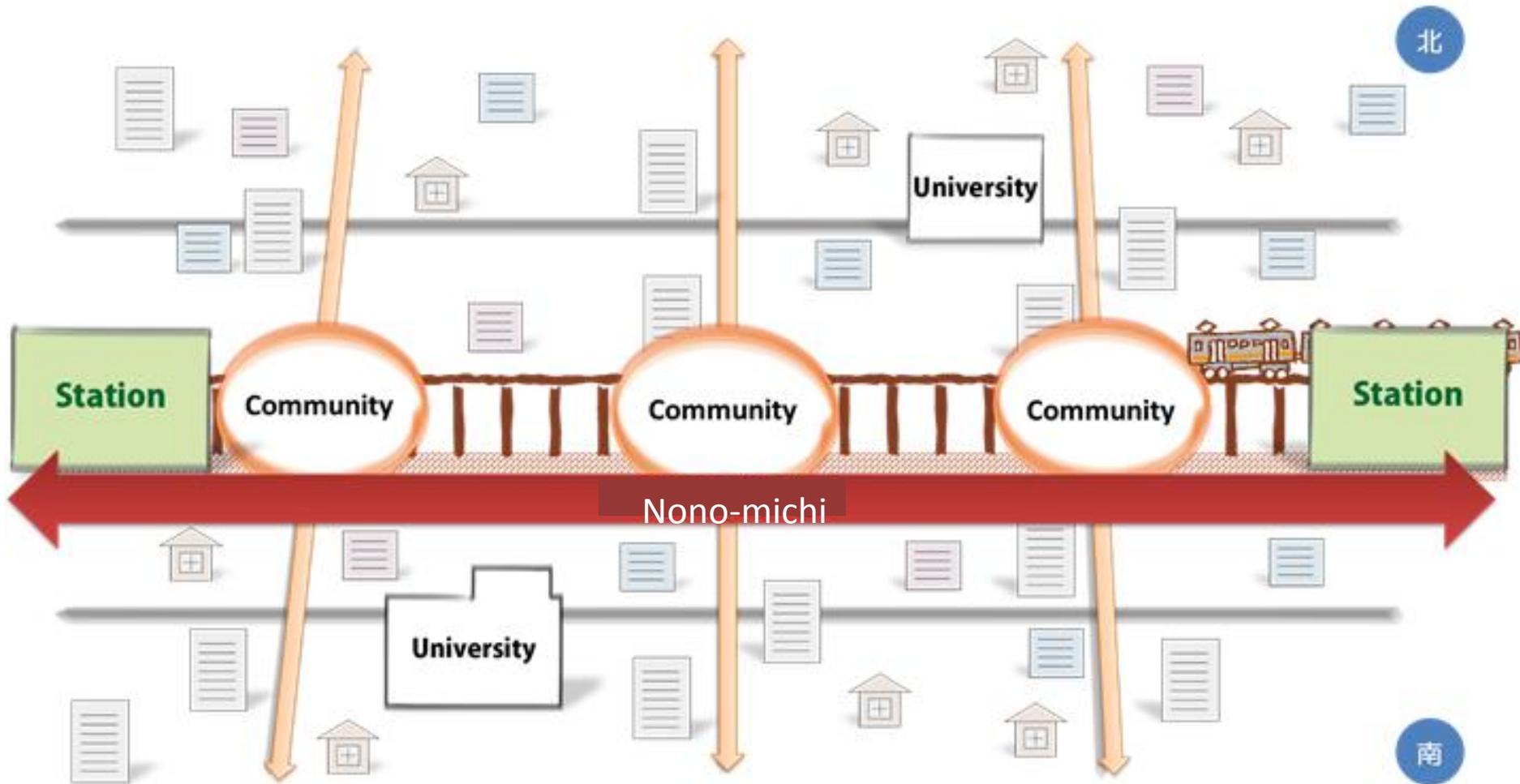
Town information service
“Concierge”



Development of “nonowa”



No-no-michi, between stations



No-no-michi(a path in Musashi-no)

① Walking space for people movement

⇒ enhancing convenience in cooperation with local government, sidewalk connecting with west and east area



② Comfortable and joyful space

⇒ facilities where 3 generations exchange (hospital, nursery, welfare facilities) community hub

Introduction of local attractions and local anecdotes by using the pillars



③ Space by unified design

⇒ sidewalk's design imaged the nature of Musashino
Producing "unified environment" by unifying lighting and planting

Cooperation and coexistence with the community



Hold various events in cooperation with shops under the viaducts and volunteers in local community

Station services

Commissioned by JR-East

(Musashi Sakai Sta./Higashi Koganei Sta. /Kunitachi Sta.)

- Ticket sales
- Train operation
- Customer Service Information etc.



Conclusion -4-

- Development of under viaduct spaces
- ✓ Cooperating with local governments, new attempts are started to establish good brand image of the railway line, and to promote vital utilization of under viaduct spaces.

Summary 1

- Why was cooperation between transportation policy and city planning possible in Japan?
 1. Existence of coordinator with enthusiasm.
 2. Sharing the recognition on the importance of cooperation among involved people.
 3. Committee for cooperation is organized and works by the support of local government .
 4. Schemes and resources to support cooperation.
 5. Local government promote value capture policy for public facilities.

Summary 2

- What is the change of the business model on development in and around the station, from JNR to JR?
 1. Station is not merely places to getting on and off trains, but also hub for communication, mingling and living.
 2. Spaces in the station are precious, therefore they must be utilized mainly for customers.
 3. Vital tenants should be welcomed for station building.

Changes after the Privatization of JNR

< Station Master's room of Ueno Station >



Source: A Hundred-year history of Ueno station

<Current Ueno Station>

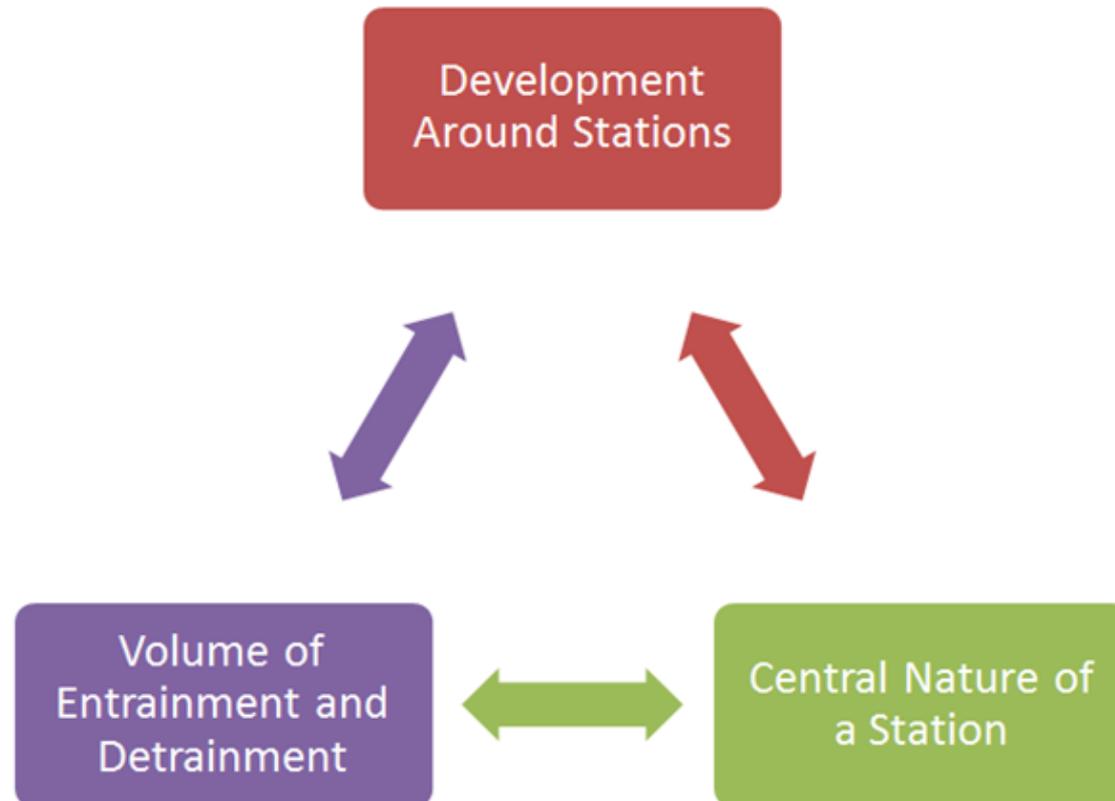


Summary 3

- Are there anything that can be applied to developing countries for development around a station and along the line?
 1. Reserve land around the station for future development.
 2. Design a layout most convenient for type of customer who are expected.
 3. Consider development step by step, e.g. plane use to multi story use.
 4. A layout possible to strolling around is a key to development of lands around the station.

Thank you for your attention.

Factors related to development around stations



Strolling around path

