3rd TOD Knowledge Sharing Seminar
“Japan’s History of TOD and Application of Japanese TOD Model in Developing Countries”

Why Transit-Oriented Urban Structure was developed in Japanese Metropolis?

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Distinctive characteristics of Japan’s metropolis: Development of railways

Examples: Tokyo (including Yokohama, Saitama, Chiba), Nagoya and surrounding area, and 4 areas including Kyoto/Osaka/Kobe and Fukuoka

1) Development of railways at the civic center and the suburbs. Railway services enjoyed in the urban area. All segments of society uses railway services.

2) Connection stations became sub-civic center with business and offices. Many stations in Tokyo became sub-sub civic center. Comfortable circumstance even in metropolis.
3) Private railway companies are powerful in development of suburbs train, most of them are under private management. Residential district, department stores, grocery stores, buses, schools, hospitals along the railway line.

4) Competition of private railway companies and JR (Former Japanese National Railways), resulted in improvement of services. JR’s profit from business facilities. Haneda Airport access by Keikyu Line.

5) Successful JR, public and private railway mutual line connection in capital city planning in 1960s.

6) Raised and underground railways, consolidated station plaza by subsidies for city planning
Why formulated such metropolis with railway development?

History

2. Modernization after the Meiji Restoration in 1868. Establishment of national railway connecting cities in Japan, railways along margins of urban areas. Electric tramways in urban areas managed by cities.

Urbanization 1910s – 1920s. Increase of urban population. Urban issues such as housing, transportation, sanitation, and environment became more serious → Urban Planning Department established in the Home Ministry in 1918, urban development law enacted in 1919.
3. Capital Tokyo city planning led by the government in 1930s.

The Great Kanto Earthquake in 1923 - world largest fire in the city
*Imperial Capital Reconstruction Project* 1923-1930 - reconstruction of urban area in Tokyo, infrastructure development

Birth of “Greater Tokyo” in 1932
Subway planning for whole urban area. Constructed by private companies because of Tokyo City’s financial difficulties. First subway in the East.

Suburbs and metropolis development including sub-metropolis and station plaza establishment. Sub-metropolis planning for Shinjuku, Shibuya and Ikebukuro. Convenience of railway connection and high-degree application of land use. Started in 1930s, secured the land for plaza in 1950s.
4. Private Suburb Railways and Planned Suburb

Construction boom of private suburb railways in Tokyo suburb areas in 1930. Railways from loop line sub-civic center to the suburb. Started developing residential area from agricultural and mountain forest. JR for both long distance and commute.

No central government and municipality subsidies for private railways. Funds by stock. Private railways were rising industry.

**Business model: Tokyu Corporation**

Garden City Company Ltd in 1920s. Eiichi Shibusawa, Father of Japanese capitalism established Garden City and Garden Suburb like UK and US. Railways for commute to work and school. University and amusement park to raise the land value. Aiming for upper middle class and implemented home mortgage and installed electricity. Executives, government officials, military personnel and scholars.

Tokyo and Osaka- Difference of city image and land value depending on the railway line.
5. Urban Planning and Urban Policy for Tokyo Metropolis after War

115 cities were burnt out → War-damaged reconstruction planning
Implemented only at station area in Tokyo because of inadequacy of the government. Sendai, Nagoya and Hiroshima were able to reconstruct the entire city. Tokyo: No construction of arterial highways and motorization in 1960s → Congestion of the roads and insufficient housing → Demand for urban policy

**Tardy progress since 1960s:**
1) Strengthening of transportation capacity of suburb railways: First connection of suburb train and subway in the world ← Governmental urban policy implemented in 1964 at the occasion of Tokyo Olympics

Sub-sub line of suburb railways, governmental subsidies for raised and underground railroads.

2) Public new town constructed in suburbs of remote location, extension and new construction of railways. Tokyu Corporation also constructed new railways and developed large private new town.

3) Sub metropolis developed around station. New station building, business facilities and bus terminal were established. Redevelopment of station area. Example: Tokyo, Shibuya stations
Completed part of war-damaged reconstruction project. Oimachi station area. Three lines of railway (JR, Tokyu and Rinkai) are online. Oimachi is an example of sub-sub civic center. Large scale commercial buildings and hotels are built. Atré: JR Station building combined with shopping mall. 
Left photo: 1960s
Photos: Northward direction from South
Right photo: 2016
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Station plaza of Oimachi. Hankyu Corporation from Osaka operates hotel with shopping mall. Bus terminal and taxi station are located in the station plaza. Destinations of buses vary from city center to Haneda Airport. Rinkai line (built by Tokyo Metropolitan Government and currently managed by JR) was built as a subway in 1996. (Map Left: North Right: South)

Photos: Southward direction from Tokyu station plaza (north)
Tokyo metropolitan development was not completed. Urban area around Oimachi station plaza was left without war-damaged reconstruction. However, roads around the station were consolidated 3 years ago.

Photo: Eastward direction from West. JR Oimachi Station (Atré) in the back

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Presentation “Sharing Experience and lessons on Development of Tokyo Metropolitan area” at the symposium held in Beijing by the China Development Research Foundation, a government think-tank, in year 2014. Requested by late Professor Emeritus Masahiko Aoki (Stanford University) to plan and conduct a study visit in Tokyo Metropolitan area.