

Regional planning and
Super-MegaRegion in Japan:
Its Impact on Municipal Planning

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- I. National Planning and the Super Mega Region with the Linear Central Shinkansen (a Maglev-type Mass Transit Railway)
- II. Its impacts on suburban new town revitalization, Tama New Town
- III. Planning of Sagami-hara City, Located in the Suburbs of the Tokyo Region

Why do we have now Super-Mega-region Plan?

'**balanced** development'

'compactness + networking'

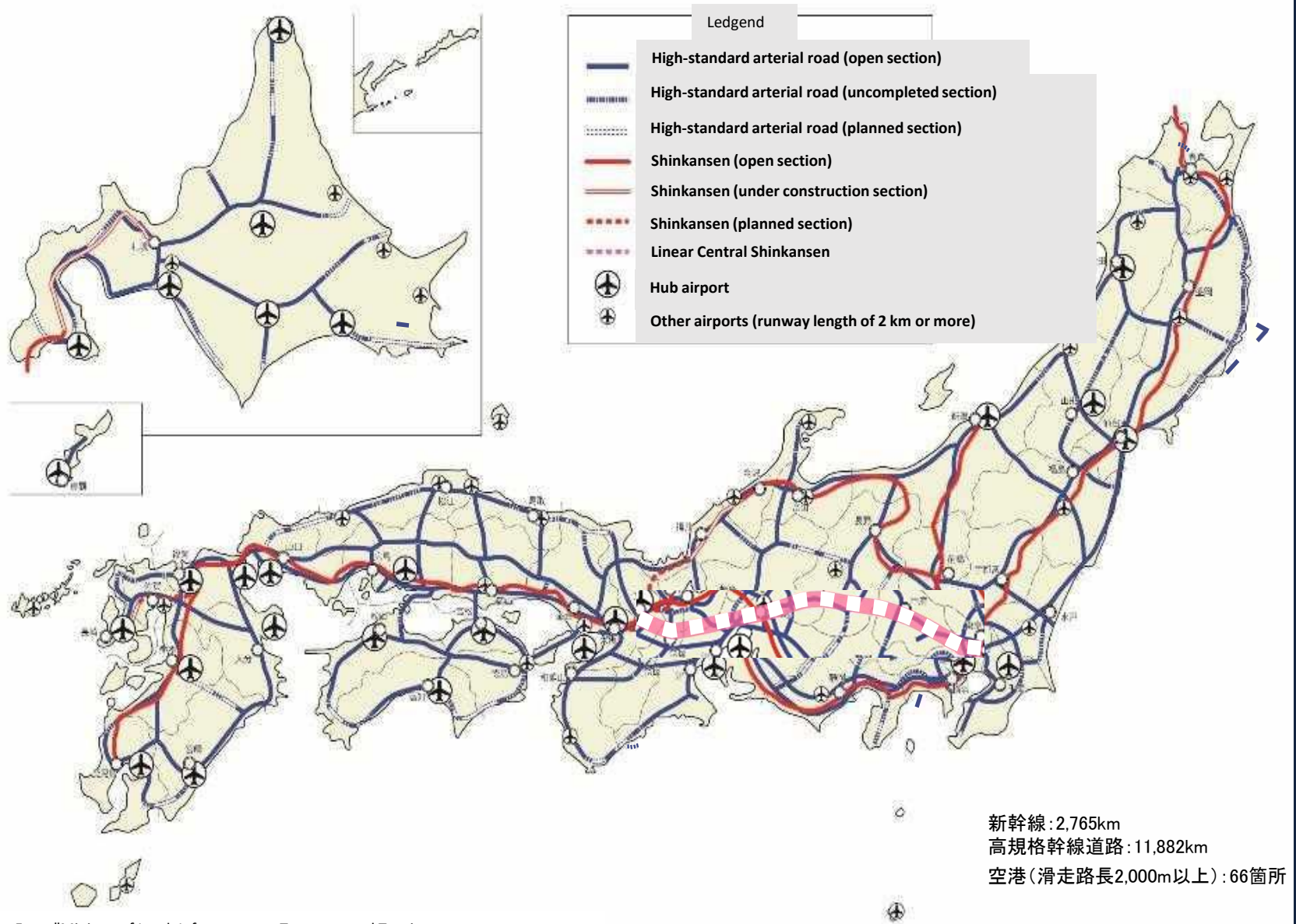
'engines for economic growth'



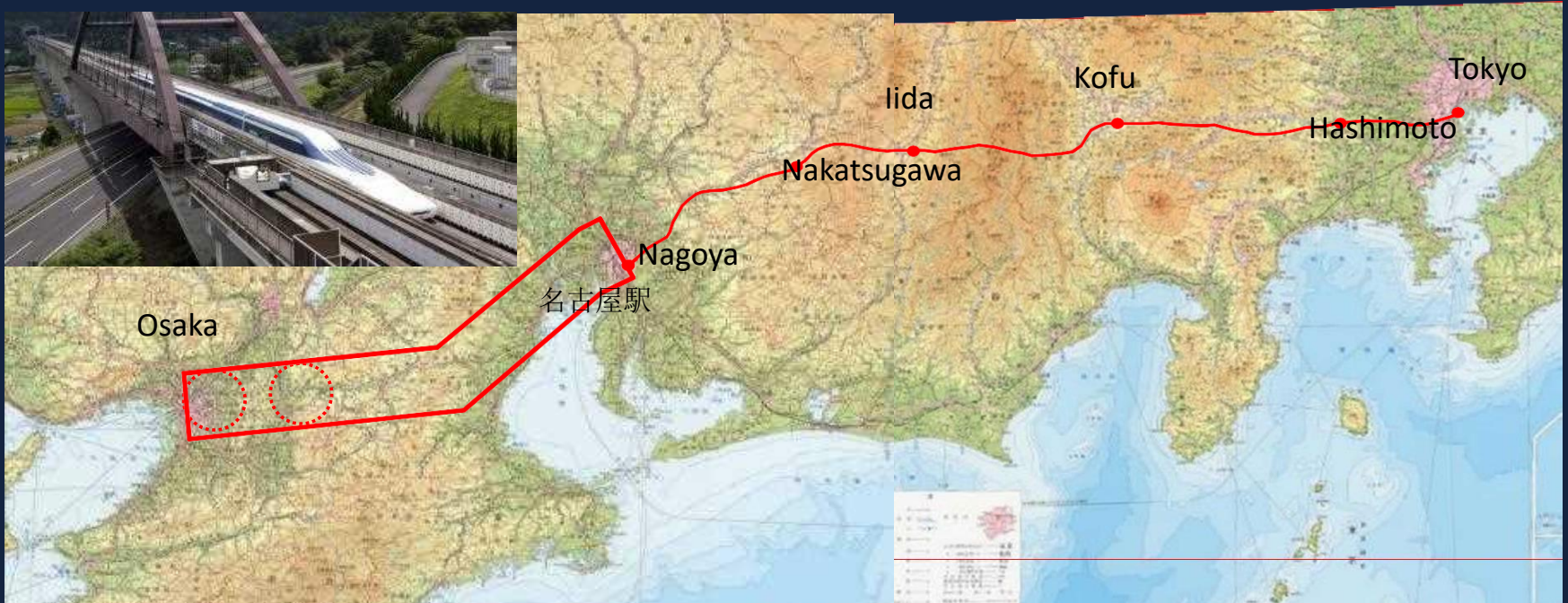
Super Mega Region by
Linear Central Shinkansen

Major Transportation Networks in Japan

Advancement of High-Speed Transportation Network Development in Our Country - 2019





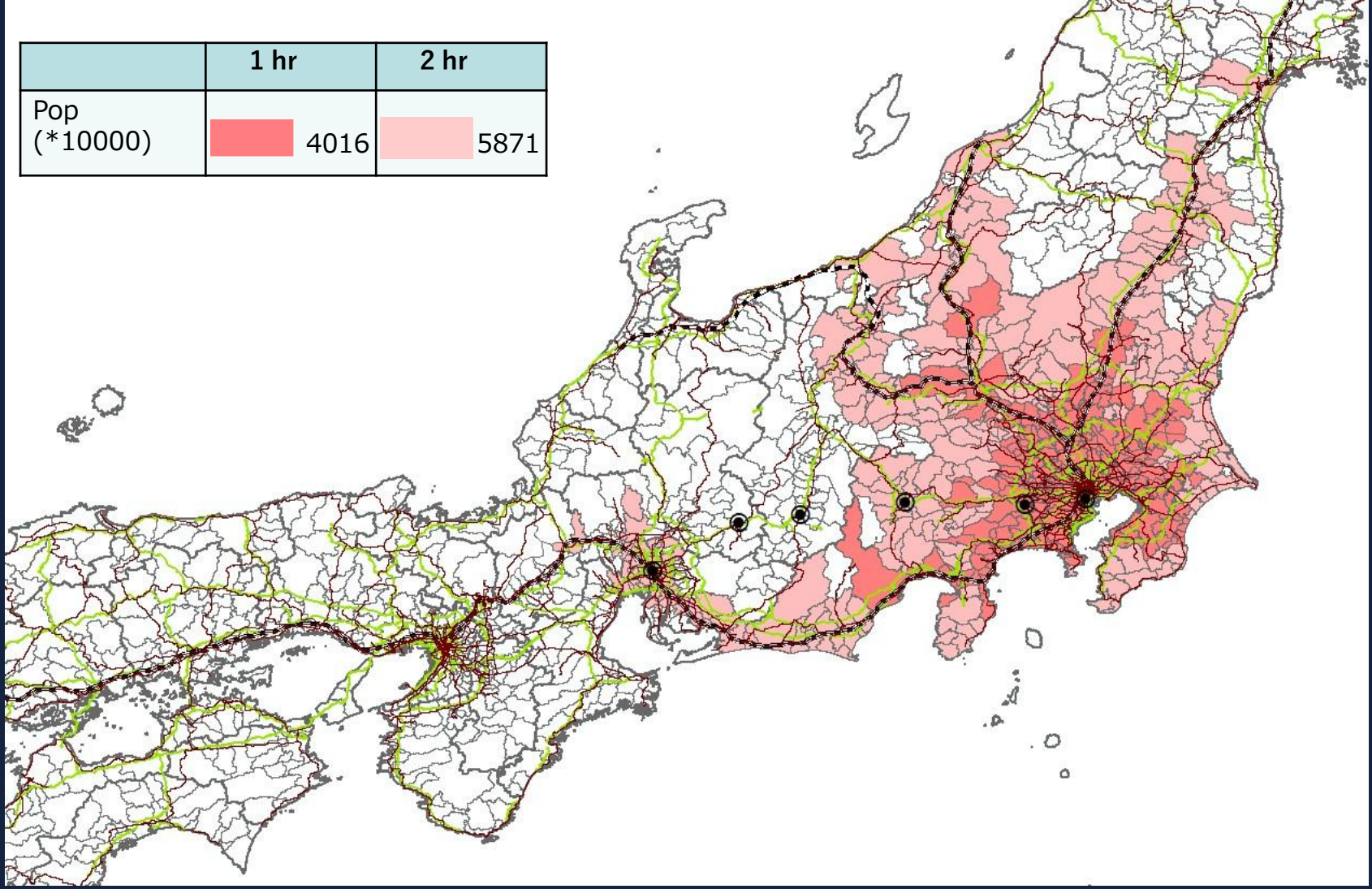
Overview of the Linear Central Shinkansen?





Construction Line	Central Shinkan		Shinagawa - Nagoya	Tokyo - Osaka
Section	Tokyo Metropolitan Area to Osaka City			
Travel Method	Superconducting Maglev	Route Length (km):	286	438
Maximum Design Speed:	550 kilometers per hour	Travel Time (minutes):	40	67
Estimated Construction Cost	Approximately 9 trillion yen	Construction Cost (billion yen)	5,235.50	90,300
		Assumed Opening Years by JR Tokai	2027	2045

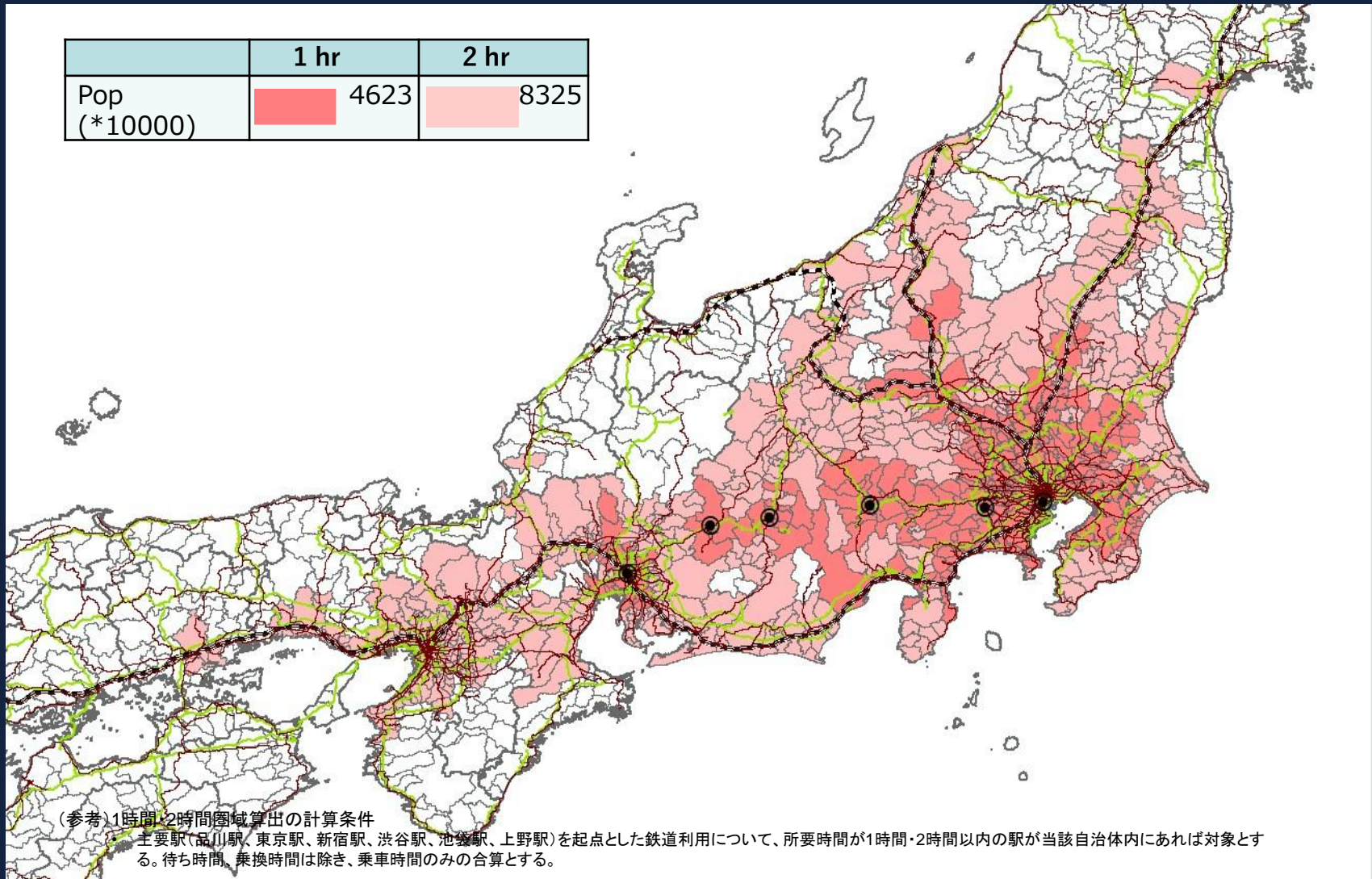
1-Hour and 2-Hour Zones from Various Stations (Tokyo) Before Linear Opening

	1 hr	2 hr
Pop (*10000)	 4016	 5871



1-Hour and 2-Hour Zones from Various Stations (Tokyo) After Linear Opening

	1 hr	2 hr
Pop (*10000)	 4623	 8325




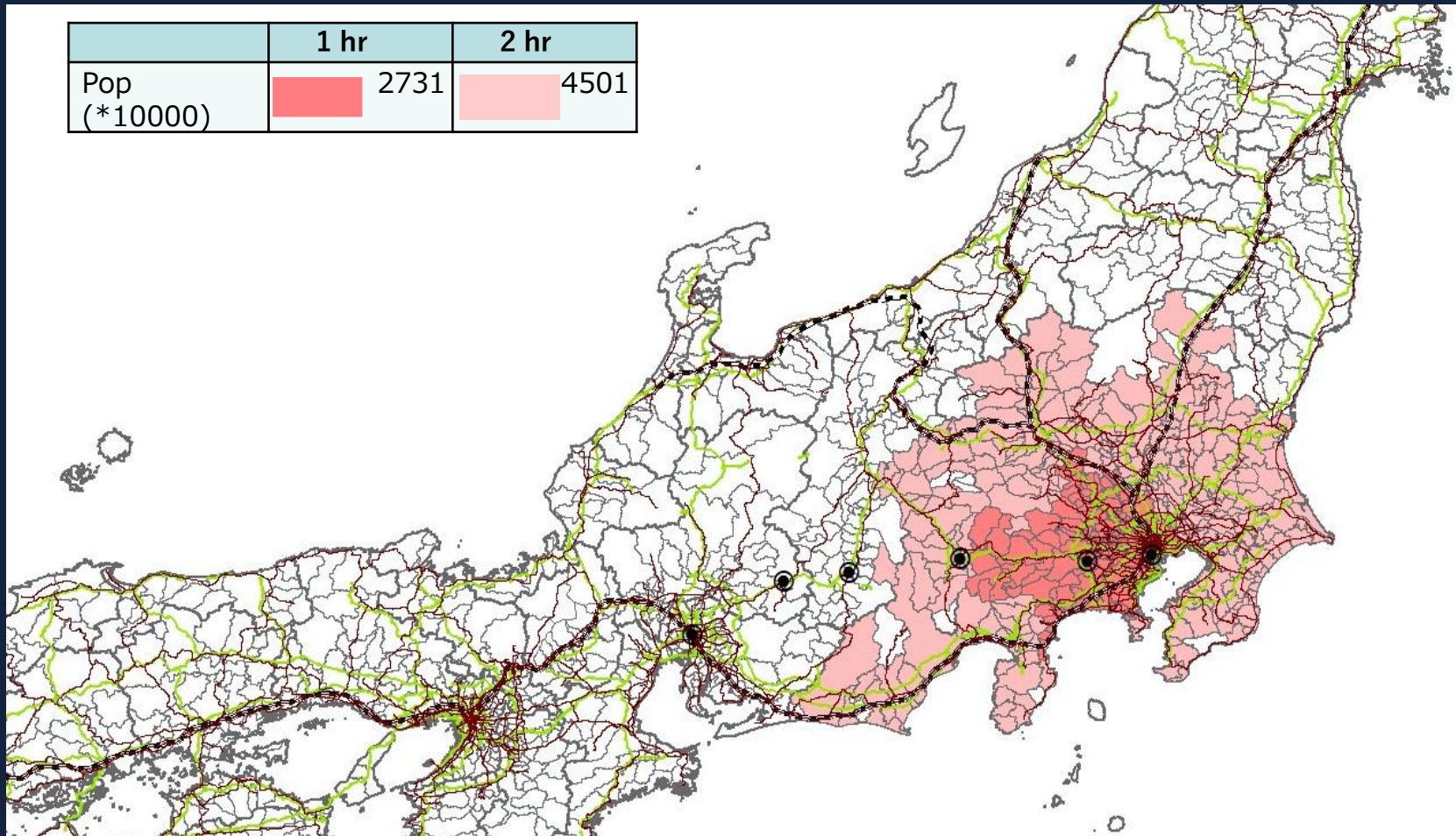
(参考) 1時間・2時間圏域算出の計算条件

主要駅(品川駅、東京駅、新宿駅、渋谷駅、池袋駅、上野駅)を起点とした鉄道利用について、所要時間が1時間・2時間以内の駅が当該自治体内にあれば対象とする。待ち時間、乗換時間は除き、乗車時間のみを合算とする。

(出典) NITAS (Version 2.4) (平成27年3月時点) を用いて国土交通省国土政策局作成。

1-Hour and 2-Hour Zones from Various Stations (Sagamihara City) Before Linear Opening

	1 hr	2 hr
Pop (*10000)	 2731	 4501





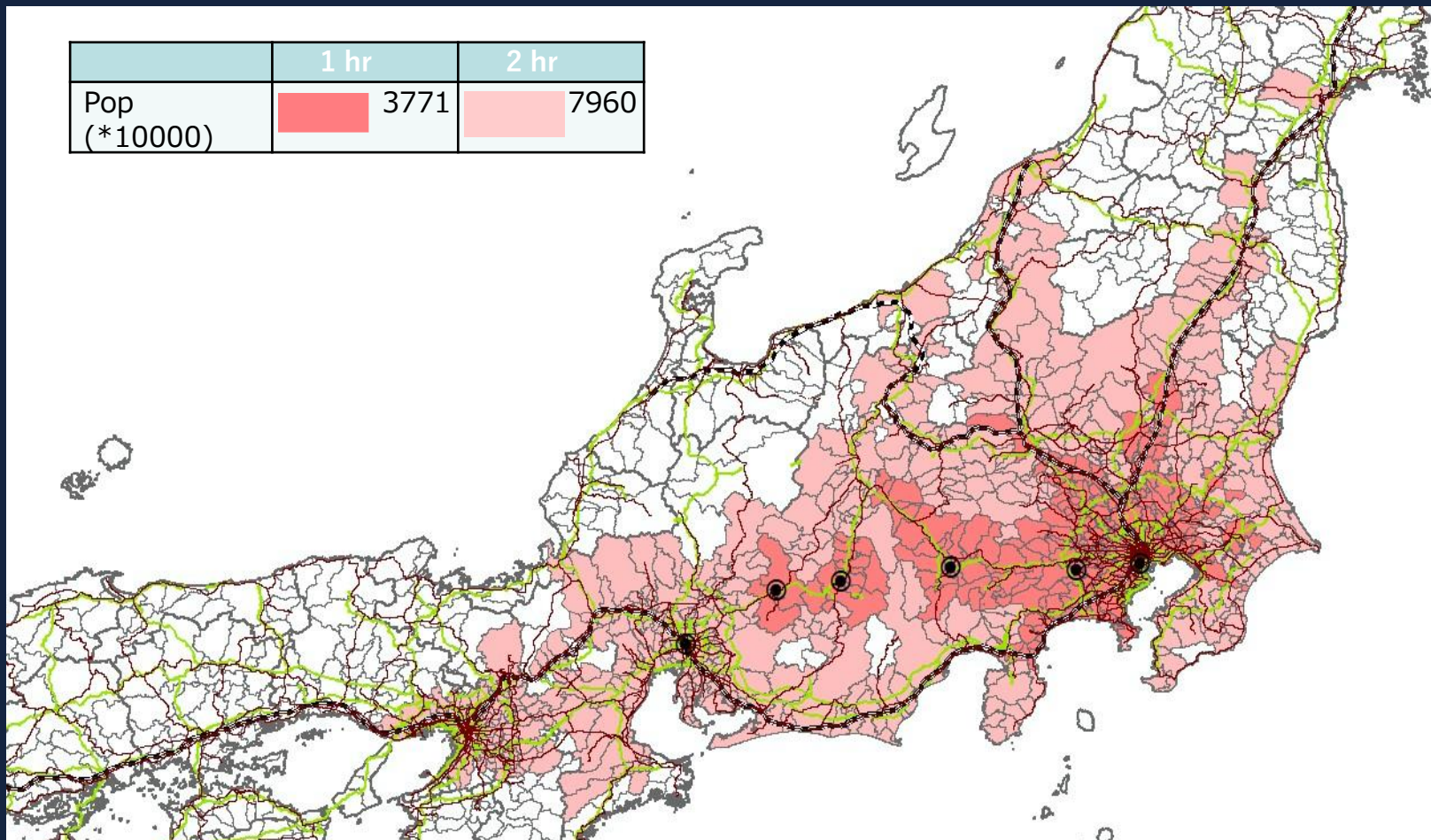
(参考) 1時間・2時間圏域算出の計算条件

- 自動車利用については、高速道路のIC(高尾山IC)を起点とし、1時間・2時間以内のICが当該自治体内であれば対象とする。最寄りのICが当該自治体でない場合、最寄りのICから当該自治体の行政界までにかかる時間を地図上で測定し、その時間を含めた上で1時間・2時間以内であれば対象とする。
- 鉄道利用については、橋本駅を起点とし、所要時間が1時間・2時間以内の駅が当該自治体内であれば対象とする。待ち時間、乗換時間は除き、乗車時間のみの合算とする。

(出典)NITAS(Version2.4)(平成27年3月時点)を用いて国土交通省国土政策局作成。

1-Hour and 2-Hour Zones from Various Stations (Sagamihara City) After Linear Opening

	1 hr	2 hr
Pop (*10000)	 3771	 7960



【参考】1時間・2時間圏域算出の計算条件

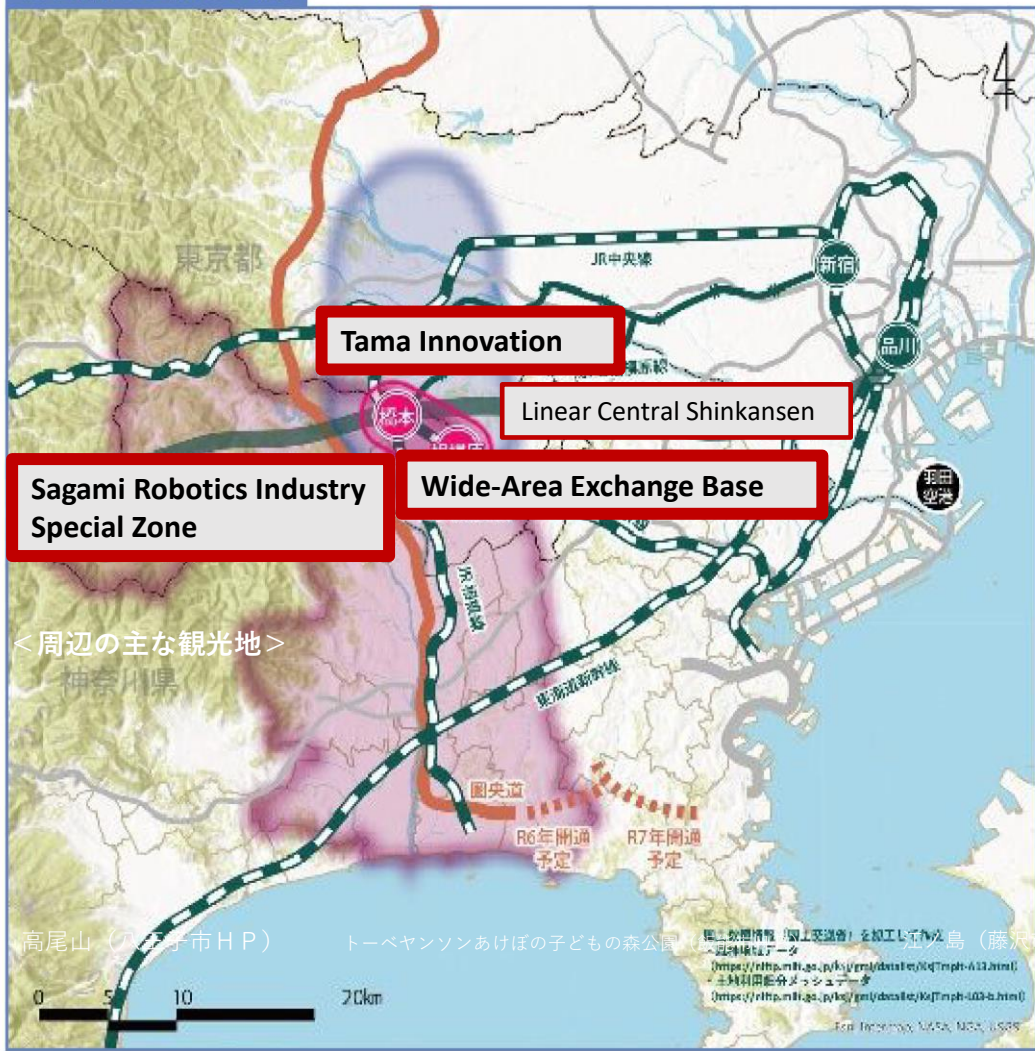
自動車利用については、高速道路のIC(高尾山IC)を起点とし、1時間・2時間以内のICが当該自治体内であれば対象とする。最寄りのICが当該自治体でない場合、最寄りのICから当該自治体の行政界までにかかる時間を地図上で測定し、その時間を含めた上で1時間・2時間以内であれば対象とする。

鉄道利用については、橋本駅を起点とし、所要時間が1時間・2時間以内の駅が当該自治体内であれば対象とする。待ち時間、乗換時間は除き、乗車時間のみの合算とする。

【出典】NITAS(Version2.4)(平成27年3月時点)を用いて国土交通省国土政策局作成

Expansion of Networks through Regional Cooperation Triggered by the Opening of the Linear Central Shinkansen

橋本駅周辺を取り巻く環境



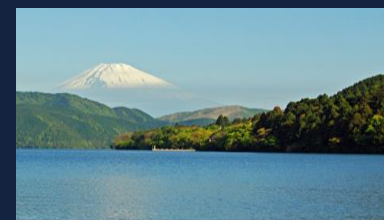
- Wide-Area Exchange Base
- Sagami Robotics Industry Special Zone
- Tama Innovation

※1 さがみロボット産業特区

神奈川県内の10市2町(相模原市、平塚市、藤沢市、茅ヶ崎市、厚木市、大和市、伊勢原市、海老名市、座間市、綾瀬市、寒川町、愛川町)を対象に、生活支援ロボットの実用化を通じた地域の安全・安心の実現を目標として、ロボットの開発・実証実験の促進、普及啓発や関連産業の集積促進に取り組むエリア。

※2 多摩イノベーション交流ゾーン

多摩地域の中でも特に大学や企業、研究機関などが集積している地域。リニア中央新幹線や圏央道、多摩都市モノレールなどの道路・交通ネットワークを生かした域内外との交流の活発化や、積極的に「挑戦」できる環境を整えることで、多様なイノベーションの創出に向けた取組が推進されています。

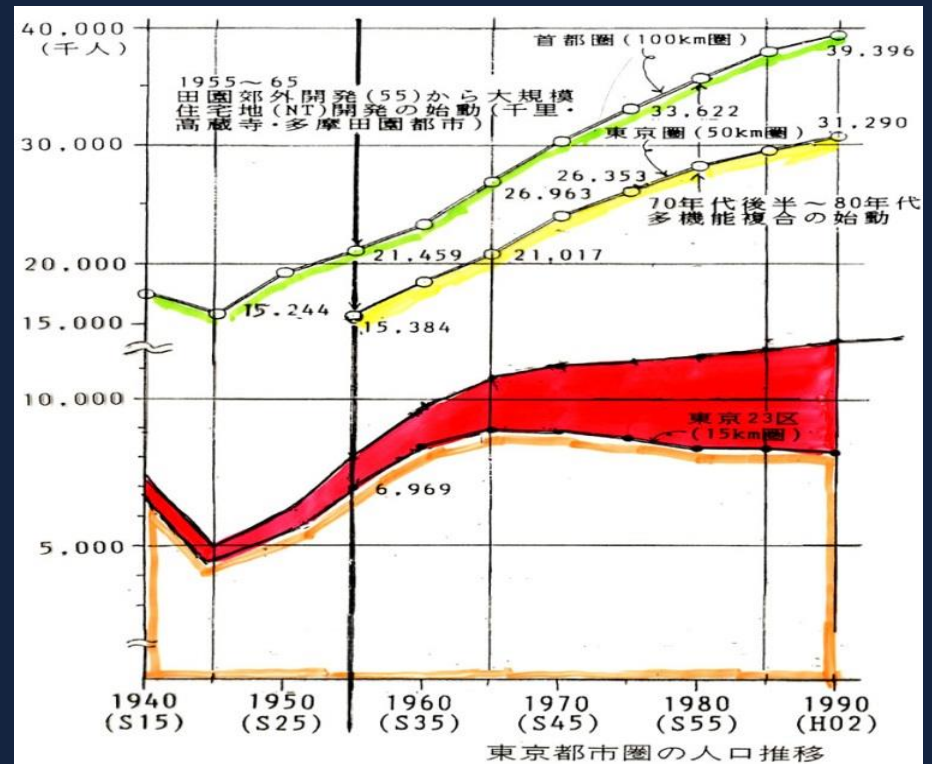
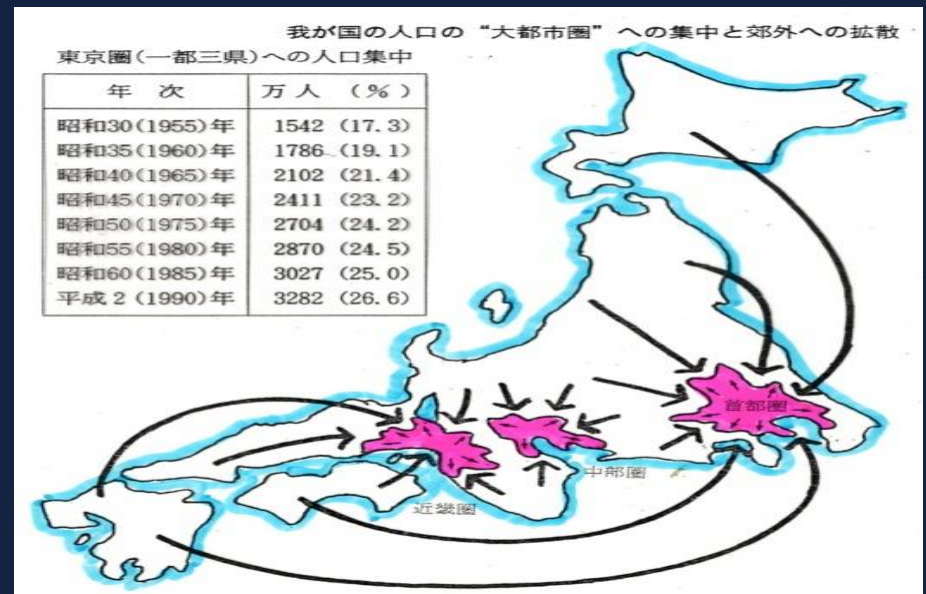


Location of Tama New Town



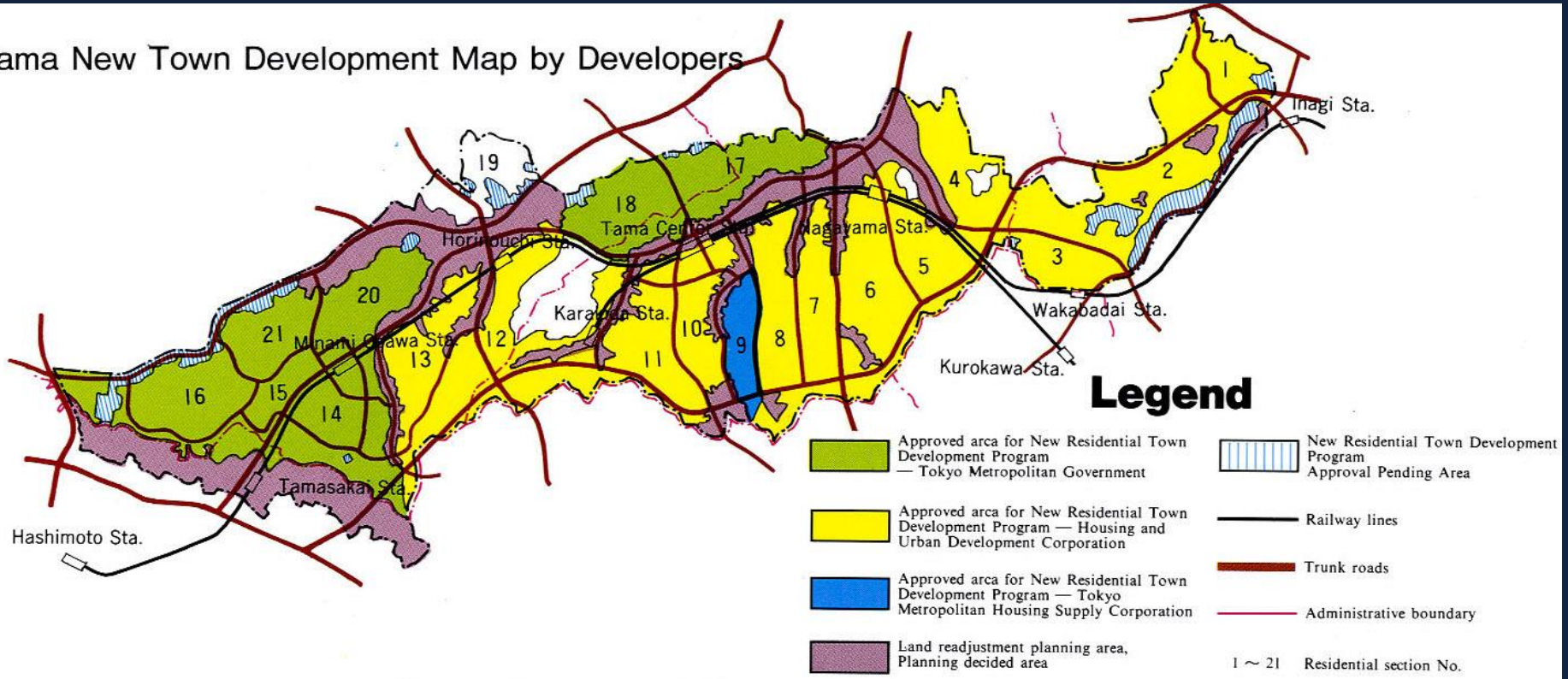
• Due to the rapid increase of population in Tokyo in 1950's, the National Capital Constriction Committee was expected to handle the following issues.

1. Restricting construction of manufacturing facilities in urbanized area
2. Relocating governmental facilities which are not needed to function in the center of Tokyo
3. Permitting developments in suburban area of Tokyo region, which, in National Capital Construction Plan, was designated as mainly preserved area for green use.

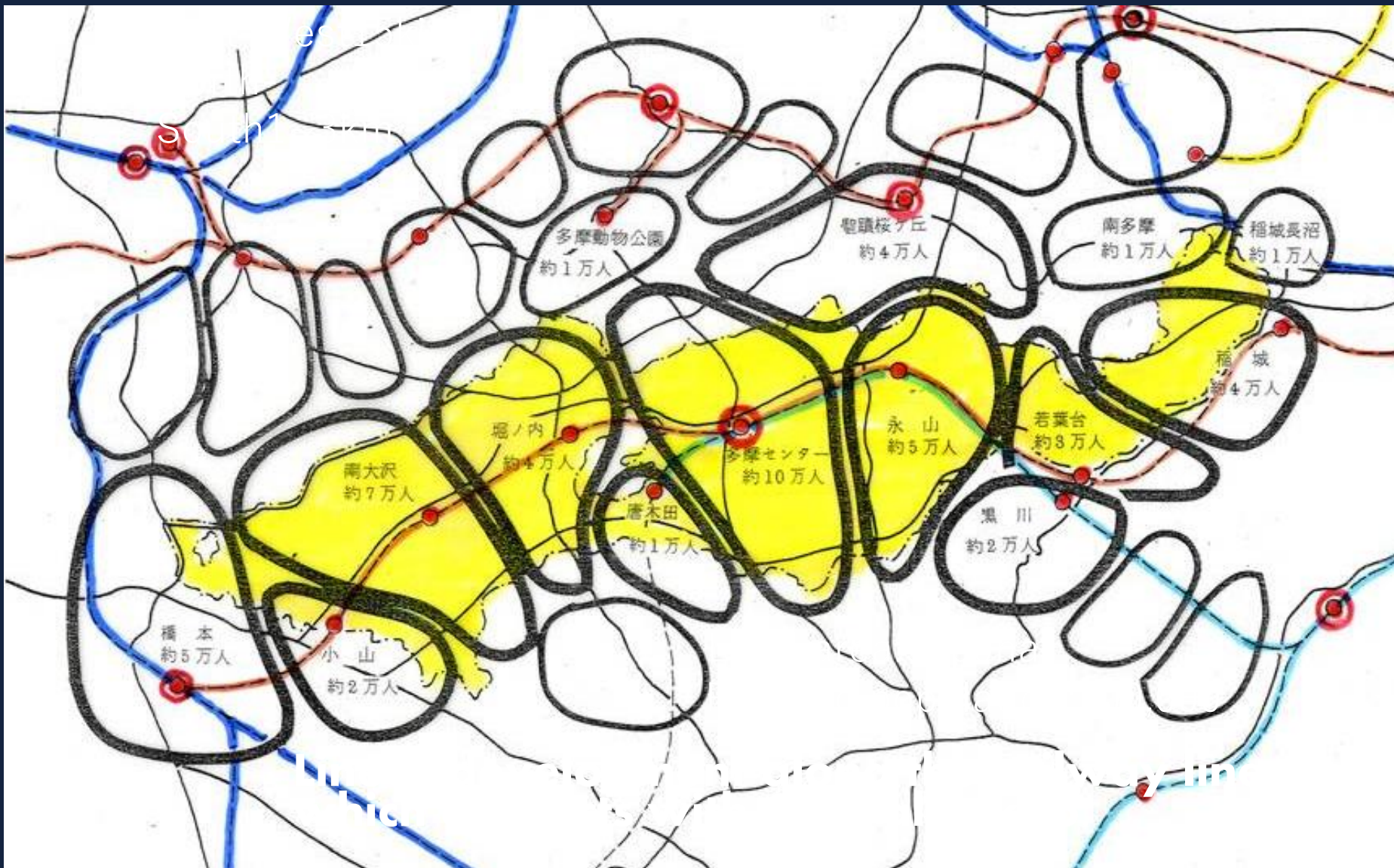


Work Division between Tokyo Metropolitan Gov. and UR etc.

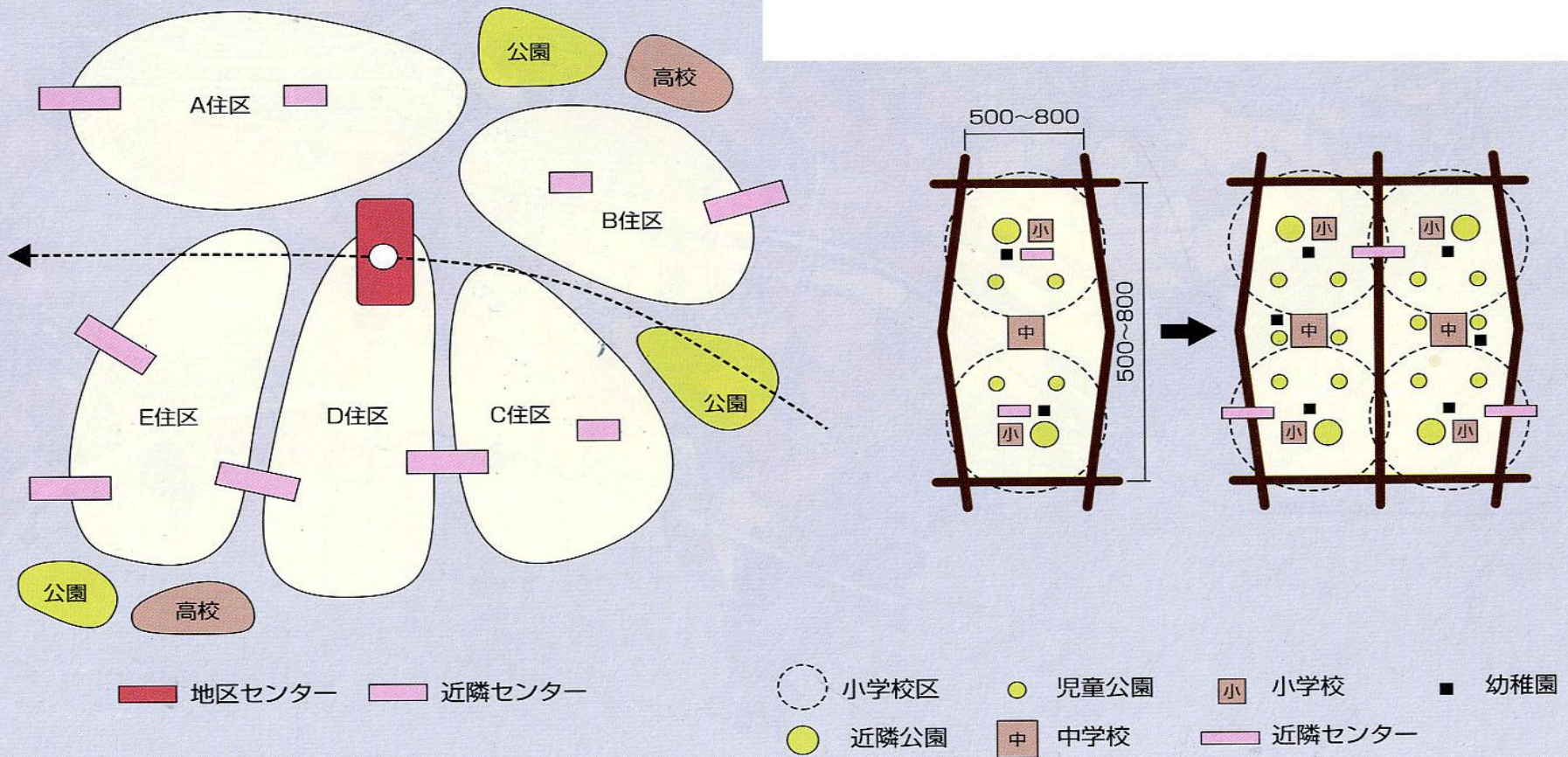
Tama New Town Development Map by Developers



The basic principle of Tama New Town physical composition



*Daily life area is based on neighborhood unit.
A district which is composed on 4-5 neighborhood units, is
based on a railway station service area.*



A neighborhood unit is comprised on one junior high-school (simultaneously two elementary schools).

The development areas and population

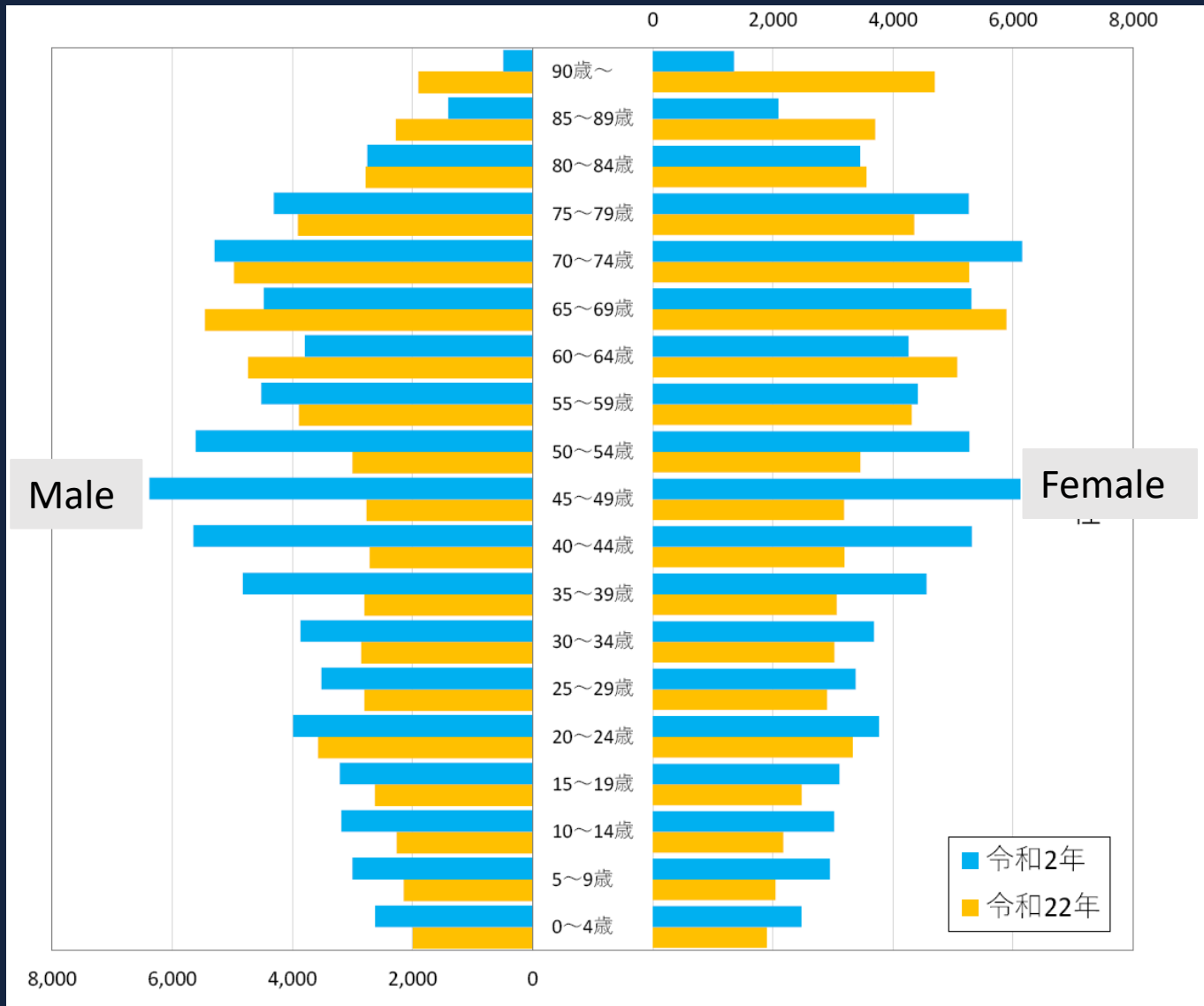
(As of October 2005)

	Classification	Area (ha)	Projected population	Target population	Remarks
Decided area for New Residential Town Development Program	Tokyo Metropolitan Government	738.4	96,800	73,700	Neighborhood Unit No.14-18,20,21
	Housing and Urban Development Corporation	1429.3	174,700	143,400	Neighborhood Unit No.1-8,10-13,19
	Tokyo Metropolitan Housing Supply Corporation	49.7	10,500	8,600	Neighborhood Unit No.9
	Sub Total	2217.4	282,000	225,700	
	Decided area for Land Readjustment Program	665.5	60,200	60,200	
	Total	2883.9	342,200	285,900	

Note Target residential population in districts of new Residential Town Development Program will amount to some 80 per cent of approved projected population.

Current : 200,000 population, 80,000 households

Current Population Composition



Neighborhood centers are declining.



Since many attractive and large scale shopping facilities have been located near it is very difficult for old neighborhood commercial shops to have competitive edge with such big scale outlet shops and category killer shops in the suburbs.



In general, there are remained are barber, beauty parlor, drug store, laundry etc.

Some shops were closed. It is necessary to revitalize such neighborhood centers.

Community activity of aged people

NAGAYAMA HUKUSI-TEI



出典 UR都市機構「高齢社会への取り組み」パンフレット

Community Meeting Place coordinated by NARUSE



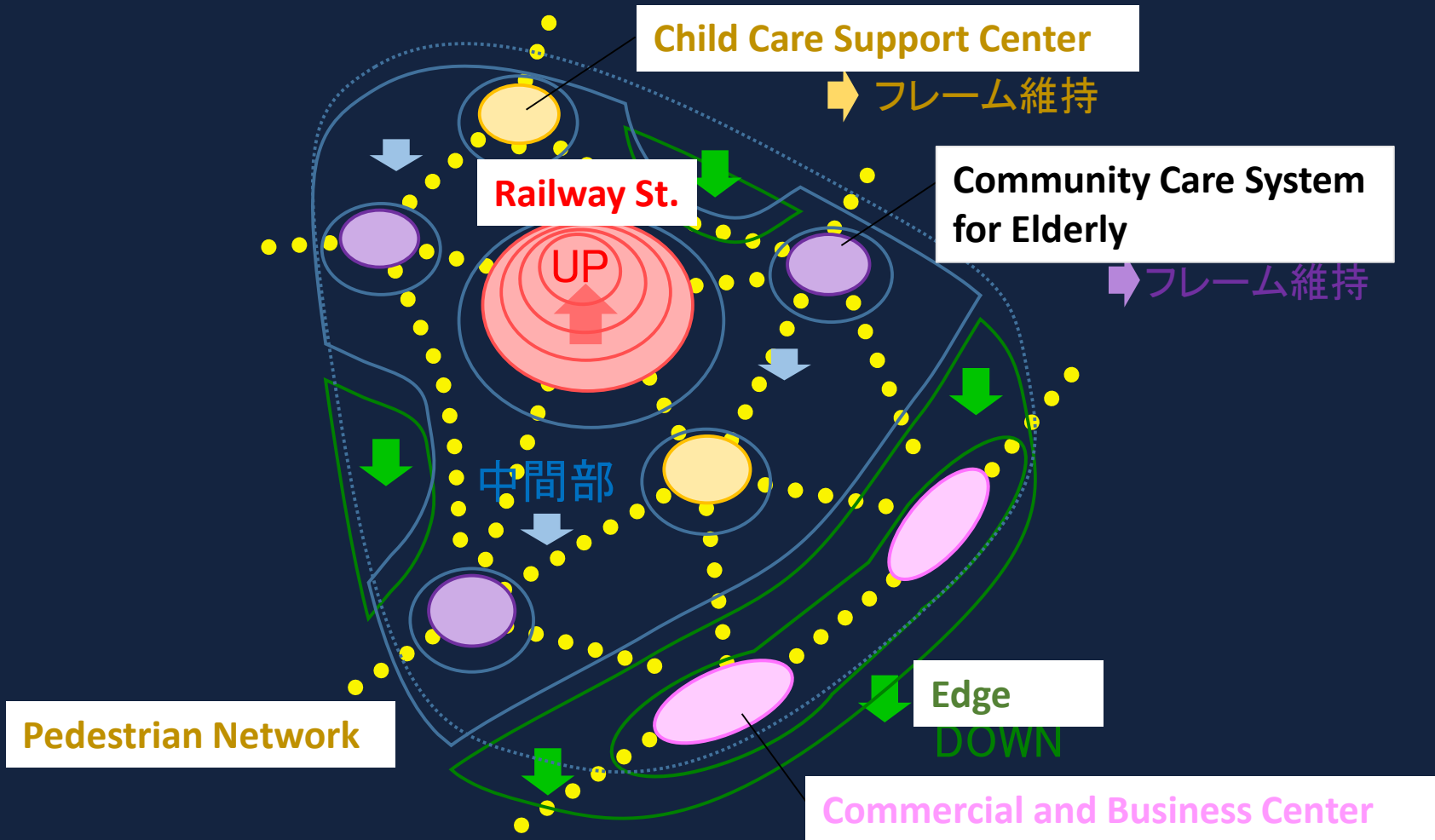
Day Service Facility



出典: 談話室もえぎ発行チラシ

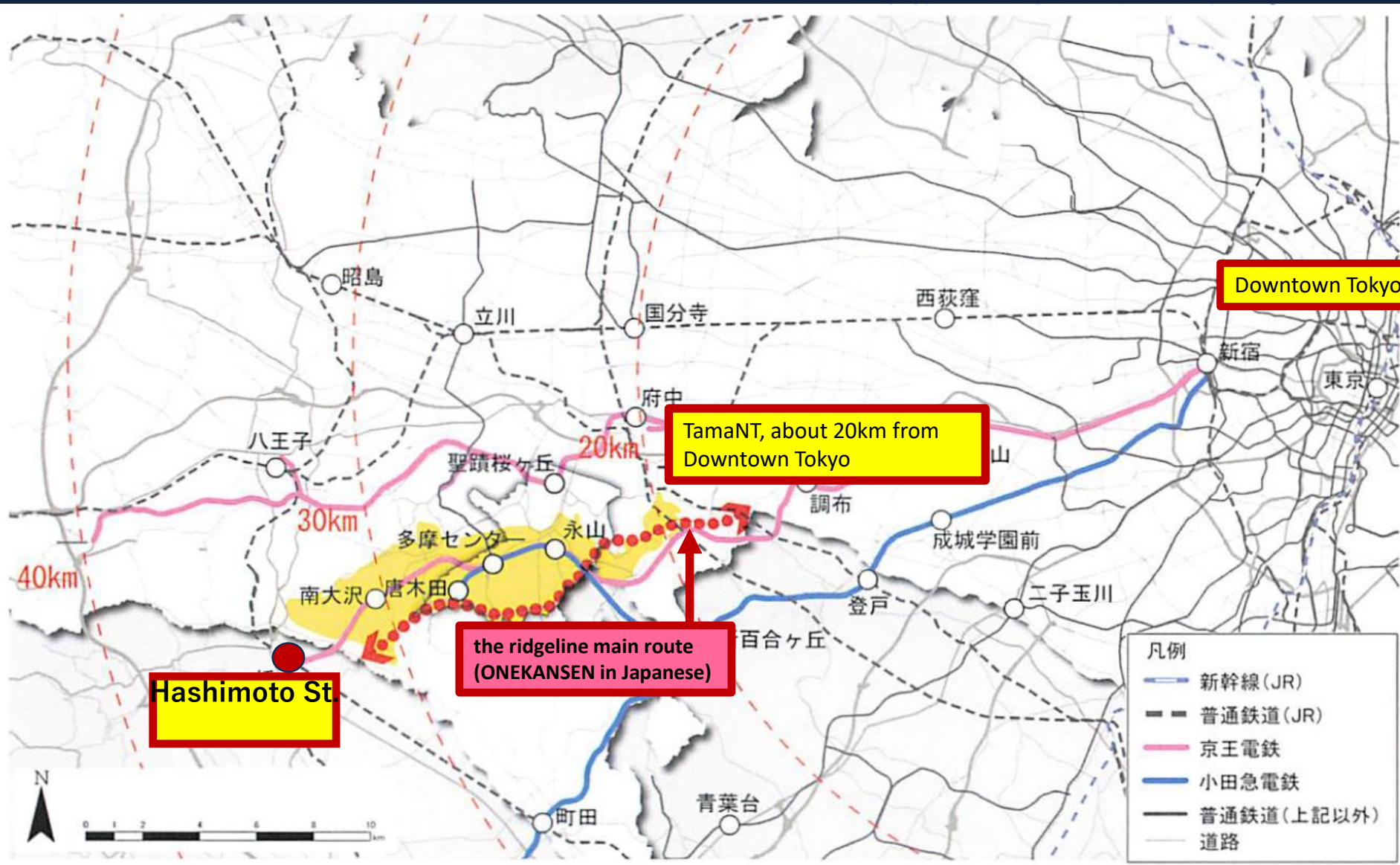
Social Housing provided by Tokyo Metropolitan Government

Reviving half-century old communities



Specified Centers Connecting in Compact Form

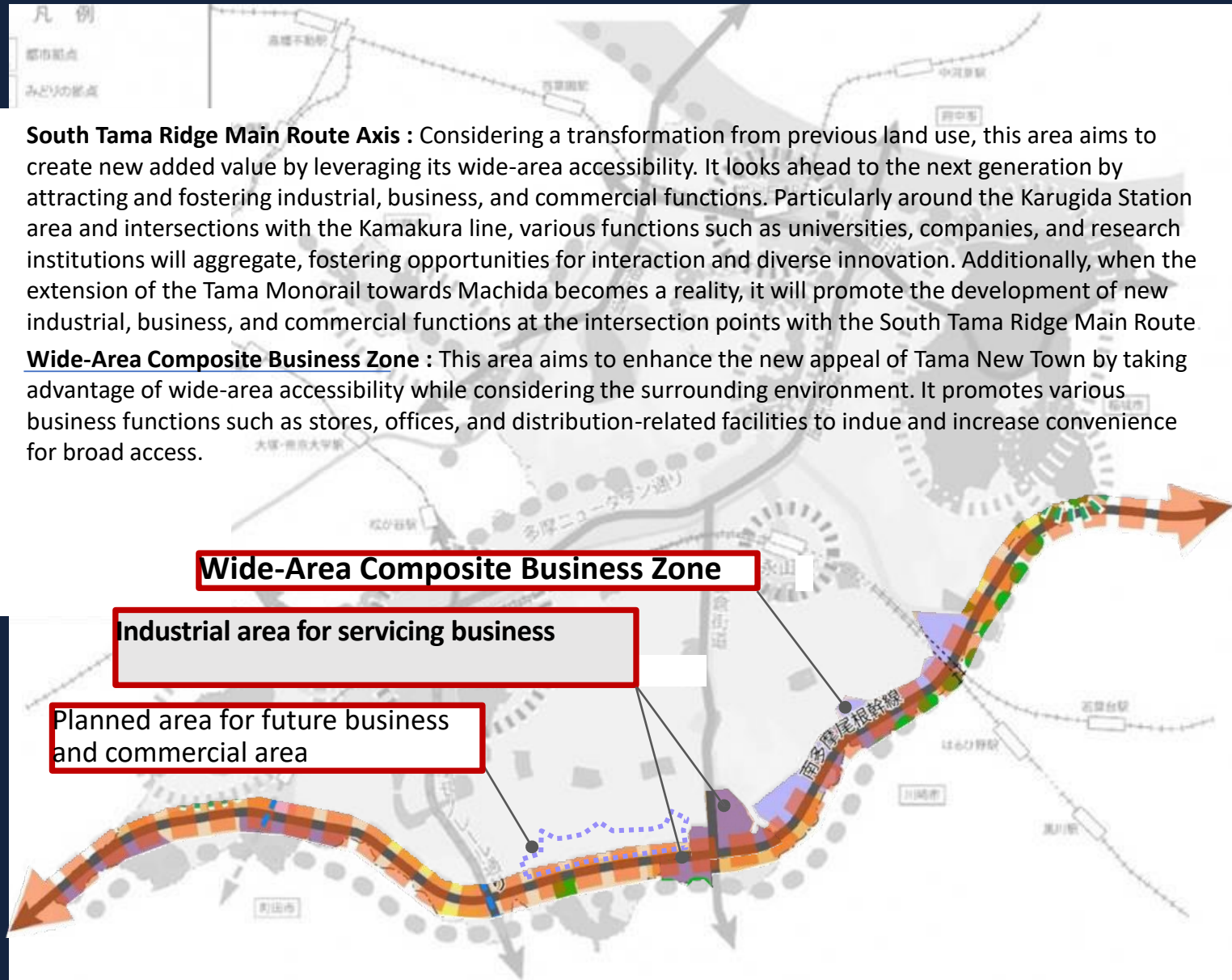
Location of Tama NT and the ridgeline main route



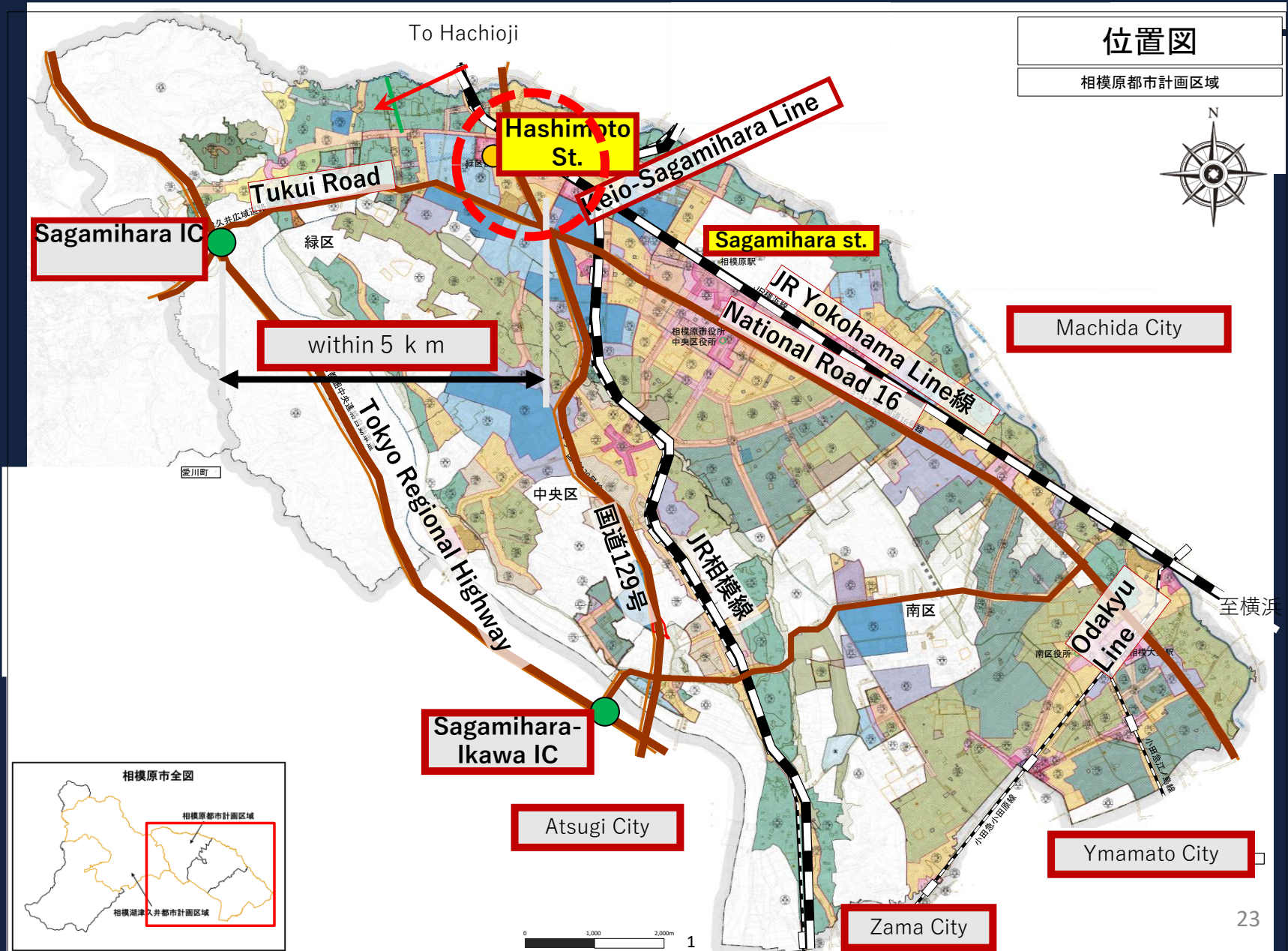
Repositioning the ridgeline main route (ONEKANSEN in Japanese) and its roadside land use>

South Tama Ridge Main Route Axis : Considering a transformation from previous land use, this area aims to create new added value by leveraging its wide-area accessibility. It looks ahead to the next generation by attracting and fostering industrial, business, and commercial functions. Particularly around the Karugida Station area and intersections with the Kamakura line, various functions such as universities, companies, and research institutions will aggregate, fostering opportunities for interaction and diverse innovation. Additionally, when the extension of the Tama Monorail towards Machida becomes a reality, it will promote the development of new industrial, business, and commercial functions at the intersection points with the South Tama Ridge Main Route

Wide-Area Composite Business Zone : This area aims to enhance the new appeal of Tama New Town by taking advantage of wide-area accessibility while considering the surrounding environment. It promotes various business functions such as stores, offices, and distribution-related facilities to induce and increase convenience for broad access.

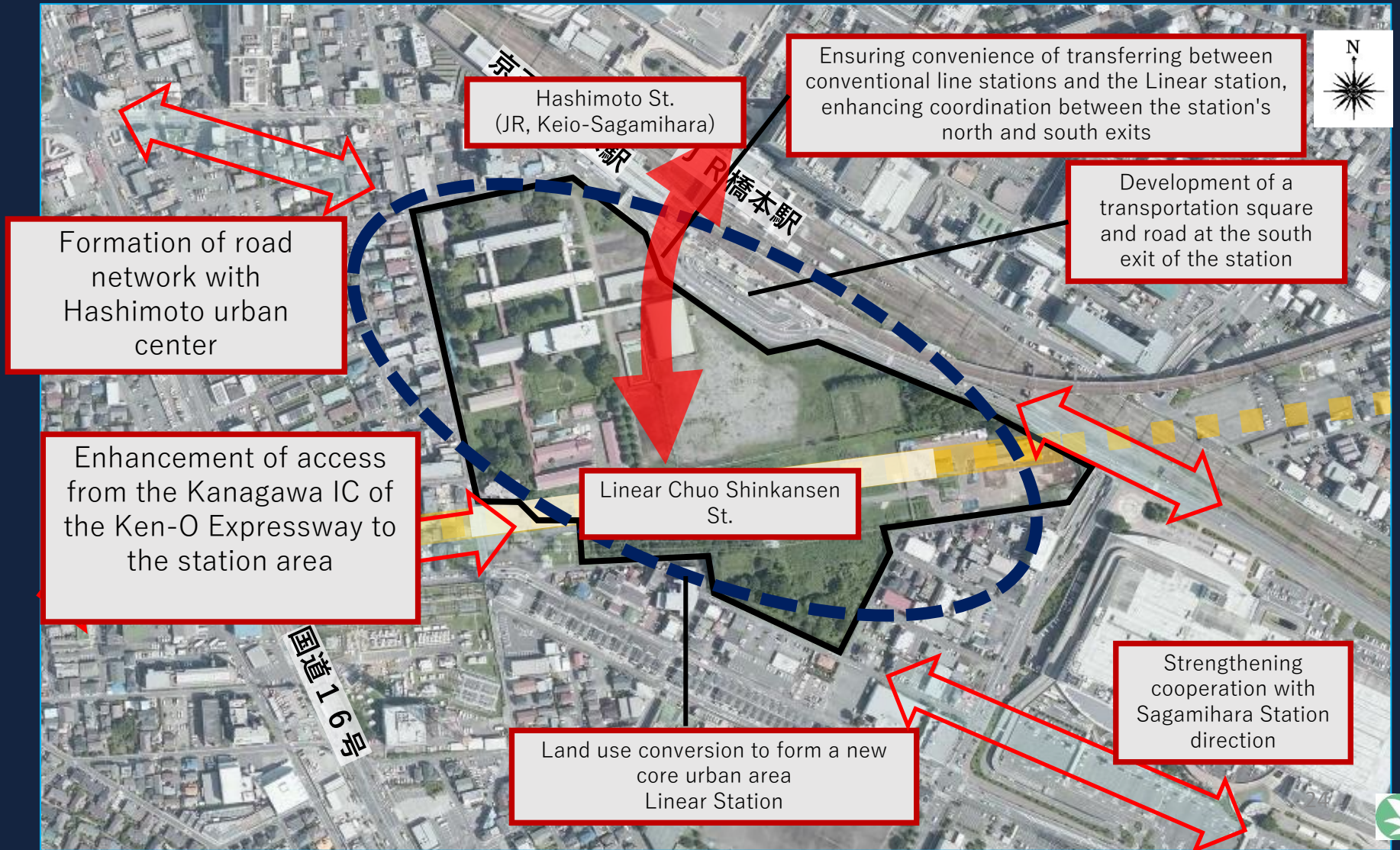


Hashimoto st. area



Wide-Area Exchange Base Development Plan

Issues and necessity around the south exit of Hashimoto Station



Land Use Plan for the Area around Hashimoto Station



SuperMega Region toward Regional and Local Planning

SuperMega Region

To maximize

National

Linear Central Shinkansen

Regional

Tama Innovation, Sagami
Robotics Industry Special Zone

Local

Compact and Network,
Rezoning for Intensive Use

