



Japan's TOD as a tool of spatial / territorial management

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Fukuoka city-region



□ 5.5 million population

□ 5,000 km² : OK for daily commuting / shopping

NNR in Fukuoka

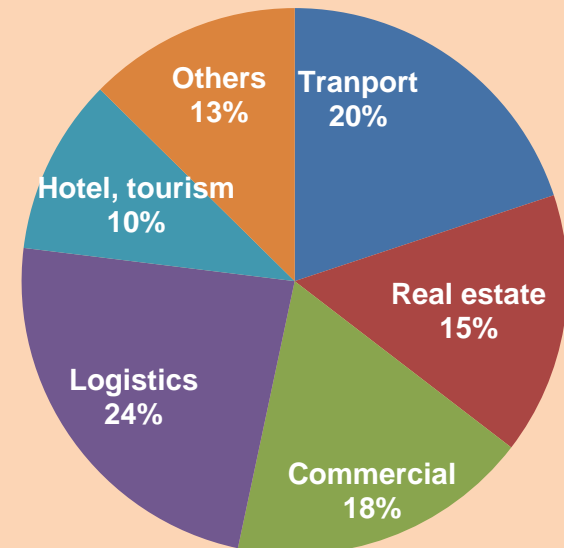


Company profile

Name	Nishi-Nippon Railroad Co., Ltd. (NNR)
Founded	Dec 17,1908
Capital	JPY 26.2 billion (USD 237.8 million)
operating revenue	JPY 166.6 billion (USD 1.514 billion) as of 2018, USD 1 = JPY 110
Group companies	86 companies and 1 incorporated educational institution (as of 2019)

Consolidated operating revenue (2018)

JPY 396.9 billion (USD 3.608 billion)



❑ Founded in 1908.

❑ Urban commuter train (106.1km) + 3,100 buses, 1 million passengers daily.

❑ Also housing, office, hotel, commercial, leisure, etc.

NNR in Fukuoka



**NNR's success → Fukuoka's growth
→ NNR's further growth
NNR's DNA to contribute to Fukuoka's
growth from a long-term point of view**



Const. of railroad + housing dev. in outskirts + commercial dev. at the terminal

- Growing demand for high-standard residences in 1920s
- Hankyu Railroad to initiate in Osaka
- New life style: work in office in CBD, shopping in weekends, daily shopping near the nearest station
- Shorter-term cost recovery through real estate and commercial business to mitigate long-term large investment in railroad business
- New business model replicated by other private railroad companies incl. NNR
- Land value capturing needs to be devised

Const. of “New Towns” and strengthening of railroads



- Huge demand for housing during Japan’s high-pace economic growth in 1920s in large cities
- Const. of new towns in suburbs supported by strengthening of existing railroads through various PPP
 - Public sector led new towns through PPP
 - Private sector led supported by the public sector
- Negative impact of urban sprawl; and challenge of “shrinking” cities

Urban renovation and railroad's roles



1. Large-scale urban redevelopment near terminal stations

- Shift of economy: greater demand for office, commercial spaces → promotion of sub-centers within large cities
- Privatization of Japan National Railroad in 1987 → unlocking large stock of low-use land → large-scale urban renovation

2. Recent trends

- Uplifting of urban railroad → positive impact to urban revitalization through reconnecting divided areas
- Proactively leveraging role of a station in promoting nearby area rather than addressing separately

Area-management along railroad line

- Integration of series of stations and nearby areas as one area
--- **“Bean Pod”** concept



- Branding such an area as the place which people are proud of
- Railroad company as the key coordinator in consultation with numerous local entities

Conclusion



□ Essence of Japan's TOD

- ✓ Existence of a committed operator who takes responsibility for the success of the catchment area
- ✓ Integration of transport network operation and urban development in the area

□ Possibilities in other countries

- ✓ Different socio-economic situation → adjustment required in accordance with different context
- ✓ Fostering a committed operator (be it private or public) may be one of the keys to success

Reference

TOD Practice in Japan

Tokyo – A Global City Created by Railways

Edited and written by Takashi YAJIMA and Hitoshi IEDA, et. al., 2014

Excellent reference particularly in terms of a historical overview of the integration of railroad development and urban development



**SUSTAINABLE
DEVELOPMENT
GOALS**



Thank you

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