

**Information Collection and Confirmation Study
on
Planning and Implementation
of
Transit Oriented Development (TOD)
for
Sustainable Cities around the World
Materials of the Study Results**

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Japan International Cooperation Agency

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Material 1

BRT Rankings (ITDP; Gold, Silver, Brond and Basic BRT)

Country	City	System	BRT Standard Version	Total Score	Classification
Pakistan	Peshawar	Zu Peshawar	2016	97	Gold
Mexico	Guadalajara	Macrobus	2013	93	Gold
Brazil	Curitiba	Rede Integrada de Transporte (RIT)	2013	92	Gold
China	Guangzhou	Guangzhou BRT	2013	91	Gold
Colombia	Bogota	TransMilenio	2013	89	Gold
Colombia	Bogota	TransMilenio	2013	89	Gold
Brazil	Rio de Janeiro	BRT Rio	2013	88	Gold
Peru	Lima	El Metropolitano	2013	88	Gold
Colombia	Bogota	TransMilenio	2013	88	Gold
Brazil	Rio de Janeiro	BRT Rio	2014	86	Gold
Colombia	Bogota	TransMilenio	2013	86	Gold
Colombia	Bogota	TransMilenio	2013	86	Gold
Brazil	Belo Horizonte	MOVE	2014	86	Gold
China	Yichang	Yichang BRT	2014	85	Gold
Colombia	Medellin	Metrolús	2013	85	Gold
Guatemala	Guatemala City	Transmetro	2014	85	Gold
China	Lanzhou	Lanzhou BRT	2013	84	Silver
Mexico	Mexico City	Mexibus	2013	83	Silver
Colombia	Bogota	TransMilenio	2013	83	Silver
Colombia	Bogota	TransMilenio	2013	83	Silver
Mexico	Mexico City	Metrobus	2014	82	Silver
Brazil	Curitiba	Rede Integrada de Transporte (RIT)	2013	82	Silver
Brazil	Curitiba	Rede Integrada de Transporte (RIT)	2013	82	Silver
Brazil	Curitiba	Rede Integrada de Transporte (RIT)	2013	82	Silver
Brazil	Curitiba	Rede Integrada de Transporte (RIT)	2013	82	Silver
Brazil	Curitiba	Rede Integrada de Transporte (RIT)	2013	82	Silver
Brazil	Curitiba	Rede Integrada de Transporte (RIT)	2013	82	Silver
Colombia	Cali	MIO	2013	82	Silver
Colombia	Cartegena		2016	80.7	Silver
Brazil	São Paulo	(no BRT system Name)	2013	80	Silver
United States	Hartford	CTfastrak	2016	79.2	Silver
Brazil	Belo Horizonte	MOVE	2014	79	Silver
Mexico	Mexico City	Metrobus	2013	78	Silver
Brazil	Rio de Janeiro	BRT Rio	2014	77	Silver
Colombia	Pereira	Megabús	2013	77	Silver
Australia	Brisbane	(no BRT system name)	2013	77	Silver
Colombia	Barranquilla	Transmetro	2013	77	Silver
United States	Cleveland, OH	(no BRT system name)	2013	76	Silver
South Africa	Johannesburg	Rea Vaya	2013	75.3	Silver
Mexico	Monterrey	Ecovia	2014	75	Silver
Mexico	Mexico City	Metrobus	2013	75	Silver
Brazil	Rio de Janeiro	BRT Rio	2016	74.7	Silver
Colombia	Bucaramanga	Metrolinea	2016	74.5	Silver
China	Xiamen	Xiamen BRT	2014	74	Silver
Ecuador	Quito	Metrobus-Q	2013	74	Silver
France	Rouen	TEOR (Transport Est-Ouest Rouennais)	2013	73	Silver
Mexico	Mexico City	Metrobus	2013	73	Silver
Guatemala	Guatemala City	Transmetro	2014	73	Silver
Brazil	Uberaba	VETOR	2016	72.4	Silver
Mexico	Mexico City	Mexibus	2014	72	Silver
China	Chengdu	Chengdu BRT	2014	72	Silver
Venezuela	Caracas	BusCaracas	2014	72	Silver
India	Ahmedabad	Janmarg	2013	72	Silver
Indonesia	Jakarta	Transjakarta	2014	71	Silver
France	Île-de-France	Trans-Val-de-Marne (TVM)	2014	71	Silver
Brazil	Uberlândia	(no BRT system name)	2014	70	Silver
Turkey	Istanbul	Metrobüs	2014	70	Silver
Argentina	Buenos Aires	Metrobus	2014	70	Silver

Mexico	Puebla	RUTA	2014	69	Bronze
France	Nantes	Nantes Busway	2013	69	Bronze
Ecuador	Guayaquil	Metrovia	2013	68	Bronze
China	Changzhou	Changzhou BRT	2013	68	Bronze
India	Ahmedabad	Janmarg	2013	68	Bronze
India	Indore	iBus	2016	67.7	Bronze
China	Jinan	Jinan BRT	2013	67	Bronze
China	Jinan	Jinan BRT	2013	67	Bronze
China	Jinan	Jinan BRT	2013	67	Bronze
China	Jinan	Jinan BRT	2013	67	Bronze
Ecuador	Guayaquil	Metrovia	2013	67	Bronze
Ecuador	Quito	Metrobus	2014	66	Bronze
United Kingdom	Cambridge	Cambridgeshire Busway	2013	66	Bronze
United States	Los Angeles, CA	(no BRT system name)	2013	65	Bronze
India	Ahmedabad	Janmarg	2014	65	Bronze
Brazil	Recife	Via Livre	2016	64.3	Bronze
Canada	York Region, Onta	Viva	2016	64.1	Bronze
Canada	Ottawa, ON	Transitway	2013	64	Bronze
Pakistan	Islamabad-Pindi	Metro Bus	2014	64	Bronze
United States	San Bernardino	sbX	2014	63	Bronze
South Africa	Cape Town	MyCiTi	2013	62.6	Bronze
China	Zhongshan	Zhongshan BRT	2014	62	Bronze
Ecuador	Quito	Metrobus	2014	62	Bronze
South Africa	Johannesburg	Rea Vaya	2014	61.1	Bronze
China	Lianyungang	Lianyungang BRT	2014	61	Bronze
Indonesia	Jakarta	TransJakarta	2013	61	Bronze
Argentina	Buenos Aires	Metrobus	2013	61	Bronze
China	Urumuqi	Urumuqi BRT	2014	60	Bronze
Brazil	São Paulo	Corredor Metropolitano ABD	2013	60	Bronze
China	Jinan	Jinan BRT	2014	60	Bronze
Thailand	Bangkok	Bangkok BRT	2014	59.1	Bronze
China	Zhengzhou	Zhengzhou BRT	2014	59	Bronze
Brazil	Brasília	Expresso DF	2014	59	Bronze
India	Surat	Sitilink	2014	58	Bronze
China	Zaozhuang	Zaozhuang BRT	2014	57	Bronze
Chile	Santiago	Transantiago	2014	57	Bronze
Chile	Santiago	Transantiago	2014	57	Bronze
Chile	Santiago	Transantiago	2014	57	Bronze
Chile	Santiago	Transantiago	2014	57	Bronze
China	Beijing	Beijing BRT	2013	57	Bronze
United States	Richmond	GRTC	2016	56.6	Bronze
China	Yinchuan	Yinchuan BRT	2014	56	Bronze
Chile	Santiago	Transantiago	2014	56	Bronze
United States	Pittsburgh, PA	(no BRT system name)	2013	56	Bronze
Brazil	Goiânia	(no BRT system name)	2014	56	Bronze
China	Yancheng	Yancheng BRT	2014	55	Bronze
Mexico	Mexico City	Metrobus	2013	55	Bronze
United States	Eugene, OR	Emerald Express (EmX)	2013	55	Bronze
United States	Las Vegas, NV	(no BRT system name)	2013	54	Basic
South Korea	Seoul		2014	53	Basic
South Korea	Seoul		2014	53	Basic
China	Changde	Changde BRT	2014	53	Basic
Brazil	Recife	Via Livre	2016	52	Basic
Pakistan	Lahore	Metro Bus	2014	52	Basic
China	Hefei	Hefei BRT	2014	52	Basic
South Korea	Seoul		2014	51	Basic
South Korea	Seoul		2014	51	Basic
South Korea	Seoul		2014	51	Basic
South Korea	Seoul		2014	51	Basic
United States	Pittsburgh, PA	(no BRT system name)	2013	51	Basic
China	Dalian	Dalian BRT	2014	51	Basic
China	Zaozhuang	Zaozhuang BRT	2014	50	Basic
United States	Pittsburgh, PA	(no BRT system name)	2013	50	Basic
China	Zaozhuang	Zaozhuang BRT	2014	49	Basic
South Korea	Seoul		2014	49	Basic
Brazil	São Paulo	Corredor Metropolitano ABD	2014	47	Basic
India	Pimpri-Chinchwad	Rainbow BRTS	2016	43	Basic
India	Delhi	Delhi BRTS (closed)	2013	30	Basic

Source: <https://www.itdp.org/library/standards-and-guides/the-bus-rapid-transit-standard/best-practices-2013/>

Items to classify the station area and site level typologies

The following items was used to classify TOD projects aournd the world at the station area and site level.

A. TOD characteristic:

- A1: Existing station or stop (terminal) / station area (re-)development
- A2: New station and area development along the placement of a new line
- A3: New station and area development in between two stations (including stations integration)

B. TOD scope:

- B1: In-station
- B2: Station-plus (around walking distance)
- B3: Station area

C. TOD stage in the project cycle:

- C1: Conceptual stage (policy objective and framework formulation) and masterplan formulation
- C2: Operational planning and design & contract
- C3: Implementation and construction
- C4: Operation & maintenance
- C5: Redevelopment consideration

D. Land acquisition method:

- D1: Land and space in existing railway land
- D2: Adjacent land/building (purchase, rent, joint-development, redevelopment; uses of vacant land or development land, uses of former railway land (stabling yard, etc.))
- D3: High intensity use of space in existing rail facility (construction of building above existing station / rail track)
- D4: Space below station building
- D5: Artificial deck above rail tracks
- D6: Railway elevation
- D7: Space under existing viaduct
- D8: Space above undergrounded rail track / station
- D9: Land far from rail station, overall development

E. Types of measures by transit company:

- E1: Rail / BRT improvement (capacity enhancement, new route (route change, including change in platform location)
- E2: New line or connection
- E3: Removal of bay platform by connecting to other line and through operation
- E4: Station renovation (new gate, elevation of station building, construction or renovation of rail / BRT related facilities)
- E5: Others

F. Types of measures by non-transit company (in cooperation with transit company and others):

- F1: Station building renovation (Ekinaka)
- F2: Lifestyle service business in the station building
- F3: Transit-related business around the station (parking, logistics, etc.)
- F4: Others

G. Urban development (by other than transit company; public or private; individual or in cooperation):

- G1: Station plaza, bus and taxi stop
- G2: Passageway and plaza
- G3: Public facilities (park, government office, tourist information center)
- G4: Private buildings (commercial or office buildings, hotel and leisure facilities, residence, others)
- G5: Open space (public and privately owned)
- G6: Access road, pedestrian network
- G7: Other transportation-related facilities (parking (bicycle, motorcycle, automobile), etc.)
- G8: Others

H. Financing method:

- H1: Transit company's fund (corporate budget, including group company),
- H2: Corporate finance (contribution from transit company, Incentives / subsidy from the government (including local gov.), public financing scheme, sales of FAR and other development rights)
- H3: Project finance, value increase of owned asset due to development, Revenue from asset sales
- H4: Public-Private Partnership (PPP), Private Finance Initiative (PFI)

- H5: Development profit (surplus land from land readjustment, asset management revenue)
- H6: Utilization of revenue from sale of development rights such as floor area ratio
- H7: Public works, combined construction with public works
- H8: Utilization of government scheme (grade separation, cross subsidy through fare increases, incentives / subsidy from the government (including local gov.), public financing scheme, contribution from private sector)
- H9: Tax incentives

I. Legal scheme used:

- J1: Urban planning / development scheme①: Grade separation
- J2: Urban planning / development scheme②: Land readjustment
- J3: Urban planning / development scheme②: Redevelopment
- J4: District planning, Floor Area Ratio (FAR) related scheme (transfer, incentive / disincentive)
- J5: Urban renaissance (urgent redevelopment, city planning proposal, etc.)
- J6: Transit facility development assistance (utilization of private sector's financial / technical capability (Public Private Partnership (PPP), Land Value Capture (LVC), other tax-related scheme))
- J7: Others (Mixed-use development, scheme that allow development through assistance by knowledgeable organization)

2) Typology at the station area and site level (2)- BRT

場所	線名	駅名	輸送量 (人/日)		TODの用途					備考	参照
			全線	駅	商業	業務	住宅	その他			
ブリスベン (オーストラリア)	TransLink - South East Busway	Queen Street station	160,200	17,780	●					商業施設・商店街の地下にあるBRT駅	①
		Mater Hill station		9,481				●	・Mater Hill病院を隣接するBRT駅 ・駅上の空中権売買による病院整備	①	
		Woolloongabba station		5,010	●			●		①	
		Eight Mile Plains station		3,009				●		①	
		Upper Mt. Gravatt station		8,652	●					商業施設を隣接するBRT駅	①
		Buranda busway station		4,081				●		①	
	TransLink - Inner Northern Busway	King George Square station	108,300	14,255				●	Brisbane City Hallの前にあるKing George広場の地下BRT駅	①	
		Roma Street station		9,042				●	BRTと鉄道の一体駅	①	
		QUT Kelvin Grove station		3,953				●	大学を隣接するBRT駅	①	
TransLink - Eastern Busway	Boggo Road station	88,300	2,811				●		①		
クリーブランド (オハイオ州)	HealthLine (Silver Line)	East 93rd Street station	15,000	---	●	●	●	●	・Cleveland Clinicに隣接する ・Cleveland Clinicの近くにある University Hospitalsとともに25年間のネーミングライツを取得し、BRT路線名を"SilverLine"から"HealthLine"に変更。	①	
ボストン (マサチューセッツ州)	MBTA Silver Line	Courthouse station	36,000	5,060	●	●	●		ウォーターフロント開発にある駅	①②	
		World Trade Center station		3,142		●			ウォーターフロント開発にある駅	①②	
オタワ市	Transitway - East	Rideau Centre	---	---	●					①②	
		St. Laurent station		---	●					①②	
		Blair station		---	●					①②	
		Place d'Orléans station		---	●					②	
	Transitway - West	Tunney's Pasture station	---	---		●	●			①	
		Westboro station		---			●			①	
		Bayshore Transitway station		---	●					②	
Transitway - Southeast	Riverside station	---	---				●	病院を隣接するBRT駅	②		
エルモンテ (カリフォルニア州)	El Monte Busway	El Monte bus station	---	---				●		①	


参考文献：

① "Bus Rapid Transit and Transit Oriented Development: Case Studies on TOD around BRT Systems in North America and Australia", April 2008, Breakthrough Technologies Institute

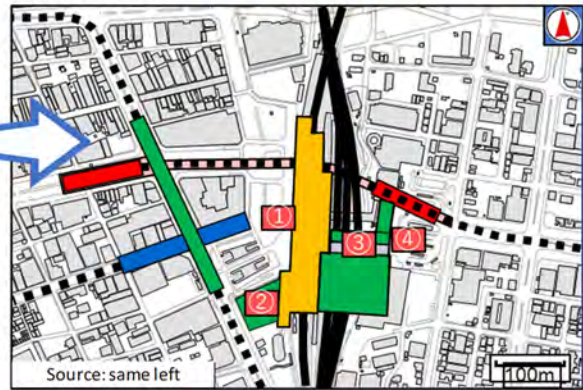
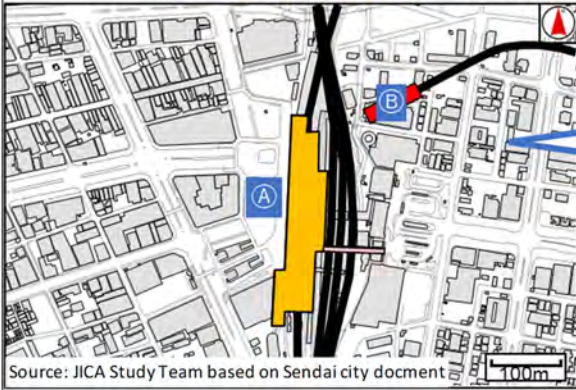
② "Bus Rapid Transit and Development: Policies and Practices that Affect Development Around Transit", 2009

3) Case studies for Japan TOD projects

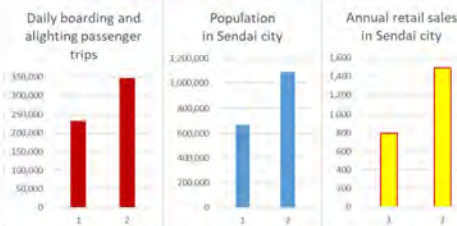
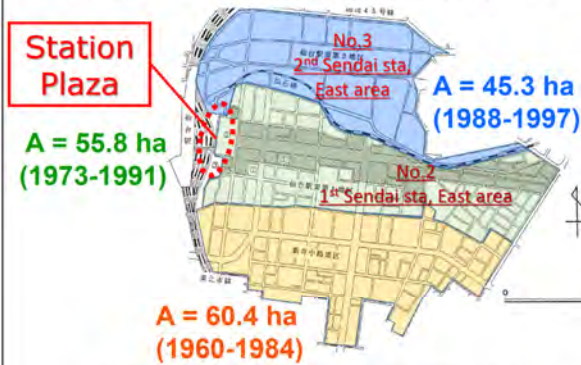
(1) Sendai station

Location	Country: Japan, Prefecture: Miyagi Prefecture, City: Sendai City						
District	Sendai Station Area						
Related station(s)	Sendai Station (JR East; Tohoku Shinkansen, Senseki Line, Senzan Line, Sendai Airport Access Line), Sendai Subway Station (Transportation Bureau City of Sendai; Namboku Line, Tozai Line)						
Metropolitan Vision Achieved Through TOD:	Economic and Quality-of-Life (QOL) Improvement of Metropolitan Area						
Triggers	Timeliness:	Smooth implementation of city planning approval and supporting policy and regulation					
	Land:	Relocated cemeteries in the east side of the station to the suburbs. Utilization of space above rail track.					
	Teamwork:	Consensus building among stakeholders through city planning process					
Keys of TOD Success	1. Legal and Business Support System:	Grade separation, land readjustment, and redevelopment measures. Designation as urgent redevelopment area					
	2. Variety of Financing Schemes:	LVC technique (Land readjustment), PPP					
	3. Organizational Capability:	Request of assistance from Housing and Urban Development Corp. (now UR) (Sendai City)					
	4. Smooth Transfer w/ Urban Transit Modes:	Improvement of rail facilities, station plaza, and pedestrian network at and around station					
	5. Importance of Non-rail Business:	JR East and others developed commercial facilities and residential areas at and around station					
	6. Understanding of Station Area and Site:	Study and implementation of functions that should be introduced in the district and station area					
List of TOD-related Projects							
Objective	Project Name/Description	Scope	Land*	Vertical Separation	Implementing Entity	Cost (billion Yen)	Remarks
Reconstruction of dense urban area east of Sendai Station	Shinterakoji District Land Readjustment	District	Private, Public		Sendai city	7.4	
	Sendai Eki Higashi Daiichi Land Readjustment	District	Private, Public		Sendai city	27.3	
	Sendai Eki Higashi Daini Land Readjustment	Station area, District	Private, Public		Sendai city	758.0	
Improved transfer with feeder modes and east-west connection	Sendai Station West Exit Station Plaza	Station area	Public, Transportation		Sendai city	1.2	
	Sendai Station East Exit Station Plaza	Station area	Public, Transportation		Sendai city	24.0	
	Sendai Station East-West Passageway widening	Station, Station area	Transportation		Sendai city, JR East	2.9	PPP**
Station area development	Commercial facilities (above rail track), Hotel	Station area	Transportation		JR East	45.0	
	JR Sendai East Gate Building	Station area	Transportation		JR East	10.0	
	Yodobashi-Camera Sendai 1st Building	Station area	Private		Yodobashi Camera	Undisclosed	Urgent Redevelopment Area
Improved rail network	Undergrounding and extension of Senseki Line to the west of the Station	Station~District	Public, Transportation		Sendai city	65.4	Grade separation
	Sendai Subway Namboku Line	Station area, District	Public, Transportation		Sendai city	245.0	
	Sendai Subway Tozai Line	Station area, District	Public, Transportation		Sendai city	229.8	
	Sendai Airport Access Line	Station~District	Transportation	○	Miyagi Pref., etc.***	33.0	PPP
Corridor development	Sendai Izumi-chuo Sub-center Land Readjustment	Station~District	Private, Public, Transportation		Land readjustment association	10.9	Land readjustment
	Sendai Nagamachi Sub-center Land Readjustment	Station~District	Private, Public, Transportation		Sendai city, UR	112.8	Grade separation
	Morisekinoshita Station Area Development	Station~District	Private, Public, Transportation		Land readjustment association	13.9	Land readjustment
	Mitazono Station Area Development	Station~District	Private, Public, Transportation		Land readjustment association	21.6	Land readjustment
* Private: Private land, Public: Public land (including road), Transportation: Land owned by transportation company (including partially owned)							
** Cost-share (billion Yen): Sendai City (1.91), JR West (0.96)							
*** Sendai Airport Transit Co.,Ltd. initial shareholders: Miyagi Pref. (57.3%), Sendai City (18.1%), Natori City (6.9%), JR East (5.7%), others (12.0%)							
History of TOD							
1971	Trigger ①	Commencement of Tohoku Shinkansen construction (Nationwide Shinkansen Railway Development Act)					
1977	Key 4, 5, 6	Opening of new Sendai Station building in preparation for the Tohoku Shinkansen					
1981	Trigger ①③	City planning approval of Sendai Subway Namboku Line					
1982	Key 4, 5, 6	Opening of Tohoku Shinkansen (Omiya~Sendai~Morioka)					
1984	Trigger ①③	City planning approval of Senseki Line (Grade separation project)					
1984	Land, Key 1, 2, 6	Shinterakoji Land Readjustment completed (from 1960. Relocation of cemeteries completed in 1978)					
1987	Key 4	Partial opening of Sendai Subway Namboku Line (Yaotome Sta.~Tomizawa Sta.; 13.6 km)					
1991	Land, Key 1, 2, 4, 6	Sendai Eki Higashi Daiichi Land Readjustment completed (from 1973. Opening of Miyagino rail yard along the relocation of Senseki Line)					
1992	Key 4	Full operation of the Sendai Subway Namboku Line (Yaotome Sta.~Izumi-Chuo Sta.; 1.2km)					
1997	Land, Key 1, 2, 4, 6	Sendai Eki Higashi Daini Land Readjustment completed (from 1988. Utilization of former land of Senseki Line)					
1999	Key 4, 6	Sendai Izumi-chuo Sub-center Land Readjustment completed					
2000	Key 4, 6	Opening of Aoba-dōri Station along the extension of Senseki Line to the west of the Sendai Station					
2005	Trigger ①③	City planning approval of Sendai Subway Tozai Line					
2007	Key 4	Opening of Sendai Airport Access Line					
2009	Key 4, 5, 6	Commencement of development of Sendai Station East Exit by JR East					
2013	Key 1, 2, 6	Sendai Nagamachi Sub-center Land Readjustment completed					
2015	Key 4	Opening of Sendai Subway Tozai Line (Yagiyaama Zoological Park Sta.~Arai Sta.; 13.9km)					
2016	Key 4, 5, 6	Sendai Station East-West Passageway Widening completed (8m→16m)					
2017	Key 4, 5, 6	Opening of S-PAL SENDAI and Hotel Metropolitan Sendai East in Sendai Station East Exit by JR East					
2021	Key 4, 5, 6	Opening of JR Sendai East Gate Building by JR East					
(2023)	Key 4, 6	Expected opening of Yodobashi-Camera Sendai 1st Building (included in Urgent Redevelopment Area)					

Before(1980) Sendai Station After(2022)



Photos Ⓐ・Ⓑ:JR East Sendai Station, ③・④:JR East Design




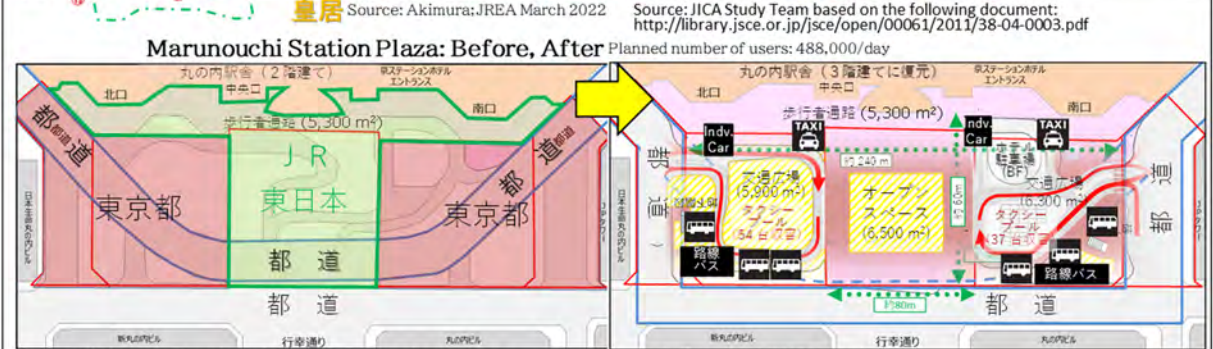
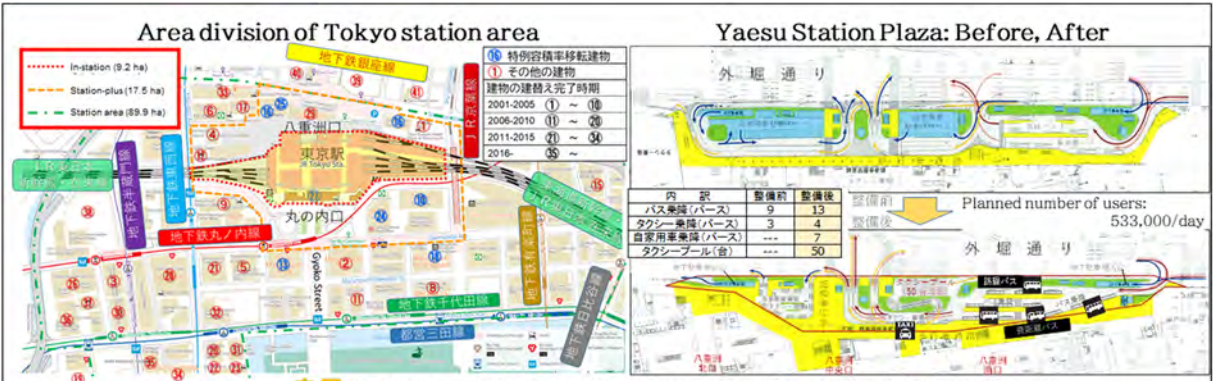
Source: National Census and statistics



Source: JICA Study Team based on Sendai airport transit document

(2) Tokyo station

Location	Country: Japan, Prefecture: Tokyo Metropolis, City: Chiyoda Ward, Chuo Ward						
District	Tokyo Station Area						
Related station(s)	Tokyo Station (JR East, JR Central, Tokyo Metro), Yurakucho Station (JR East, Tokyo Metro), Otemachi Station (Tokyo Metro), Hibiya Station (Tokyo Metro, Toei Subway), Nijubashimae Station (Toei Subway)						
Metropolitan Vision Achieved Through TOD	Comfortable Urban Space based on Local History and Culture						
Triggers	Timeliness:	Smooth implementation of city planning approval and supporting policy and regulation					
	Land:	Special FAR District system formulation (National gov't, Tokyo gov't) and application (JR East)					
	Teamwork:	Consensus building through establishment of councils and city planning procedure					
Keys of TOD Success	1. Legal and Business Support System:	Revision of the City Planning Act and the Building Standards Act for the creation of Special FAR District					
	2. Variety of Financing Schemes:	Trade of FAR based on the Special FAR District system					
	3. Organizational Capability:	Establishment of councils that promote (re)development and increase the appeal and value of the area					
	4. Smooth Transfer w/ Urban Transit Modes:	Multilevel pedestrian network for smooth transfer and promotion of Smart City through MaaS					
	5. Importance of Non-rail Business:	Tokyo Station City development at station and station area by JR East					
	6. Understanding of Station Area and Site:	Study and implementation of functions that should be implemented to connect several stations with the surrounding buildings					
List of TOD-related Projects							
Category	Project Name/Description	Scope	Land*	Vertical Separation	Implementing Entity	Cost (billion Yen)	Remarks
Marunouchi Gate	Marunouchi Station Building restoration	Station, Station area	Transportation		JR East	50.0	LVC (50 billion Yen)
	Marunouchi Station Plaza redevelopment	Station area	Public, Transportation		Tokyo gov't, JR East	6.6	PPP**
Yaesu Gate	GranTokyo South Tower, North Tower, Central Area (including GRANROOF and central pedestrian deck)	Station area	Private, Transportation		JR East, others	130.0	Project financing***
* Private: Private land, Public: Public land (including road), Transportation: Land owned by transportation company (including partially owned)							
** Cost-sharing (billion Yen): JR East (3.9), Tokyo Metropolitan Gov't (2.7)							
*** Project-share (%): JR East (60.2), Mitsui Fudosan (18.8), Kajima Yaesu Development (10.2), Kokusai Kankou Kaihatsu (6.0), Nippon Oil (4.8)							
History of TOD							
1914	Key 4, 5, 6	Marunouchi Station Building (3 story) construction completed					
1945	---	Marunouchi Station Building roof was burnt down by airstrike during war					
1947	Key 4, 5, 6	Marunouchi Station Building was temporarily reconstructed as a two story building					
1970s	Key 4, 5, 6	Plans to demolish and rebuild Marunouchi Station Building was often raised					
1986	Key 4, 5, 6	Announcement of plan to redevelop Marunouchi Exit that starts the discussion on the use of Marunouchi Station Building					
1987	---	Establishment of Tokyo Station Area redevelopment council stipulated by the privatization of JNR					
1988	---	Establishment of Otemachi-Marunouchi-Yurakucho (Daimaruyu) District redevelopment association					
1996	Key 3, 6	Establishment of council for development and management of Daimaruyu District (members including Tokyo gov't, Chiyoda Ward gov't, JR East)					
1999	Trigger ①	Presentation of plan to restore Marunouchi Station Building by Tokyo Governor and JR East President					
2000	Key 3, 6	Establishment of the "Guideline for the Redevelopment of the Area"					
2001	Trigger ①③	Establishment of academic council for the redevelopment of Tokyo Station Area, proposal for restoration of Marunouchi Station Building					
2002	Key 1, 2	Revision of the City Planning Act and the Building Standards Act for the creation of Special FAR District					
2002	Trigger ①③, Key 1	Tokyo gov't enacted the guideline on Daimaruyu Special FAR District. City planning approval and changes.					
2003	---	Marunouchi Station Building designated as an Important Cultural Property of Japan					
2003	Key 3, 6	Establishment of council on total redesign of Tokyo Station Marunouchi Exit Area					
2007	Key 1~6	Commencement of Marunouchi Station Building restoration (including the sale of unused FAR). completed in 2012					
2007	Key 4, 5, 6	Partial opening of GranTokyo in Yaesu Exit, fully opened in 2012					
2012	Key 3, 6	Establishment of area redevelopment council of Daimaruyu District (replaced previous similar council)					
2013	Key 5, 6	Establishment of Tokyo Station City by JR East (later became a general incorporated organization in 2021)					
2014	Key 4, 6	Opening of Yaesu Exit Station Plaza					
2017	Key 4, 6	Opening of Marunouchi Station Plaza					
2019	Key 6	Selected as model project of smart city, established Smart City Promotion Consortium					
2020	Key 6	Publication of Otemachi-Marunouchi-Yurakucho district Smart City Vision / Action Plan					
2020	Key 6	Selected as one of Smart Tokyo Leading Area					
<p>[Photos right]</p> <p>①Yaesu Exit at dusk</p> <p>②In-station commercial business</p> <p>③Marunouchi station plaza at dusk</p> <p>④Marunouchi station plaza at night</p> <p>⑤Inside Marunouchi station building</p> <p>⑥Marunouchi station building</p> <p>Photos②, ⑤, ⑥: JR East Design</p>							



Source: JICA Study Team based on the following document: <https://www.jreast.co.jp/press/2017/20171107.pdf>

Daily boarding & alighting passenger trips

Year	Passenger Trips
1987	~700,000
2018	~1,000,000

+45%


Population in Chiyoda & Chuo Wards

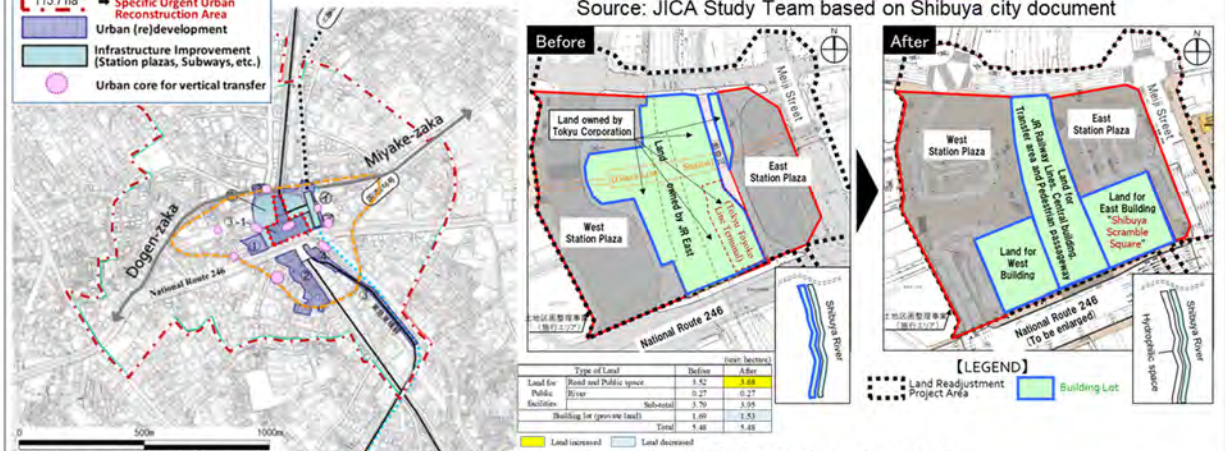
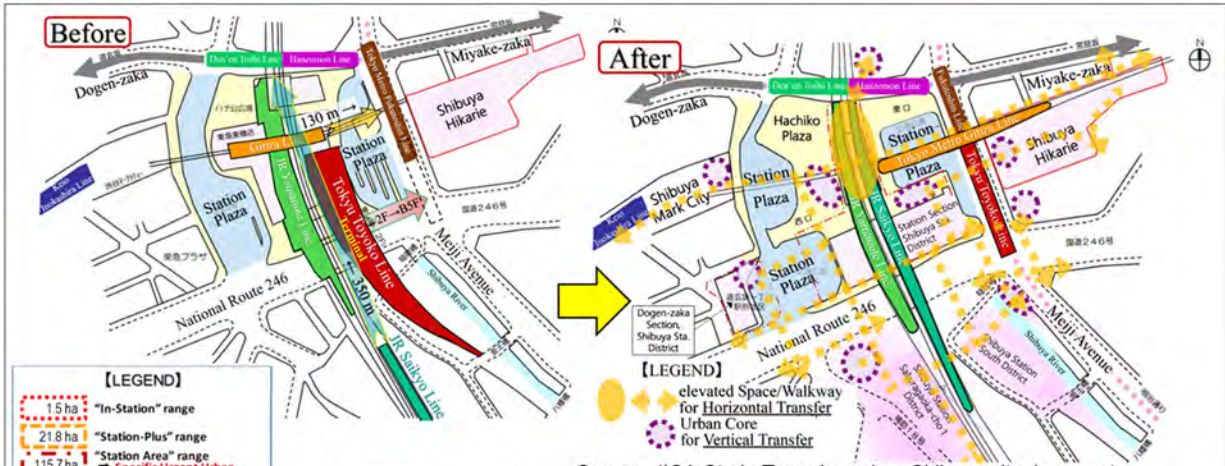
Year	Population
1990	~100,000
2015	~186,000

+86%

Source: National Sensus and statistics

(3) Shibuya station

Location	Country: Japan, Prefecture: Tokyo Metropolis, City: Shibuya Ward						
District	Shibuya Station Area						
Related station(s)	Shibuya Station (Tokyu Cop., JR East, Tokyo Metro, Keio Corp.)						
Metropolitan Vision Achieved Through TOD: Economic and Quality-of-Life (QOL) Improvement of Metropolitan Area							
Triggers	Timeliness:	Smooth implementation of city planning approval and supporting policy and regulation					
	Land:	Tokyu Toyoko Line relocation, elevated land use, land exchange					
	Teamwork:	Consensus building through establishment of councils and city planning procedure					
Keys of TOD Success	1. Legal and Business Support System:	Introduction of city plan proposal and FAR relaxation system					
	2. Variety of Financing Schemes:	LVC technique (Land readjustment, urban renewal)					
	3. Organizational Capability:	Establishment of councils that promote (re)development and increase the appeal and value of the area					
	4. Smooth Transfer w/ Urban Transit Modes:	Improvement of rail facilities, station plaza, pedestrian network, road, river, etc., at and around station					
	5. Importance of Non-rail Business:	Construction of mixed-use buildings by landowners (Tokyu Corp., JR East, Tokyo Metro)					
	6. Understanding of Station Area and Site:	Coordination of various sub-projects schedule, development of multilevel pedestrian deck					
List of TOD-related Projects							
Location	Project Name/Description	Scope	Land*	Vertical Separation	Implementing Entity	Cost (billion Yen)	Remarks
Shibuya Station city block	Land readjustment	Station, Station area	Transportation, Public		Tokyu Corp., UR	63.1	PPP**
	Passageways	Station area	Public			6.0	Public works***
	Urban renewal (Dogenzaka 1-chome)	Station area	Private		Redevelopment association	54.5	PPP****, LVC (51.3 billion Yen)
Shibuya Station south area	Passageways	Station area	Public		Shibuya	2.0	Public works*****
	National Route 246, Shibuya Station Area Development	Station area	Public		MLIT	12.7	Public works
Sakuragaoka-guchi District	Urban renewal (Sakuragaoka-guchi District)	Station area	Private		Redevelopment association	197.3	PPP*****, LVC (0.529 billion Yen)
* Private: Private land, Public: Public land (including road), Transportation: Land owned by transportation company (including partially owned), UR: UR Agency							
** Cost-share (billion Yen): Landowners' contribution (29.94), others contribution (11), Central gov't (9.25), Tokyo Metropolitan Gov't (8.95), others (4) Including development of flood control reservoir (4,000m ³) in the land readjustment project							
*** Cost-share (billion Yen), Shibuya Station North Area Passageway: Shibuya Ward (2), Central gov't. (2); Shibuya Station South Exit Passageway: Shibuya Ward (1), Central gov't.(1)							
**** Cost-share (billion Yen): LVC (51.29), self-financing (0.002), Central gov't (2.21), Shibuya Ward (1)							
***** 2020~2022FY Budget total: 12.69 billion Yen							
***** Cost-share (billion Yen): LVC (185.3), Central gov't (8), Shibuya Ward (3.47)							
History of TOD							
1990s	Trigger ①	Start of discussion by Tokyu, JR East, Government					
1996	---	Utilization of unused former land of freight station for Saikyo Line's new platform					
2000	Trigger ①	Formulation of Shibuya District Masterplan 2000					
2001	Trigger ①③	Establishment of council on Shibuya Station Area Development Guideline 21					
2003	Trigger ①	Formulation of Shibuya Station Area Development Guideline 21					
2005	Key 1, 4, 6	Central gov't designated Shibuya Station Area as an urgent redevelopment area (139 ha)					
2006	Trigger ①③	Establishment of coordination council for the development of Shibuya Station Area (members including from Shibuya Ward and local stakeholders)					
2009	Trigger ①③	City planning approved (land readjustment project) and updated (National Route, station plaza in east and west of the station, Tokyo Metro Ginza Line, Shibuya River)					
2015	Key 1~6	Approval and commencement of land readjustment project (landowners requested participation from the experienced UR Agency)					
2011	Trigger ①③	Establishment of the council on the visual design of Shibuya Station Area (members including Shibuya Ward, building owners, and experts)					
2011	Trigger ①③	Establishment of coordination council on the Shibuya Station Area Development (members including experts, MLIT, Tokyo gov't, Shibuya Ward, business owners, etc.)					
2012	Key 1, 4, 6	National gov't designated the Shibuya Station Area as special priority area for redevelopment (139ha)					
2013	Key 4, 5, 6	Undergrounding and the connection of Tokyu Toyoko Line with Tokyo Metro Fukutoshin Line					
2013	Key 1, 4, 6	Central gov't designated part of Shibuya Station Area as Special District for Urban Renaissance (4.3ha)					
2013	Trigger ①③	City planning approval for the redevelopment of Dogenzaka 1-chome District located in front of the station					
2013	Key 3, 6	Establishment of council for the management of Shibuya Station Area (members including landowners, project owners, Tokyo gov't, Shibuya Ward)					
2014	Key 4, 5, 6	Commencement of related facilities construction by Tokyu Corp., JR East, and Tokyo Metro					
2014	Trigger ①③	City planning approval for the redevelopment of Shibuya Station Sakuragaoka-guchi District					
2015	Key 3, 6	Establishment of Shibuya Station Area Management Council					
2019	Key 5, 6	Opening of Shibuya Scramble Square East Bldg. located next to the station					
2020	Key 4, 6	Opening of the new station building of Tokyo Metro Ginza Line that is relocated to next of JR Shibuya Station					
(2026)	Land, Key 1, 2, 4, 6	Expected completion of land readjustment project					
(2027)	Key 5, 6	Expected opening of Tokyo Scramble Square Central & West Bldg.					
【Photos right】							
①Relocation of Subway Ginza line		⑤Commercial deployment at Scramble square bldg.					
②Scramble square building at daytime							
③Scramble square building at night							
④Revitalization of the Shibuya river				Photo ②, ③, ④: JR East Design			



出典: JICA Study Team based on: <https://www.jreast.co.jp/press/2010/20101005.pdf>

① ② ③ ④ ⑤

Daily boarding & alighting passenger trips


1987 2018 +37%

Population in Shibuya Ward

1990 2015 +9%

Source: National Sensus and statistics

(4) Sakudaira station

Location	Country: Japan, Prefecture: Nagano, City: Saku City						
District	Sakudaira Station Area						
Related station(s)	Sakudaira Station (JR East; Hokuriku Shinkansen, Koumi Line)						
Metropolitan Vision Achieved Through TOD: Economic and Quality-of-Life (QOL) Improvement of Metropolitan Area							
Triggers	Timeliness:	Smooth implementation of city planning approval and supporting policy and regulation					
	Land:	Land acquisition through land readjustment project in suburban area					
	Teamwork:	Consensus building through city planning procedure					
Keys of TOD Success	1. Legal and Business Support System:	Utilization of land readjustment measure					
	2. Variety of Financing Schemes:	LVC technique (Land readjustment)					
	3. Organizational Capability:						
	4. Smooth Transfer w/ Urban Transit Modes:	Improvement of rail facilities, station plaza, and pedestrian network at and around station					
	5. Importance of Non-rail Business:	Construction of in-station commercial facility "Saku Plaza"					
	6. Understanding of Station Area and Site:	Study and implementation of functions that should be implemented to connect two stations with the surrounding					
List of TOD-related Projects							
Category	Project Name/Description (①~⑤: Photos right)	Scope	Land*	Vertical Separation	Implementing Entity	Cost (billion Yen)	Remarks
Infrastructure Development	Land readjustment (Sakudaira station area)②	Station~District	Transportation, Private, Public		Sakudaira City	8.5	PPP*** LVC (3.43 billion Yen)
	Land readjustment (South of Sakudaira station)	District	Private, Transportation		Land readjustment association	3.4	PPP***
Railway Facility Development	Hokuriku Shinkansen Station Bldg. construction①	Station, Station area	Transportation	○	JRTT	1.8	Agency budget
	Koumi Line Station Bldg. construction①	Station	Transportation		JR East	0.4	Corporate budget
Commercial Facility	In-station commercial facility (Plaza Saku)③	District	Public		Sakudaira City	1.8	City budget
	Shopping center (AEON MALL Sakudaira)④	District	Private		AEON RETAIL Co., Ltd.	Undisclosed	Corporate budget
Accommodation Facility	Toyoko Inn Sakudaira Station Asama-Guchi	District	Private		TOYOKO INN Co., Ltd.	Undisclosed	Corporate budget
	Sakudaira Plaza 21	District	Private		Asama Hotel & Resort Co.	Undisclosed	Corporate budget
	AQA Hotel Sakudaira	District	Private		Asama Resort	Undisclosed	Corporate budget
Public Facility	Sakudaira Community Center⑤	District	Public		Nagano Prefecture	Unknown	Prefectural budget
	Citizens' Interaction Square	District	Public		Sakudaira City	0.5	City budget
* Private: Private land, Public: Public land (including road), Transportation: Land owned by transportation company (including partially owned)							
** Cost-share (billion Yen): LVC (3.43), Saku City (City Budget 1.72, City Bond 1.74), Central gov't (1.38), Nagano Prefecture (2)							
*** Cost-share was undisclosed							
History of TOD							
1983	---	Publication of Study Report on Hokuriku Shinkansen Sakudaira Station Area Development Plan					
1991	Trigger ①	Announcement of Nagano as the venue for 1998 Winter Olympic and the start of Nagano Shinkansen (Karuizawa~Sakudaira~Nagano) construction					
1993	Trigger ①③	Establishment of Study Council on Hokuriku Shinkansen Sakudaira Station Area Development Concept					
1993	Trigger ①③	Establishment of council on the station building and other matters of Hokuriku Shinkansen Sakudaira Station					
1994	Trigger ①	Publication of Study Report on Hokuriku Shinkansen Sakudaira Station Area Development Concept Formulation					
1994	Trigger ①③	Establishment of council on land readjustment in Sakudaira Station Area					
1994	Land, Key 1, 2	Commencement of land readjustment project on the planned Sakudaira Station Area					
1995	Trigger ①③	City planning approval of Sakudaira Station Area land readjustment project					
1997	Key 4, 6	Opening of Hokuriku Shinkansen, the new Sakudaira Station building (including the in-station shopping facility), and the station plaza					
1999	Key 6	Opening of the AEON MALL Sakudaira					
2002	Key 6	Opening of the Sakudaira Community Center					
2003	Land, Key 1, 2, 4, 6	Sakudaira Station Area land readjustment project completed					
2005	Trigger ①③	Establishment of study council on the land readjustment in Toyohashi District					
2015	Key 3	Establishment of Toyohashi District Land Readjustment Preparation Committee					
2018	Trigger ①③, Key 3	Establishment of council on land readjustment in south area of Sakudaira Station and the city planning approval of the land readjustment					
(2023)	Land, Key 1, 2, 6	Expected completion of the Sakudaira Station South Area Land Readjustment Project					

Before (1992)

After (2002)

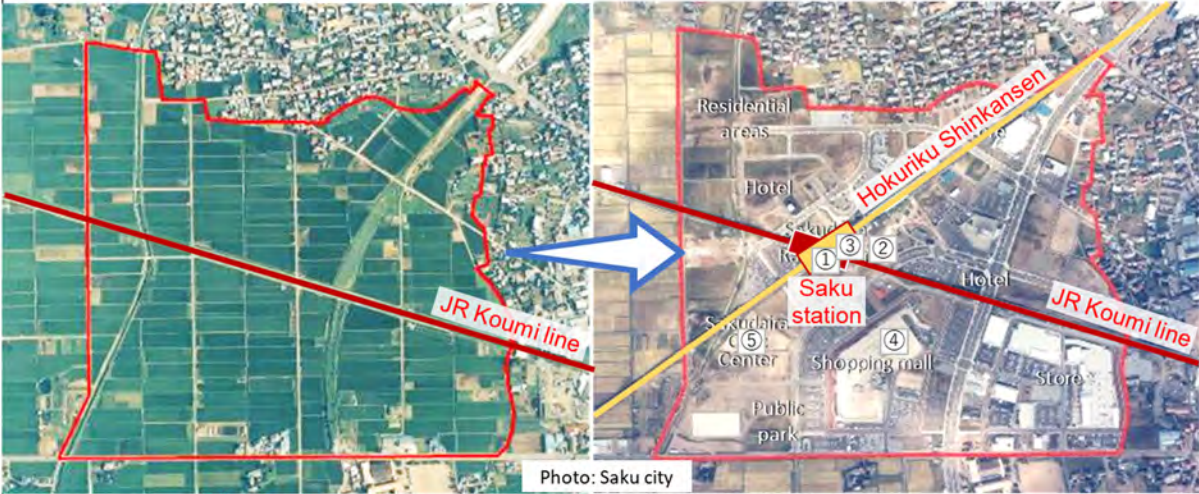


Photo: Saku city

District in red line: area of Saku station area land readjustment

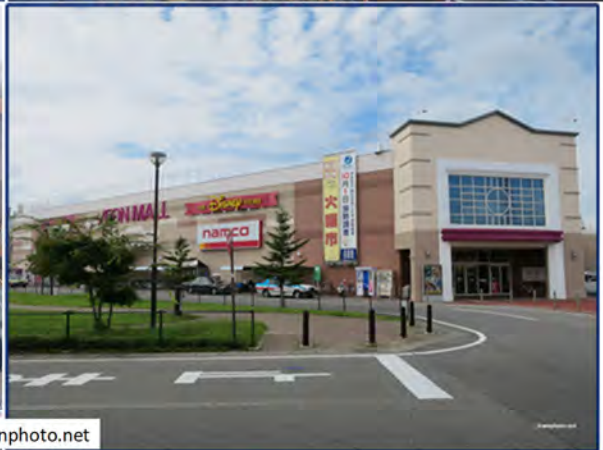
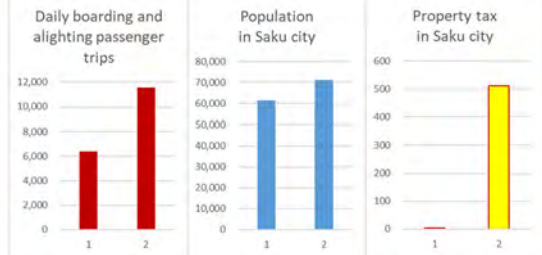


Photo: townphoto.net




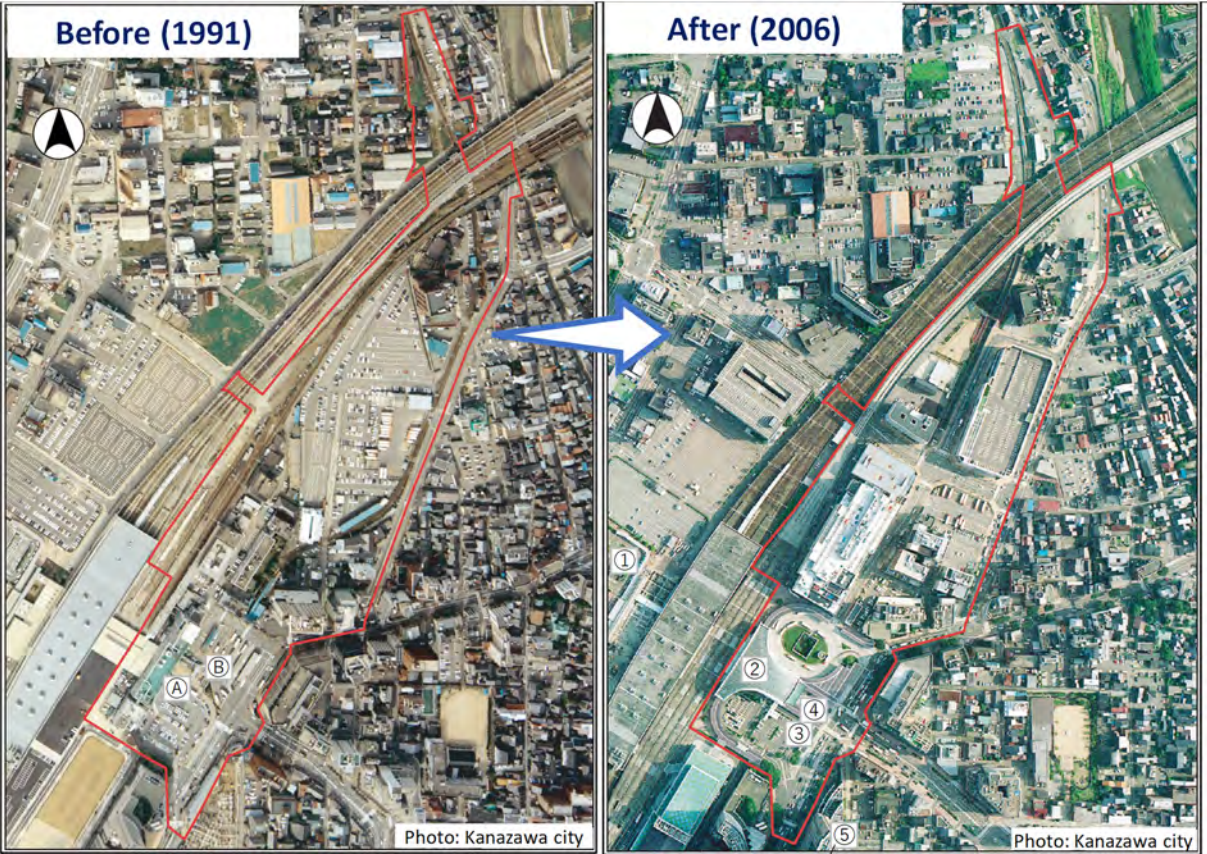
Photo: Saku city



Source: National Sensus and statistics

(5) Kanazawa station

Location	Country: Japan, Prefecture: Ishikawa, City: Kanazawa City						
District	Kanazawa Station Area						
Related station(s)	Kanazawa Station (JR West: Hokuriku Shinkansen, Hokuriku Main Line; IR Ishikawa Railway), Hokutetsu Kanazawa Station (Hokuriku Railroad)						
Metropolitan Vision Achieved Through TOD: Comfortable Urban Space based on Local History and Culture							
Triggers	Timeliness:	Smooth implementation of city planning approval and supporting policy and regulation					
	Land:	Implementation of grade separation and land readjustment projects					
	Teamwork:	Consensus building through city planning procedure					
Keys of TOD Success	1. Legal and Business Support System:	Utilization of grade separation and land readjustment measures					
	2. Variety of Financing Schemes:	LVC technique (Land readjustment), PPP					
	3. Organizational Capability:	OJT through various project implementations (Ishikawa Prefecture, Kanazawa City)					
	4. Smooth Transfer w/ Urban Transit Modes:	Rail elevation, station plaza development, and undergrounding of Hokutetsu Kanazawa station					
	5. Importance of Non-rail Business:	Development of commercial and business facilities by JR West and others					
	6. Understanding of Station Area and Site:	Study and implementation of façade that reflect local history and culture					
List of TOD-related Projects							
Category	Project Name/Description	Scope	Land*	Vertical Separation	Implementing Entity	Cost (billion Yen)	Remarks
Grade Separation	Grade Separation near Hokuriku Main Line Kanazawa Station	Station~ District	Transportation	Shinkansen	Ishikawa Prefecture	44.5	PPP**
Land Readjustment	Land readjustment of Kanazawa Station West Area	Station area	Private, Public		Kanazawa City	17.6	LVC***
	Second land readjustment of Kanazawa Station West Area	Station area	Private, Public		Kanazawa City	20.8	LVC***
	Third land readjustment of Kanazawa Station West Area	Station area	Private, Public		Kanazawa City	2.0	LVC***
	Land readjustment of Kanazawa Station North Area	Station area	Private, Public		Kanazawa City	58.2	LVC***
	Land readjustment of Showa-machi District	Station area	Private, Public		Land readjustment association	1.9	LVC***
East Exit Redevelopment	Tsuzumi-mon, Motenashi Dome, etc.	Station area	Public		Kanazawa City	17.2	Public works
Urban Renewal	First urban renewal of Kanazawa Station Area	District	Private		Redevelopment association	Undisclosed	
	Second urban renewal of Kanazawa Station Area	District	Private		Redevelopment association	Undisclosed	
* Private: Private land, Public: Public land (including road), Transportation: Land owned by transportation company (including partially owned)							
** Cost-share was undisclosed							
*** LVC value was undisclosed							
History of TOD							
1967	Trigger ①	Formation of council to promote the construction of northbound (Hokuriku) Shinkansen					
1970	Land, Key 1, 2	Commencement of Kanazawa Station West Exit Land Readjustment					
1972	Trigger ①	Approval of the Hokuriku Shinkansen basic plan (development plan approved in 1973)					
1978	Key 1, 2, 4	Commencement of grade separation project					
1991	Key 4, 5, 6	Grade separation project completed and the new station building opened					
1992	Trigger ①③	City planning approval of the Kanazawa Station North Area land readjustment					
1992	Trigger ①	Approval and commencement of the Hokuriku Shinkansen (Isurugi~Kanazawa) construction					
1996	Land, Key 1, 2, 4, 6	Kanazawa Station West Exit land readjustment completed. Opening of the station plaza					
1998	Land, Key 1, 2	Commencement of the Kanazawa Station North Area land readjustment project					
2005	Trigger ①	Commencement of Hokuriku Shinkansen (Toyama~Kanazawa) construction					
2005	Land, Key 1, 2, 4, 6	Kanazawa Station North Area land readjustment completed					
2015	Key 4, 5, 6	Opening of Hokuriku Shinkansen, including the East Exit Station Plaza, Motenashi Dome, and Tsuzumi-mon					
<p>[Photos right]</p> <p>Ⓐ former Station building</p> <p>Ⓑ former East station plaza</p> <p>① West station plaza</p> <p>② Inside of Motenashi dome</p> <p>③ East station plaza</p> <p>④ Tsuzumi -mon gate</p> <p>⑤ Hotels in East side</p> <p>Photos ①~⑤: Kanazawa city</p>							




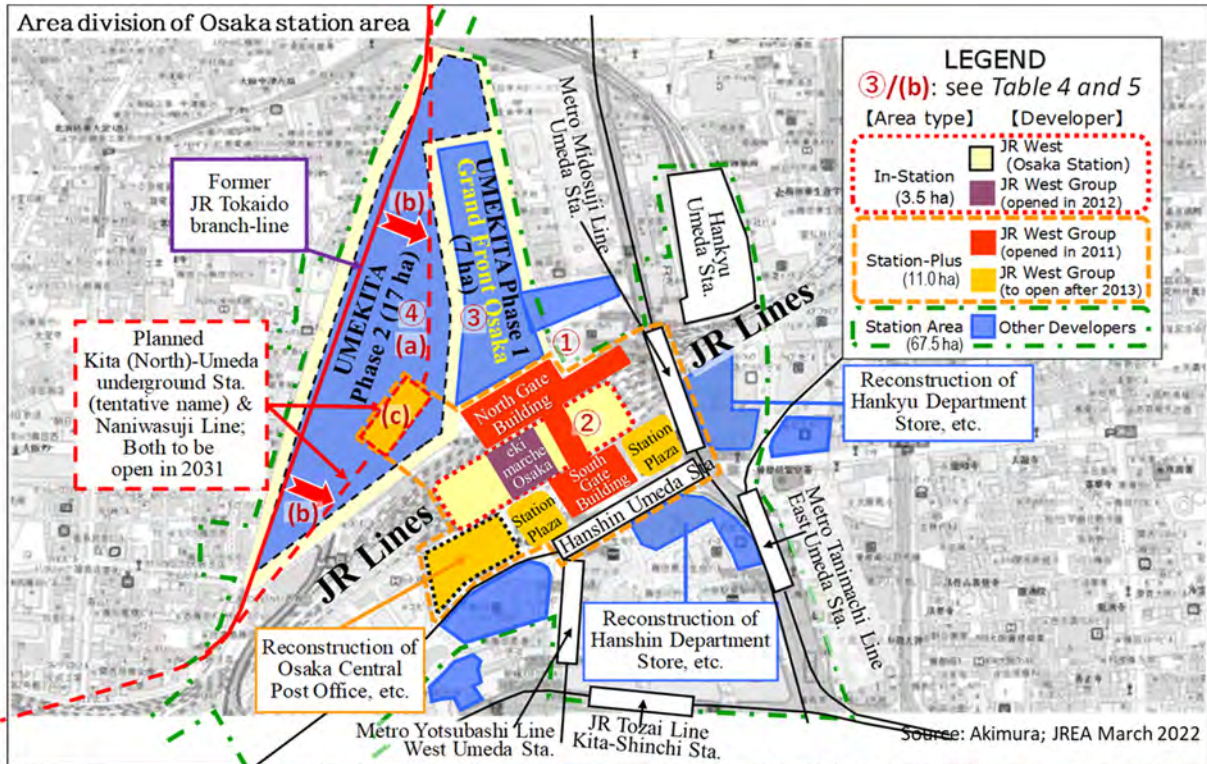
District in red line: area of Kanazawa station north area land readjustment

Category	Period 1	Period 2
Daily boarding and alighting passenger trips in Kanazawa station	~50,000	~75,000
Population in Kanazawa city	~450,000	~480,000
Tourists visiting Kanazawa city	~8,000,000	~10,500,000

Source: National Sensus and statistics

(6) Osaka station

Location	Country: Japan, Prefecture: Osaka Prefecture, City: Osaka City						
District	Osaka Station Area (Urgent Redevelopment Area)						
Related station(s)	Osaka Station, Kitashinchi Station (JR West), Umeda Station (Hankyu-Hanshin HD), Higashi-Umeda Station, Nishi-Umeda Station (Osaka Metro)						
Metropolitan Vision Achieved Through TOD:	Economic and Quality-of-Life (QOL) Improvement of Metropolitan Area						
Triggers	Timeliness:	Smooth implementation of city planning approval and supporting policy and regulation					
	Land:	Transfer of freight yard (Umekita District; 24ha) functions to Suita and Kudara Freight Terminal					
	Teamwork:	Consensus building through establishment of councils and city planning procedure					
Keys of TOD Success	1. Legal and Business Support System:	Introduction of city plan proposal and FAR relaxation system					
	2. Variety of Financing Schemes:	Utilization of LVC technique (Land readjustment), PPP, project financing					
	3. Organizational Capability:	Establishment of councils that promote (re)development and increase the appeal and value of the area					
	4. Smooth Transfer w/ Urban Transit Modes:	Improvement of rail facilities, station plaza, and pedestrian network at and around station					
	5. Importance of Non-rail Business:	OSAKA STATION CITY development by JR West					
	6. Understanding of Station Area and Site:	Study and implementation of functions that should be introduced in the district and station area					
List of TOD-related Projects							
Category	Project Name/Description	Scope	Land*	Vertical Separation	Implementing Entity	Cost (billion Yen)	Remarks
Private Sector Development	Mixed-use building (Yodobashi Camera)	Station area	Private		Private sector	151.0	Corporate financing
	OSAKA STATION CITY	Station, Station area	Transportation		JR West	210.0	Corporate financing
Umekita Phase 1	Land readjustment	District	Public, UR		UR	8.0	LVC
	Grand Front Osaka	District	Public		Private sector JV	600.0	Project financing
Umekita Phase 2	Land readjustment	District	Public		UR	26.2	LVC (10 billion Yen)
	Mixed-use building construction	District	Public		Private sector JV	N/A	Project financing
	Park development	Station area	Public		UR	20.2	Public works
	Tokaido Branch Line relocation	Station area, District	Transportation	○	Osaka City	54.0	Grade separation, PPP**
	New underground station construction	Station area, District	Transportation		JR West	15.0	PPP***
* Private: Private land, Public: Public land (including road), Transportation: Land owned by transportation company (including partially owned)							
** Cost-share (billion Yen): Central gov't (23.85), Osaka City (23.85), JR West (6.3)							
*** Cost-share (billion Yen): JR West (5.2), Central gov't (4.9), Local gov't (4.9; share of each local gov't was unclear)							
History of TOD							
1987	Trigger ①	Transfer of the ownership of Umekita Freight Terminal to the JNR Settlement Corporation following the privatization of JNR then started the study on the unused land					
2001	Key 6	Yodobashi-Camera purchased former JNR office building land and constructed multi-use building					
2002	Trigger ①	Osaka Station Area, Nakanoshima, Midotsuji Area was designated as urgent redevelopment areas					
2003	Trigger ①	Formulation of Osaka Station North Area Concept by Osaka City					
2004	Trigger ①③	Establishment of council to promote development on Osaka Station North Area and the formulation of development basic plan					
2004	Trigger ①③	City planning approval for Umekita Phase 1 project (land readjustment, road construction, etc.)					
2006	Trigger ①③	City planning approval for Umekita Phase 1 project (district plan, land use, etc.)					
2006	Trigger ②	Decision on the transfer of freight yard (Umekita District) functions to Suita and Kudara Freight Terminal					
2008	Trigger ①③	City planning approval for Umekita Phase 1 project (district plan change)					
2010	Key 1, 2, 6	Commencement of Umekita Phase 1 (Grand Front Osaka) construction					
2011	Trigger ①③	City planning approval for Umekita Phase 2 project (land readjustment, railway, etc.)					
2011	Key 4, 5, 6	Opening of OSAKA STATION CITY by JR West, including the development of 2 station plazas and pedestrian networks					
2011	Key 1, 2, 6	Umekita Phase 1 land readjustment completed					
2012	Trigger ①③	Establishment of council on the urgent redevelopment of Osaka Station Area, Nakanoshima, Midotsuji Area, in preparation of the Umekita Phase 2 project					
2013	Key 2, 4	Umekita Phase 1 (Grand Front Osaka) construction completed					
2014	Key 3, 6	Establishment of GRAND FRONT OSAKA TMO that manage the asset of Umekita Phase 1 district					
2015	Trigger ①	Approval for the railway and land readjustment projects					
2017	Trigger ①③	City planning approval for Umekita Phase 2 project (district plan, land use, etc.)					
2019	Trigger ①③	City planning approval for Umekita Phase 2 project (park development)					
2020	Trigger ①③	Central gov't designated Umekita Phase 2 as Special District for Urban Renaissance followed by city planning approval (district plan change, etc.)					
2020	Key 1, 2, 6	Commencement of Umekita Phase 2 project					
2021	Key 3, 6	Establishment of Umeda 1-chome Area Management that manage the asset in Osaka Station East Area					
(2023)	Key 1, 2, 6	Expected completion of the Umekita Phase 2 international competitive hub development project (mostly land readjustment)					
(2023)	Key 1, 2	Expected completion of grade separation project (Naniwasuji Line)					
(2023)	Key 1, 2	Expected completion of Naniwasuji Line new underground station construction					
(2024)	Key 4, 6	Expected completion of some buildings' construction in Umekita Phase 2					
(2027)	Key 4, 6	Expected completion of development of disaster prevention park					
(2028)	Key 4, 6	Expected completion of Umekita Phase 2 buildings construction					
							[Photos right] ①Overlooking the Umekita district ②Overlooking the ground ticket gate ③Overlooking the Platforms ④Dome Roof and "Toki no Hiroba" ⑤EKI MARCHÉ (commercial development)



Daily boarding & alighting passenger trips

+37%

1987 2018


Population in Kita Ward, Osaka City

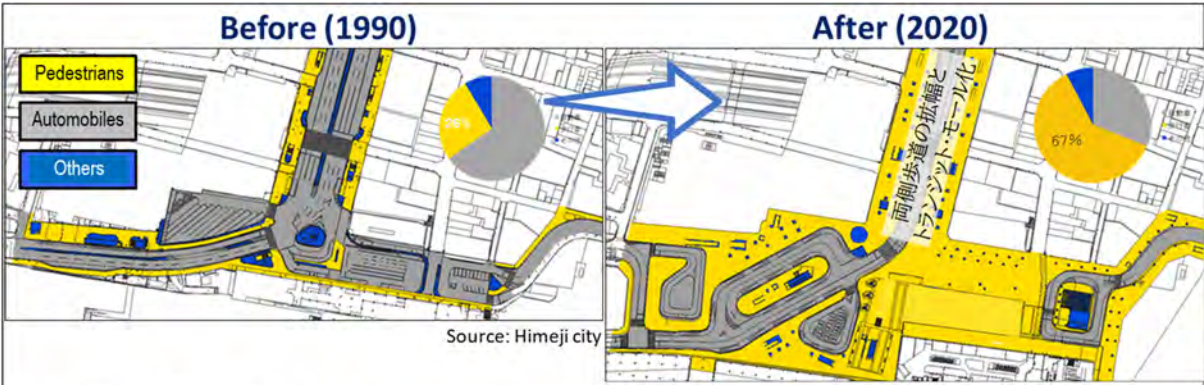
+41%

1990 2015

Source: National Sensus and statistics

(7) Himeji station

Location	Country: Japan, Prefecture: Hyogo Prefecture, City: Himeji City						
District	Himeji Station Area						
Related station(s)	Himeji Station (JR West: San'yō Shinkansen, San'yō Main Line, Bantan Line, Kishin Line), Sanyo Himeji Station (Sanyo Electric Railway)						
Metropolitan Vision Achieved Through TOD: Comfortable Urban Space based on Local History and Culture							
Triggers	Timeliness:	Smooth implementation of city planning approval and supporting policy and regulation					
	Land:	Purchase and use of former JNR land. Relocation of freight yard (7.4ha) and rail yard (2.8)					
	Teamwork:	Consensus building through establishment of councils and city planning procedure					
Keys of TOD Success	1. Legal and Business Support System:	Utilization of grade separation and land readjustment measures					
	2. Variety of Financing Schemes:	LVC technique (Land readjustment), PPP					
	3. Organizational Capability:	OJT through various project implementations (Hyogo Prefecture, Himeji City)					
	4. Smooth Transfer w/ Urban Transit Modes:	Railway elevation, station plaza, transit-mall introduction in station and station area					
	5. Importance of Non-rail Business:	Development of commercial & business facilities and cultural & exchange facilities by JR West, private companies, and Himeji City					
	6. Understanding of Station Area and Site:	Study and implementation of station plaza and other facilities that reflect local history and culture					
List of TOD-related Projects							
Category	Project Name/Description	Scope	Land*	Vertical Separation	Implementing Entity	Cost (billion Yen)	Remarks
Railway elevation	Grade separation near Himeji Station	Station~District	Transportation, Public		Hyogo Prefecture	63.2	PPP**
Land readjustment (including part of station plaza)	Land readjustment in Himeji station area	Station area	Private, Public		Himeji City	41.5	LVC***
	Land readjustment in south of station	District	Private, Public		Himeji City	1.3	LVC***
	Land readjustment in Abo district	District	Private, Public		Himeji City	39.0	LVC***
Road construction	Inner ring road, Takao, Otemae-dori	Station area, District	Public		Himeji City	7.0	North of Jyūmshiomae st.
Station plaza	Himeji Station South Station Plaza development	Station area	Public		Himeji City	0.7	
Pedestrian network	North-West, Eastern area, East side passageways	Station area	Public		Himeji City	1.9	
Other facilities	Parking, bus & taxi waiting area, etc.	Station area, District	Public		Himeji City	3.1	
Hospital integration	Himeji General Medical Center	District	Public		Hyogo Prefecture	33.7	
* Private: Private land, Public: Public land (including road), Transportation: Land owned by transportation company (including partially owned)							
** Cost-share: JR West (7%), Central gov't (1/2 (road construction subsidy)), Hyogo Prefecture (1/3), Himeji City (1/6)							
*** LVC value was undisclosed							
History of TOD							
1972	Trigger ①	Opening of Sanyo Shinkansen that includes the Himeji Station.					
1973	---	Announcement of railway elevation concept by JNR					
1974	Trigger ①③	City planning approval (Abo district land readjustment, Station South Area land readjustment)					
1986	Trigger ②	JNR Shikamako Line stopped operation					
1987	Trigger ①③	City planning approval (JR Sanyo Main Line grade separation, Himeji Station Area land readjustment, road construction)					
1989	Land, Key 1, 2	Project approval of grade separation, land readjustment, and road construction					
1995	Key 1, 2, 4	Commencement of grade separation project					
1996	Land, Key 6	Abo District land readjustment completed					
2006	Key 4, 5, 6	JR Sanyo Main Line Railway Elevation project completed					
2008	Key 4, 5, 6	JR Kishin Line, Bantan Line Railway Elevation project completed					
2011	Key 4, 5, 6	All railway elevation projects completed, start of inner ring road operation					
2013	Key 4, 5, 6	Opening of JR Himeji Station new building, with change in form of building that allows Shinkansen platform to have clear view of Himeji Castle					
2013	Key 4, 6	Himeji Station North Exit "Castle Garden" and viewing deck "Castle Deck" opened					
2015	Key 4, 6	Otemae-dori Transit Mall opened (prohibit automobile from passing)					
2015	Key 6	Enactment of regulation on open space utilization that promote event to be held around the Station					
2016	Key 4, 6	Inner ring-road opened					
2018	Key 4, 6	Pedestrian deck "Castle Walk" (700m) opened					
2019	Key 4, 6	Himeji Station North Exit Station Plaza opened, with widened area from 6,400㎡ to 16,100㎡					
2021	Key 6	Himeji City Culture and Convention Center opened					
2022	Key 6	Himeji General Medical Center opened					
(2025)	Land, Key 1, 2, 4, 6	Expected completion of Himeji Station Area land readjustment and Station South Area land readjustment projects					
(2033)	Land, Key 6	Expected completion of Abo District land readjustment project					



Transition of "Otemae-dori"



Photos: Himeji city

from 2015 onwards

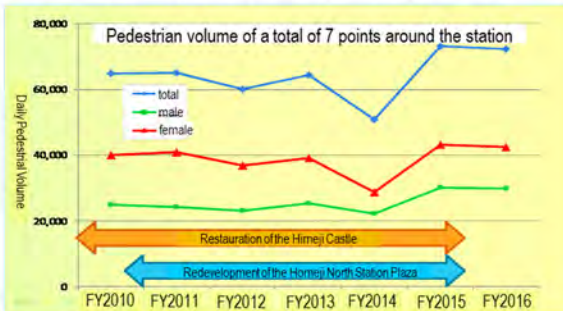
[Before]	[After]
Road: 6 lanes with: - 32 m width roadway - 18 m width sideworks	Road: 2 lanes with: - 16 m width roadway - 34 m width sideworks
Daily traffic volume: - 11,000 automobiles	Daily traffic volume, after introducing the transit-mall policy: - 5,000 automobiles

Source: Himeji city

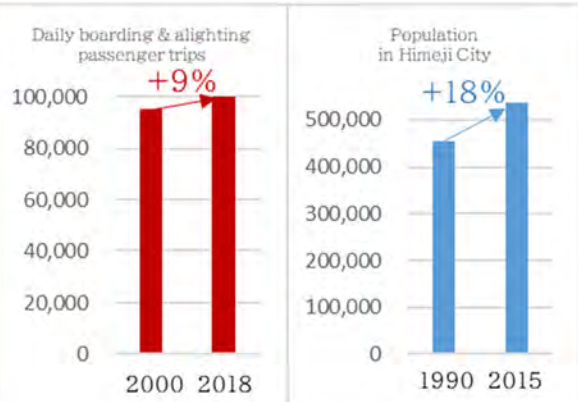


Trend in land price at the Station-front block
(land price: thousand Yen)

Fiscal year	2014	2015	2016	2017	2017
Yen/m ²	876	920	965	1,050	1,200
Increase rate	+3.1%	+5.0%	+4.9%	+8.8%	+14.3%



Source: Himeji city



Source: National Sensus and statistics

Material 3

相関分析使用データ集(日乗降人員:駅に複数路線が乗入れている場合は合計)

	駅名	市区町村	国	日乗降人員	夜間人口	面積
1	池袋駅	豊島区	Japan	2,623,640	291,167	1,301
2	横浜駅	横浜市西区	Japan	1,886,000	98,532	703
3	JR大阪駅、阪神梅田駅、地下鉄梅田駅、	大阪市	Japan	1,571,993	123,667	1,034
4	新宿駅	新宿区	Japan	1,520,086	333,560	1,822
5	名古屋駅	名古屋市	Japan	1,200,575	133,206	1,630
6	品川駅	港区	Japan	995,432	243,283	2,037
7	東京駅	千代田区	Japan	869,266	58,406	1,166
8	渋谷駅	渋谷区	Japan	757,080	224,533	1,511
9	京都駅	京都市	Japan	697,396	82,668	678
10	大宮駅	さいたま市大宮区	Japan	680,080	113,864	1,280
11	天王寺駅 (JR,大阪市交通局等)	大阪市	Japan	559,332	75,729	484
12	新橋駅	中央区	Japan	531,910	141,183	1,021
13	武蔵溝ノ口駅	川崎市高津区	Japan	459,966	228,141	1,636
14	蒲田駅	大田区	Japan	448,884	717,082	6,066
15	武蔵小杉駅	川崎市中原区	Japan	445,730	247,529	1,474
16	北千住駅	足立区	Japan	419,988	670,122	5,325
17	川崎駅	川崎市川崎区	Japan	415,450	223,378	3,953
18	新大阪駅	大阪市	Japan	405,321	176,201	1,264
19	鶴橋駅 (近鉄、JR等)	大阪市	Japan	393,882	130,167	837
20	上野駅	台東区	Japan	363,176	198,073	1,011
21	日暮里駅	荒川区	Japan	358,419	212,264	1,016
22	吉祥寺駅	武蔵野市	Japan	357,340	144,730	1,098
23	国分寺駅	国分寺市	Japan	341,040	122,742	1,146
24	立川駅	立川市	Japan	327,806	176,295	2,436
25	大阪阿部野橋(近鉄)	大阪市	Japan	325,178	107,626	598
26	登戸駅	川崎市多摩区	Japan	320,938	214,158	2,050
27	錦糸町駅	墨田区	Japan	310,657	256,274	1,377
28	大崎駅	品川区	Japan	309,088	386,855	2,284
29	松戸駅	松戸市	Japan	301,670	483,480	6,138
30	中野駅	中野区	Japan	289,832	328,215	1,559
31	博多駅	福岡市	Japan	277,310	228,441	3,163
32	桜木町駅	横浜市中区	Japan	276,000	148,312	2,120
33	船橋駅	船橋市	Japan	274,346	622,890	8,562
34	大阪難波駅 (近鉄、阪神)	大阪市	Japan	264,276	93,069	887
35	海老名駅	海老名市	Japan	261,908	130,190	2,659
36	戸塚駅	横浜市戸塚区	Japan	260,000	275,283	3,579
37	柏駅	柏市	Japan	246,208	413,954	11,474
38	京橋駅 (京阪、JR等)	大阪市	Japan	240,796	104,727	608
39	三宮駅	神戸市	Japan	237,300	135,153	2,897
40	金山駅	名古屋市	Japan	226,474	83,203	938
41	町田駅	町田市	Japan	224,322	432,348	7,180
42	橋本駅	相模原市緑区	Japan	223,075	173,612	25,368
43	長津田駅	横浜市緑区	Japan	218,000	180,366	2,551
44	新今宮駅 (JR,南海)	大阪市	Japan	216,432	69,766	439
45	目黒駅	目黒区	Japan	216,326	277,622	1,467
46	藤沢駅	藤沢市	Japan	214,894	423,894	6,957
47	千葉駅	千葉市中央区	Japan	211,624	205,070	4,469
48	津田沼駅	習志野市	Japan	206,808	167,909	2,097
49	川越駅	川越市	Japan	200,340	350,745	10,913
50	新横浜駅	横浜市港北区	Japan	200,000	344,172	3,140
51	大船駅	鎌倉市	Japan	197,606	173,019	3,967
52	小田原駅	小田原市	Japan	195,434	194,086	11,381
53	札幌駅	札幌市	Japan	190,576	237,627	4,642
54	三鷹駅	三鷹市	Japan	189,610	186,936	1,642
55	赤羽駅	北区	Japan	184,292	341,076	2,061
56	狹窪駅	杉並区	Japan	176,576	563,997	3,406
57	浦和駅	さいたま市浦和区	Japan	175,300	154,416	1,151
58	八王子駅	八王子市	Japan	172,356	577,513	18,638
59	仙台駅	仙台市青葉区	Japan	169,928	310,183	30,224
60	川口駅	川口市	Japan	164,650	578,112	6,195
61	鶴見駅	横浜市鶴見区	Japan	159,344	285,356	3,323
62	舞浜駅	浦安市	Japan	154,938	164,024	1,730
63	本厚木駅	厚木市	Japan	152,467	225,714	9,384
64	新木場駅	江東区	Japan	148,300	498,109	4,016
65	新小岩駅	葛飾区	Japan	148,270	442,913	3,480
66	南越谷駅	越谷市	Japan	146,570	337,498	6,024
67	広島駅	広島市	Japan	143,020	120,155	3,942
68	北朝霞駅	朝霞市	Japan	138,262	136,299	1,834
69	天下茶屋駅 (南海、大阪市交通局)	大阪市	Japan	137,581	111,883	737
70	大曾根駅	名古屋市	Japan	136,666	78,043	771
71	岡山駅	岡山市	Japan	132,476	309,484	45,070
72	明石駅	明石市	Japan	130,361	293,409	4,942
73	小岩駅	江戸川区	Japan	129,130	681,298	4,990
74	相模大野駅	相模原市南区	Japan	126,479	277,280	3,811
75	海浜幕張駅	千葉市美浜区	Japan	126,450	148,718	2,120

	駅名	市区町村	国	日乗降人員	夜間人口	面積
76	高槻駅	高槻市	Japan	125,748	351,829	10,529
77	川西能勢口駅	川西市	Japan	124,771	156,375	5,344
78	平塚駅	平塚市	Japan	121,244	370,704	6,782
79	武蔵小金井駅	小金井市	Japan	120,930	121,396	1,130
80	市川駅	市川市	Japan	119,818	481,732	5,745
81	蕨駅	蕨市	Japan	119,002	72,260	511
82	南浦和駅	さいたま市南区	Japan	117,162	180,152	1,382
83	静岡駅	静岡市	Japan	115,848	253,593	107,376
84	山科駅	京都市	Japan	115,500	135,471	2,870
85	茅ヶ崎駅	茅ヶ崎市	Japan	111,200	239,348	3,570
86	西宮北口駅	西宮市	Japan	109,238	487,850	9,996
87	国立駅	国立市	Japan	106,548	73,655	815
88	姫路駅	姫路市	Japan	103,420	535,664	53,447
89	弁天町駅 (JR,大阪市交通局)	大阪市	Japan	101,558	82,035	786
90	稲毛駅	千葉市稲毛区	Japan	101,070	160,968	2,122
91	新杉田駅	横浜市磯子区	Japan	98,000	166,229	1,905
92	中百舌鳥駅	堺市	Japan	94,534	158,845	1,560
93	刈谷駅	刈谷市	Japan	93,042	149,765	5,039
94	高崎駅	高崎市	Japan	91,984	370,884	45,916
95	豊橋駅	豊橋市	Japan	91,398	374,765	26,186
96	枚方市駅	枚方市	Japan	91,363	404,152	6,512
97	久喜駅	久喜市	Japan	87,904	152,311	8,241
98	西九条駅	大阪市	Japan	87,536	66,656	1,925
99	尼崎駅	尼崎市	Japan	85,842	452,563	5,072
100	上尾駅	上尾市	Japan	83,540	225,196	4,551
101	分倍河原駅	府中市	Japan	80,072	260,274	2,943
102	新秋津駅	東村山市	Japan	76,578	149,956	1,714
103	洲野辺駅	相模原市中央区	Japan	76,068	269,888	3,687
104	新潟駅	新潟市中央区	Japan	74,892	183,767	3,775
105	港南台駅	横浜市港南区	Japan	74,000	215,736	1,990
106	熊谷駅	熊谷市	Japan	73,124	198,742	15,982
107	宇都宮駅	宇都宮市	Japan	72,842	518,594	41,685
108	伊丹駅	伊丹市	Japan	71,898	196,883	2,500
109	浜松駅	浜松市	Japan	70,880	237,443	4,434
110	東神奈川駅	横浜市神奈川区	Japan	70,608	238,966	2,373
111	住吉駅	神戸市	Japan	69,100	213,634	3,402
112	取手駅	取手市	Japan	67,981	106,570	6,994
113	寝屋川市駅	寝屋川市	Japan	67,584	237,518	2,470
114	横須賀中央駅	横須賀市	Japan	67,278	406,586	10,083
115	戸田公園駅	戸田市	Japan	66,854	136,150	1,819
116	豊田駅	日野市	Japan	66,508	186,283	2,755
117	板橋駅	板橋区	Japan	66,112	561,916	3,222
118	保土ヶ谷駅	横浜市保土ヶ谷区	Japan	66,002	205,493	2,193
119	三條駅 (京阪等)	京都市	Japan	65,968	39,044	748
120	東大宮駅	さいたま市見沼区	Japan	65,246	161,960	3,069
121	南流山駅	流山市	Japan	64,440	174,373	3,532
122	大東駅	大東市	Japan	63,790	123,217	1,827
123	水戸駅	水戸市	Japan	63,608	270,783	21,732
124	岐阜駅	岐阜市	Japan	62,350	406,735	20,360
125	近鉄奈良駅	奈良市	Japan	61,970	360,310	27,694
126	三島駅	三島市	Japan	61,135	110,046	6,202
127	我孫子駅	大阪市	Japan	60,690	154,239	940
128	我孫子駅	我孫子市	Japan	60,690	131,606	4,315
129	出町柳駅	京都市	Japan	60,387	168,266	24,677
130	堺東駅	堺市	Japan	59,790	148,205	2,365
131	拜島駅	昭島市	Japan	59,760	111,539	1,734
132	大正駅 (JR,大阪市交通局)	大阪市	Japan	58,736	65,141	943
133	逗子駅	逗子市	Japan	58,292	57,425	1,728
134	南草津駅	草津市	Japan	58,256	137,247	6,782
135	芦屋駅	芦屋市	Japan	56,578	95,350	1,847
136	桂駅	京都市	Japan	56,271	150,962	5,924
137	東浦和駅	さいたま市緑区	Japan	55,948	116,522	2,644
138	富山駅	富山市	Japan	55,714	418,686	124,177
139	霧張本郷駅	千葉市花見川区	Japan	55,310	179,200	3,419
140	千種駅	名古屋市長区	Japan	54,608	164,696	1,818
141	新川崎駅	川崎市幸区	Japan	54,170	160,890	1,001
142	福島駅	大阪市	Japan	53,810	72,484	467
143	三田駅	三田市	Japan	53,730	112,691	21,032
144	丹波橋駅 (京阪)	京都市	Japan	53,359	280,655	6,166
145	豊中駅	豊中市	Japan	53,350	395,479	3,639
146	尾張一宮駅	一宮市	Japan	52,870	380,868	11,382
147	門真市駅	門真市	Japan	52,719	123,576	1,230
148	桶川駅	桶川市	Japan	52,450	73,936	2,535
149	長野駅	長野市	Japan	52,234	377,598	83,481
150	姪浜駅	福岡市	Japan	52,129	206,868	8,417
151	池田駅 (阪急)	池田市	Japan	52,102	103,069	2,214

	駅名	市区町村	国	日乗降人員	夜間人口	面積
152	六甲道駅	神戸市	Japan	51,000	136,088	3,266
153	西神中央駅	神戸市	Japan	50,800	245,782	13,801
154	泉中央駅	仙台市泉区	Japan	50,204	216,798	14,661
155	生駒駅	生駒市	Japan	49,283	118,233	5,315
156	レイクタウン駅	越谷市	Japan	48,390	337,498	6,024
157	守谷駅	守谷市	Japan	48,124	64,753	3,571
158	茨木駅	茨木市	Japan	48,123	280,033	7,649
159	盛岡駅	盛岡市	Japan	47,072	297,631	88,647
160	宮原駅	さいたま市北区	Japan	46,648	143,446	1,686
161	加古川駅	加古川市	Japan	46,512	267,435	13,848
162	金沢駅	金沢市	Japan	46,124	465,699	46,864
163	二条駅	京都市	Japan	45,186	109,341	741
164	小山駅	小山市	Japan	44,348	166,760	17,176
165	福島駅	福島市	Japan	44,283	294,247	76,772
166	四街道駅	四街道市	Japan	44,242	89,245	3,452
167	和歌山駅	和歌山市	Japan	43,853	364,154	20,884
168	大垣駅	大垣市	Japan	43,114	159,879	20,657
169	桑名駅	桑名市	Japan	42,829	140,303	13,668
170	兵庫駅	神戸市	Japan	42,800	106,956	1,468
171	新長田駅	神戸市	Japan	42,800	97,912	1,136
172	四日市駅	四日市市	Japan	42,520	311,031	20,644
173	泉ヶ丘駅 (東北高速)	堺市	Japan	42,172	147,626	4,039
174	蓮田駅	蓮田市	Japan	42,062	62,380	2,728
175	河内長野駅	河内長野市	Japan	41,811	106,987	10,963
176	都賀駅	千葉市若葉区	Japan	41,676	151,078	8,421
177	福山市	福山市	Japan	41,044	464,811	51,814
178	長岡京駅	長岡京市	Japan	40,904	80,090	1,917
179	鎌取駅	千葉市緑区	Japan	40,276	126,848	6,625
180	津駅	津市	Japan	40,170	279,886	71,111
181	近江八幡駅	近江八幡市	Japan	40,087	81,312	17,745
182	鹿児島中央駅	鹿児島市	Japan	39,979	599,814	54,755
183	新さっぽろ駅 (地下鉄東西線)	札幌市	Japan	39,932	127,767	2,438
184	鴻巣駅	鴻巣市	Japan	39,876	118,072	6,744
185	千里丘駅	摂津市	Japan	39,520	85,007	1,487
186	新座駅	新座市	Japan	39,390	162,122	2,278
187	舞子駅	神戸市	Japan	39,300	219,474	2,811
188	大分駅	大分市	Japan	39,150	478,146	50,239
189	東岡崎駅	岡崎市	Japan	39,000	381,051	38,720
190	北本駅	北本市	Japan	38,984	67,409	1,982
191	富歌駅	富歌市	Japan	38,472	477,118	35,563
192	小平駅	北九州市	Japan	38,405	181,878	3,923
193	本郷台駅	横浜市栄区	Japan	38,000	122,171	1,852
194	上小田井駅	名古屋市	Japan	37,782	149,098	1,793
195	五井駅	市原市	Japan	37,350	274,656	36,817
196	大和八木駅	橿原市	Japan	36,886	124,111	3,956
197	藤井寺駅	藤井寺市	Japan	36,447	65,438	889
198	吉川駅	吉川市	Japan	36,288	69,738	3,166
199	郡山駅	郡山市	Japan	36,284	335,444	75,720
200	郡山駅	大和郡山市	Japan	36,284	87,050	4,269
201	近鉄八尾駅	八尾市	Japan	35,762	268,800	4,172
202	つくば駅	つくば市	Japan	35,686	226,963	28,372
203	西日本鉄道大橋駅	福岡市	Japan	35,355	255,797	3,098
204	淡路駅	大阪市	Japan	35,120	175,530	1,327
205	鳳駅	堺市	Japan	34,918	135,746	2,862
206	金剛駅	大阪狭山市	Japan	34,905	57,792	1,192
207	大津駅	大津市	Japan	34,862	340,973	46,451
208	小作駅	羽村市	Japan	34,816	55,833	990
209	北野田駅	堺市	Japan	34,556	85,189	1,049
210	南与野駅	さいたま市中央区	Japan	34,092	98,762	839
211	和泉府中駅	和泉市	Japan	33,964	186,109	8,498
212	西鉄久留米駅	久留米市	Japan	33,670	304,552	22,996
213	福生駅	福生市	Japan	33,278	58,395	1,016
214	豊田市駅	豊田市	Japan	33,000	422,542	91,832
215	和立駅	知立市	Japan	33,000	70,501	1,631
216	土浦駅	土浦市	Japan	32,466	140,804	12,289
217	新三郷駅	三郷市	Japan	31,942	136,521	3,013
218	西大路駅	京都市	Japan	31,902	99,927	1,581
219	松本駅	松本市	Japan	31,728	243,293	97,847
220	新田駅	倉米市	Japan	31,604	81,959	53,612
221	神宮前駅 (名鉄)	名古屋市	Japan	31,524	65,895	820
222	門司駅	北九州市	Japan	31,351	99,637	7,367
223	黒崎駅	北九州市	Japan	31,351	256,117	8,313
224	春日井駅	春日井市	Japan	31,280	306,508	9,278
225	住之江公園駅 (大阪市交通局)	大阪市	Japan	31,178	122,988	2,061
226	(地下鉄赤坂駅)	福岡市	Japan	31,014	192,688	1,540
227	手稲駅	札幌市	Japan	30,670	140,999	5,677

	駅名	市区町村	国	日乗降人員	夜間人口	面積
228	東所沢駅	所沢市	Japan	30,644	340,386	7,211
229	成田駅	成田市	Japan	30,302	131,190	21,384
230	北大路駅 (京都市営地下鉄)	京都市	Japan	29,859	119,474	9,488
231	河内松原駅	松原市	Japan	29,540	120,750	1,666
232	佐賀駅	龍ヶ崎市	Japan	29,330	78,342	7,855
233	三郷駅	尾張旭市	Japan	28,842	80,787	2,103
234	西浦和駅	さいたま市桜区	Japan	28,630	97,910	1,864
235	野洲駅	野洲市	Japan	28,098	49,889	8,014
236	熱海駅	熱海市	Japan	28,070	37,544	6,178
237	鶴野駅 (JR,大阪市営地下鉄)	大阪市	Japan	27,959	164,697	838
238	木更津駅	木更津市	Japan	27,946	134,141	13,895
239	北24条駅 (札幌市営地下鉄南北線)	札幌市	Japan	27,794	285,321	6,357
240	真駒内駅 (札幌市営地下鉄南北線)	札幌市	Japan	27,752	141,190	65,748
241	大府駅	大府市	Japan	27,660	89,157	3,366
242	牛久駅	牛久市	Japan	27,652	84,317	5,892
243	多治見駅	多治見市	Japan	27,430	110,441	9,125
244	二宮駅	中郡二宮町	Japan	27,424	28,378	908
245	甲府駅	甲府市	Japan	27,292	193,125	21,247
246	五位堂駅	香芝市	Japan	27,186	77,561	2,426
247	古河駅	古河市	Japan	27,158	140,946	12,358
248	河辺駅	青梅市	Japan	27,052	137,381	10,331
249	江南駅	江南市	Japan	27,000	98,359	3,020
250	琴似駅	札幌市	Japan	26,940	213,578	7,510
251	今出川駅 (京都市営地下鉄)	京都市	Japan	26,930	85,113	703
252	五日市駅	広島市	Japan	26,530	136,699	22,522
253	泉大津駅	泉大津市	Japan	26,198	75,897	1,431
254	新田辺駅	京田辺市	Japan	26,104	70,835	4,292
255	白岡駅	白岡市	Japan	25,988	51,535	2,492
256	伊東駅	伊東市	Japan	25,968	68,345	12,410
257	福井駅	福井市	Japan	25,899	265,904	53,641
258	勝田駅	ひたちなか市	Japan	25,872	155,689	9,993
259	西長堀駅 (大阪市交通局)	大阪市	Japan	25,838	92,430	521
260	新瑞橋駅 (名古屋市営地下鉄)	名古屋市	Japan	25,661	105,357	1,122
261	白石駅	札幌市	Japan	25,576	209,584	3,447
262	塩釜口駅 (名古屋市営地下鉄)	名古屋市	Japan	25,274	162,683	2,158
263	岸和田駅	岸和田市	Japan	25,252	194,911	7,268
264	御幣島駅	大阪市	Japan	25,240	95,490	1,422
265	高松駅	高松市	Japan	25,158	420,748	37,541
266	(地下鉄藤崎駅)	福岡市	Japan	25,016	217,877	9,587
267	深井駅	堺市	Japan	24,724	124,543	1,788
268	須磨駅	神戸市	Japan	24,700	162,468	2,893
269	名取駅	名取市	Japan	24,536	76,668	9,817
270	佐賀駅	佐賀市	Japan	24,451	236,372	43,184
271	赤池駅	日進市	Japan	24,196	87,977	3,491
272	栗東駅	栗東市	Japan	24,188	66,749	5,269
273	彦根駅	彦根市	Japan	24,156	113,679	19,687
274	岩倉駅	岩倉市	Japan	24,000	47,562	1,047
275	西春駅	北名古屋市	Japan	24,000	84,133	1,837
276	長町南駅	仙台市太白区	Japan	23,524	226,855	22,839
277	本郷駅 (名古屋市営地下鉄)	名古屋市	Japan	23,446	164,080	1,945
278	平野駅	大阪市	Japan	23,278	196,633	1,528
279	長岡駅	長岡市	Japan	23,246	275,133	89,106
280	泉佐野駅	泉佐野市	Japan	23,078	100,966	5,651
281	藤枝駅	藤枝市	Japan	23,004	143,605	19,406
282	国府宮駅	稲沢市	Japan	23,000	136,867	7,935
283	呉駅	呉市	Japan	22,959	228,552	35,280
284	新小平駅	小平市	Japan	22,858	190,005	2,051
285	日立駅	日立市	Japan	22,846	185,054	22,574
286	茂原駅	茂原市	Japan	22,780	89,688	9,992
287	安城駅	安城市	Japan	22,506	184,140	8,605
288	今福鶴見駅 (大阪市交通局)	大阪市	Japan	22,440	111,557	817
289	指扇駅	さいたま市西区	Japan	22,216	87,146	2,912
290	長崎駅	長崎市	Japan	22,127	429,508	40,586
291	栃木駅	栃木市	Japan	22,013	159,211	33,150
292	高畑駅 (名古屋市営地下鉄)	名古屋市	Japan	21,914	220,281	3,202
293	河内磐船駅	交野市	Japan	21,907	76,435	2,555
294	秋田駅	秋田市	Japan	21,866	315,814	90,609
295	清水駅	静岡市	Japan	21,816	238,977	26,509
296	吹田駅	吹田市	Japan	21,809	374,468	3,609
297	今里駅 (大阪市交通局)	大阪市	Japan	21,536	80,563	454
298	掛川駅	掛川市	Japan	21,472	114,602	26,569
299	山形駅	山形市	Japan	21,466	253,832	38,130
300	桜井駅	桜井市	Japan	21,259	57,244	9,891
301	下関駅	下関市	Japan	21,190	268,517	71,589
302	大網駅	大網白里市	Japan	21,188	49,184	5,808
303	春日原駅	春日市	Japan	21,063	110,743	1,415

	駅名	市区町村	国	日乗降人員	夜間人口	面積
304	春日原駅	大野城市	Japan	21,063	99,525	2,689
305	前後駅	豊明市	Japan	21,000	69,127	2,322
306	羽衣駅	高石市	Japan	20,992	56,529	1,130
307	本庄駅	本庄市	Japan	20,796	77,881	8,969
308	沼津駅	沼津市	Japan	20,532	195,633	18,696
309	南郷18丁目駅（地下鉄東西線）	札幌市	Japan	20,422	115,726	5,987
310	前橋駅	前橋市	Japan	20,376	336,154	31,159
311	貝塚駅	貝塚市	Japan	20,273	88,694	4,393
312	西条駅	東広島市	Japan	20,166	192,907	63,516
313	宮内串戸駅	廿日市市	Japan	20,166	114,906	48,948
314	上田駅	上田市	Japan	20,016	156,827	55,204
315	矢野口駅	稲城市	Japan	20,008	87,636	1,797
316	佐倉駅	佐倉市	Japan	19,966	172,739	10,369
317	深谷駅	深谷市	Japan	19,944	143,811	13,837
318	戸畑駅	北九州市	Japan	19,524	59,116	1,661
319	天理駅	天理市	Japan	19,174	67,398	8,642
320	海田市駅	広島市	Japan	19,120	79,353	9,408
321	鳴海駅	名古屋市	Japan	19,000	241,822	3,791
322	焼津駅	焼津市	Japan	18,890	139,462	7,031
323	布施駅	東大阪市	Japan	18,580	502,784	6,178
324	赤間駅	宗像市	Japan	18,464	96,516	11,991
325	松坂駅	松阪市	Japan	18,400	163,863	62,366
326	蒲郡駅	蒲郡市	Japan	18,284	81,100	5,695
327	亀岡駅	亀岡市	Japan	18,258	89,479	22,480
328	西広島駅	広島市	Japan	18,200	190,929	3,561
329	東区役所前駅（札幌市営地下鉄東豊線）	札幌市	Japan	18,046	261,912	5,697
330	犬山駅	犬山市	Japan	18,000	74,308	7,490
331	太田川駅	東海市	Japan	18,000	111,944	4,343
332	小橋駅	小橋市	Japan	17,946	121,924	24,383
333	穂積駅	瑞穂市	Japan	17,606	54,354	2,819
334	伊勢崎駅	伊勢崎市	Japan	17,429	208,814	13,944
335	大和高田駅	大和高田市	Japan	17,428	64,817	1,648
336	千歳駅	千歳市	Japan	17,246	95,648	59,450
337	忍ヶ丘駅	四條畷市	Japan	16,926	56,075	1,869
338	君津駅	君津市	Japan	16,772	86,033	31,881
339	宇治駅	宇治市	Japan	16,740	184,678	6,754
340	高岡駅	高岡市	Japan	16,578	172,125	20,957
341	箕面駅（阪急）	箕面市	Japan	16,482	133,411	4,790
342	徳島駅	徳島市	Japan	16,316	258,554	19,125
343	富士駅	富士市	Japan	16,230	248,399	24,495
344	大磯駅	中郡大磯町	Japan	16,066	31,550	1,718
345	守山駅	守山市	Japan	16,022	79,859	5,574
346	千林大宮駅（大阪市交通局）	大阪市	Japan	16,004	91,608	632
347	磐田駅	磐田市	Japan	15,961	167,210	16,345
348	天神川駅（京都市営地下鉄等）	京都市	Japan	15,956	204,262	29,207
349	新守山駅	名古屋市	Japan	15,810	172,845	3,401
350	東静岡駅	静岡市	Japan	15,526	212,419	7,305
351	笠寺駅	名古屋市	Japan	15,486	136,935	1,846
352	向日町駅	向日市	Japan	15,400	53,380	772
353	新山口駅	山口市	Japan	15,372	197,422	102,323
354	北広島駅	北広島市	Japan	15,210	59,064	11,905
355	白子駅（近鉄）	鈴鹿市	Japan	14,764	196,403	19,446
356	大牟田駅	大牟田市	Japan	14,693	117,360	8,145
357	筑前原駅	糸島市	Japan	14,618	96,475	21,570
358	二日市駅	筑紫野市	Japan	14,580	101,081	8,773
359	熊本駅	熊本市	Japan	14,552	186,300	2,545
360	秋川駅	あきる野市	Japan	14,506	80,954	7,347
361	富田林駅	富田林市	Japan	14,459	113,984	3,972
362	能登川駅	東近江市	Japan	14,332	114,180	38,837
363	岩沼駅	岩沼市	Japan	14,292	44,678	6,045
364	恵庭駅	恵庭市	Japan	14,288	69,702	29,465
365	柏原駅	柏原市	Japan	14,234	71,112	2,533
366	柏原駅	丹波市	Japan	14,234	64,660	49,321
367	鳥栖駅	鳥栖市	Japan	14,203	72,902	7,172
368	松山駅	松山市	Japan	14,190	514,865	42,937
369	徳山駅	周南市	Japan	14,026	144,842	65,629
370	津島駅	津島市	Japan	14,000	63,431	2,509
371	橋本駅（橋本市）	橋本市	Japan	13,879	63,621	13,055
372	守口市駅	守口市	Japan	13,769	143,042	1,271
373	行田市駅	行田市	Japan	13,624	82,113	6,749
374	寒川駅	高座郡寒川町	Japan	13,574	47,936	1,334
375	福間駅	福津市	Japan	13,503	58,781	5,276
376	八幡駅	北九州市	Japan	13,499	68,844	3,626
377	野幌駅	江別市	Japan	13,190	120,636	18,738
378	行橋駅	行橋市	Japan	13,006	70,586	7,005
379	古賀駅	古賀市	Japan	13,000	57,959	4,207

	駅名	市区町村	国	日乗降人員	夜間人口	面積
380	諫早駅	諫早市	Japan	12,999	138,078	34,179
381	名張駅	名張市	Japan	12,950	78,795	12,977
382	三原駅	三原市	Japan	12,702	96,194	47,155
383	豊川駅	豊川市	Japan	12,398	182,436	16,114
384	別府駅	別府市	Japan	12,360	122,138	12,534
385	長浦駅	袖ヶ浦市	Japan	12,328	60,952	9,493
386	いわき駅	いわき市	Japan	12,284	350,237	123,202
387	八街駅	八街市	Japan	12,154	70,734	7,494
388	太宰府駅	太宰府市	Japan	12,091	72,168	2,960
389	県庁前駅 (ゆいレール)	那覇市	Japan	12,067	319,435	3,957
390	弘前駅	弘前市	Japan	12,053	177,411	52,420
391	常滑駅	常滑市	Japan	12,000	56,547	5,589
392	湯河原駅	足柄下郡湯河原町	Japan	11,972	25,026	4,097
393	米原駅	米原市	Japan	11,964	38,719	25,039
394	近鉄宇治山田駅	伊勢市	Japan	11,932	127,817	20,835
395	小郡駅	小郡市	Japan	11,926	57,983	4,551
396	岩国駅	岩国市	Japan	11,876	136,757	87,372
397	近鉄弥富駅	弥富市	Japan	11,762	43,269	4,900
398	青森駅	青森市	Japan	11,562	287,648	82,461
399	西鉄柳川駅	柳川市	Japan	11,470	67,777	7,715
400	石岡駅	石岡市	Japan	11,410	76,020	21,553
401	東飯能駅	飯能市	Japan	11,388	80,715	19,305
402	尾道駅	尾道市	Japan	11,386	138,626	28,509
403	太田駅	太田市	Japan	11,256	219,807	17,554
404	箱崎駅	福岡市	Japan	11,208	306,015	6,936
405	御器所駅 (名古屋市営地下鉄)	名古屋市	Japan	11,203	107,170	1,094
406	島田駅	島田市	Japan	11,194	98,112	31,570
407	館林駅	館林市	Japan	11,084	76,667	6,097
408	神立駅	かすみがうら市	Japan	11,064	42,147	15,660
409	新鶴沼駅	各務原市	Japan	11,024	144,690	8,781
410	小牧駅	小牧市	Japan	11,000	149,462	6,281
411	西尾駅	西尾市	Japan	11,000	167,990	16,122
412	亀田駅	新潟市江南区	Japan	10,804	68,906	7,542
413	鳥取駅	鳥取市	Japan	10,745	193,717	76,531
414	土岐市駅	土岐市	Japan	10,680	57,827	11,602
415	小川町駅	比企郡小川町	Japan	10,653	31,178	6,036
416	佐久平駅	佐久市	Japan	10,580	99,368	42,351
417	上野原駅	上野原市	Japan	10,574	24,805	17,057
418	古市駅	羽曳野市	Japan	10,540	112,683	2,645
419	坂出駅	坂出市	Japan	10,514	53,164	9,249
420	佐野駅	佐野市	Japan	10,484	118,919	35,604
421	那須塩原駅	那須塩原市	Japan	10,324	117,146	59,274
422	袋井駅	袋井市	Japan	10,266	85,789	10,833
423	針中野駅 (近鉄)	大阪市	Japan	10,142	126,299	975
424	三好ヶ丘駅	みよし市	Japan	10,000	61,810	3,219
425	甚目寺駅	あま市	Japan	10,000	86,898	2,749
426	榛原駅	宇陀市	Japan	9,900	31,105	24,750
427	(地下鉄別府駅)	福岡市	Japan	9,898	130,995	1,599
428	美園駅 (札幌市営地下鉄東豊線)	札幌市	Japan	9,712	218,652	4,623
429	宮崎駅	宮崎市	Japan	9,641	401,138	64,367
430	古川駅	大崎市	Japan	9,570	133,391	79,676
431	園部駅	南丹市	Japan	9,566	33,145	61,640
432	福知山駅	福知山市	Japan	9,468	78,935	55,254
433	瑞浪駅	瑞浪市	Japan	9,458	38,730	17,486
434	佐世保駅	佐世保市	Japan	9,303	255,439	42,606
435	八幡市駅	八幡市	Japan	9,272	72,664	2,435
436	相生駅	相生市	Japan	9,238	30,129	9,040
437	高麗川駅	日高市	Japan	9,236	56,520	4,748
438	岩見沢駅	岩見沢市	Japan	9,222	84,499	48,102
439	みらい平駅	つくばみらい市	Japan	9,186	49,136	7,916
440	寺田駅	城陽市	Japan	9,186	76,869	3,271
441	長浜駅	長浜市	Japan	9,124	118,193	68,102
442	松江駅	松江市	Japan	9,044	206,230	57,299
443	尾張瀬戸駅	瀬戸市	Japan	9,000	129,046	11,140
444	一ノ関駅	一関市	Japan	8,922	121,583	125,642
445	和泉砂川駅	泉南市	Japan	8,892	62,438	4,898
446	旭川駅	旭川市	Japan	8,874	339,605	74,766
447	箱根ヶ崎駅	東京都西多摩郡瑞穂町	Japan	8,838	33,445	1,685
448	枇杷島駅	清須市	Japan	8,759	67,327	1,735
449	真生川駅	甲賀市	Japan	8,714	90,901	48,162
450	東金駅	東金市	Japan	8,678	60,652	8,912
451	菊川駅	菊川市	Japan	8,574	46,763	9,419
452	新津駅	新潟市秋葉区	Japan	8,500	76,843	9,538
453	新飯塚駅	飯塚市	Japan	8,353	129,146	21,407
454	上諏訪駅	諏訪市	Japan	8,288	50,140	10,917
455	防府駅	防府市	Japan	8,278	115,942	18,937

	駅名	市区町村	国	日乗降人員	夜間人口	面積
456	播州赤穂駅	赤穂市	Japan	8,146	48,567	12,686
457	国分駅	霧島市	Japan	8,061	125,857	60,318
458	陸前原ノ町駅	仙台市宮城野区	Japan	8,060	194,825	5,819
459	小松駅	小松市	Japan	8,003	106,919	37,105
460	青山駅	滝沢市	Japan	8,000	55,463	18,246
461	青山駅	半田市	Japan	8,000	116,908	4,742
462	朝倉駅	知多市	Japan	8,000	84,617	4,590
463	桐生駅	桐生市	Japan	7,918	114,714	27,445
464	丸亀駅	丸亀市	Japan	7,896	110,010	11,178
465	篠山口駅	篠山市	Japan	7,830	41,490	37,759
466	寄居駅	大里郡寄居町	Japan	7,805	34,081	6,425
467	下松駅	下松市	Japan	7,642	55,812	8,935
468	塩尻駅	塩尻市	Japan	7,570	67,135	28,998
469	北上駅	北上市	Japan	7,530	93,511	43,755
470	豊栄駅	新潟市北区	Japan	7,522	76,328	10,772
471	自治医大駅	下野市	Japan	7,428	59,431	7,459
472	米子駅	米子市	Japan	7,428	149,313	13,242
473	新発田駅	新発田市	Japan	7,410	98,611	53,310
474	港区役所駅 (名古屋市営地下鉄)	名古屋市	Japan	7,360	146,745	4,564
475	可部駅 (可部線)	広島市	Japan	7,330	145,018	35,333
476	西那須野駅	大田原市	Japan	7,330	75,457	35,436
477	恵那駅	恵那市	Japan	7,294	51,073	50,424
478	笠岡駅	笠岡市	Japan	7,246	50,568	13,639
479	茅野駅	茅野市	Japan	7,116	55,912	26,659
480	酒々井駅	印旛郡酒々井町	Japan	7,050	20,955	1,901
481	苫小牧駅	苫小牧市	Japan	7,014	172,737	56,157
482	西大寺駅	岡山市	Japan	6,994	95,577	16,053
483	松任駅	白山市	Japan	6,986	109,287	75,493
484	中津川駅	中津川市	Japan	6,974	78,883	67,645
485	洪川駅	洪川市	Japan	6,882	78,391	24,027
486	鷺津駅	湖西市	Japan	6,786	59,789	8,656
487	足利駅	足利市	Japan	6,772	149,452	17,776
488	西川原・就実駅 (赤穂線)	岡山市	Japan	6,760	146,232	5,125
489	花巻駅	花巻市	Japan	6,758	97,702	90,839
490	銚子駅	銚子市	Japan	6,730	64,415	8,419
491	敦賀駅	敦賀市	Japan	6,730	66,165	25,139
492	大竹駅	大竹市	Japan	6,674	27,865	7,866
493	下館駅	筑西市	Japan	6,654	104,573	20,530
494	石巻駅	石巻市	Japan	6,654	147,214	55,458
495	総社駅	総社市	Japan	6,650	66,855	21,190
496	田尾寺駅	神戸市	Japan	6,400	219,805	24,029
497	可児駅・新可児駅	可児市	Japan	6,320	98,695	8,757
498	中津駅	中津市	Japan	6,319	83,965	49,153
499	鴨方駅	浅口市	Japan	6,316	34,235	6,646
500	妹尾駅	岡山市	Japan	6,310	168,181	12,748
501	羽犬塚駅	筑後市	Japan	6,293	48,339	4,178
502	美濃太田駅	美濃加茂市	Japan	6,253	55,384	7,481
503	佐原駅	香取市	Japan	6,252	77,499	26,235
504	函館駅	函館市	Japan	6,230	265,979	67,786
505	岡谷駅	岡谷市	Japan	6,218	50,128	8,510
506	須坂駅	須坂市	Japan	6,193	50,725	14,967
507	氏家駅	さくら市	Japan	6,192	44,901	12,563
508	小杉駅	射水市	Japan	6,127	92,308	10,943
509	篠路駅	石狩市	Japan	6,036	57,436	72,242
510	新白河駅	白河市	Japan	5,988	61,913	30,532
511	高萩駅	高萩市	Japan	5,984	29,638	19,358
512	本塩釜駅	塩竈市	Japan	5,960	54,187	1,737
513	上総一ノ宮駅	長生郡一宮町	Japan	5,958	11,767	2,297
514	海南駅	海南市	Japan	5,912	51,860	10,106
515	高砂駅	高砂市	Japan	5,903	91,030	3,438
516	東三条駅	三条市	Japan	5,894	99,192	43,197
517	白石駅	白石市	Japan	5,816	35,272	28,648
518	成東駅	山武市	Japan	5,780	52,222	14,677
519	矢板駅	矢板市	Japan	5,762	33,354	17,046
520	魚津駅	魚津市	Japan	5,732	42,935	20,061
521	岐阜羽島駅	羽島市	Japan	5,690	67,337	5,366
522	安食駅	印旛郡栄町	Japan	5,656	21,228	3,251
523	神保原駅	児玉郡上里町	Japan	5,654	30,565	2,918
524	東毛呂山駅	入間郡毛呂山町	Japan	5,650	37,275	3,407
525	加茂駅	加茂市	Japan	5,646	27,852	13,372
526	中筋駅 (アストラムライン)	広島市	Japan	5,629	242,512	11,724
527	玉名駅	玉名市	Japan	5,579	66,782	15,260
528	金津若松駅	金津若松市	Japan	5,562	124,062	38,297
529	村上駅	村上市	Japan	5,460	62,442	117,426
530	大月駅	大月市	Japan	5,409	25,419	28,025
531	川内駅	薩摩川内市	Japan	5,318	96,076	68,292

	駅名	市区町村	国	日乗降人員	夜間人口	面積
532	舞阪駅	浜松市	Japan	5,286	111,353	11,471
533	天竜川駅	浜松市	Japan	5,262	128,555	4,629
534	箱作駅	阪南市	Japan	5,215	54,276	3,617
535	出雲市駅	出雲市	Japan	5,174	171,938	62,436
536	高知駅	高知市	Japan	5,170	337,190	30,899
537	裾野駅	裾野市	Japan	5,166	52,737	13,812
538	石和温泉駅	笛吹市	Japan	5,164	69,559	20,192
539	今治駅	今治市	Japan	5,130	158,114	41,913
540	伊集院駅	日置市	Japan	5,084	49,249	25,301
541	高松駅	浜松市	Japan	5,066	100,870	4,684
542	韭崎駅	韭崎市	Japan	5,044	30,680	14,369
543	米沢駅	米沢市	Japan	5,002	85,953	54,851
544	碧南中央駅	碧南市	Japan	5,000	71,346	3,668
545	三河高浜駅	高浜市	Japan	5,000	46,236	1,311
546	佐屋駅	愛西市	Japan	5,000	63,088	6,670
547	修善寺駅	伊豆市	Japan	4,971	31,317	36,397
548	巻駅	新潟市西蒲区	Japan	4,942	58,218	17,655
549	御殿場駅	御殿場市	Japan	4,818	88,078	19,490
550	越生駅	入間郡越生町	Japan	4,750	11,716	4,039
551	伊豆長岡駅 (伊豆箱根鉄道線)	伊豆の国市	Japan	4,748	48,152	9,462
552	光駅	光市	Japan	4,726	51,369	9,213
553	小諸駅	小諸市	Japan	4,705	42,512	9,855
554	武生駅	越前市	Japan	4,656	81,524	23,070
555	須賀川駅	須賀川市	Japan	4,650	77,441	27,943
556	直方駅	直方市	Japan	4,622	57,146	6,176
557	唐津駅	唐津市	Japan	4,594	122,785	48,758
558	倉吉駅	倉吉市	Japan	4,550	49,044	27,206
559	竜王駅	甲斐市	Japan	4,510	74,386	7,195
560	加賀温泉駅	加賀市	Japan	4,458	67,186	30,587
561	富士宮駅	富士宮市	Japan	4,424	130,770	38,908
562	屋代駅	千曲市	Japan	4,418	60,298	11,979
563	寺尾駅	新潟市西区	Japan	4,374	162,833	9,409
564	近江今津駅	高島市	Japan	4,338	50,025	69,305
565	竜野駅	たつの市	Japan	4,338	77,419	21,087
566	高田駅	上越市	Japan	4,324	196,987	97,381
567	豊岡駅	豊岡市	Japan	4,298	82,250	69,755
568	塩山駅	甲州市	Japan	4,262	31,671	26,411
569	大曲駅	大仙市	Japan	4,254	82,783	86,677
570	鯖江駅	鯖江市	Japan	4,222	68,284	8,459
571	見附駅	見附市	Japan	4,216	40,608	7,791
572	原ノ町駅	南相馬市	Japan	4,200	57,797	39,858
573	鹿沼駅	鹿沼市	Japan	4,184	98,374	49,064
574	木下駅	印西市	Japan	4,178	92,670	12,379
575	龜山駅	龜山市	Japan	4,136	50,254	19,104
576	金子駅	入間市	Japan	4,110	148,390	4,469
577	岩出駅	岩出市	Japan	4,106	53,452	3,851
578	結城駅	結城市	Japan	4,104	51,594	6,576
579	柳井駅	柳井市	Japan	4,046	32,945	14,005
580	新居浜駅	新居浜市	Japan	4,034	119,903	23,446
581	津山駅	津山市	Japan	3,962	103,746	50,633
582	二本松駅	二本松市	Japan	3,954	58,162	34,442
583	備中高梁駅	高梁市	Japan	3,932	32,075	54,699
584	八日市場駅	匝瑳市	Japan	3,916	37,261	10,152
585	三雲駅	湖南市	Japan	3,864	54,289	7,040
586	広電市役所前停留場	広島市	Japan	3,862	136,640	1,532
587	六日町駅	南魚沼市	Japan	3,848	58,568	58,455
588	磯原駅	北茨城市	Japan	3,836	44,412	18,680
589	帯広駅	帯広市	Japan	3,834	169,327	61,934
590	宇部駅	宇部市	Japan	3,818	169,429	28,665
591	水沢駅	奥州市	Japan	3,808	119,422	99,330
592	東新潟駅	新潟市東区	Japan	3,800	137,577	3,862
593	甘木鉄道甘木駅	朝倉市	Japan	3,797	52,444	24,671
594	中間駅	中間市	Japan	3,789	41,796	1,596
595	旭駅	旭市	Japan	3,788	66,586	13,045
596	沼田駅	沼田市	Japan	3,734	48,676	44,346
597	館山駅	館山市	Japan	3,716	47,464	11,015
598	本宮駅	本宮市	Japan	3,694	30,924	8,802
599	伊豆急下田駅	下田市	Japan	3,684	22,916	10,438
600	宇土駅	宇土市	Japan	3,661	37,026	7,430
601	安中駅	安中市	Japan	3,626	58,531	27,631
602	山梨市駅	山梨市	Japan	3,618	35,141	28,980
603	加治木駅	始良市	Japan	3,557	75,173	23,125
604	宇島駅	豊前市	Japan	3,500	25,940	11,110
605	芦原温泉駅	あわら市	Japan	3,500	28,729	11,698
606	柏崎駅	柏崎市	Japan	3,478	86,833	44,203
607	武雄温泉駅	武雄市	Japan	3,433	49,062	19,540

	駅名	市区町村	国	日乗降人員	夜間人口	面積
608	御坊駅	御坊市	Japan	3,433	24,801	4,391
609	御所駅	御所市	Japan	3,430	26,868	6,058
610	箕島駅	宍田市	Japan	3,424	28,470	3,689
611	小野駅 (神戸電鉄)	小野市	Japan	3,371	48,580	9,294
612	長久手古戦場駅	長久手市	Japan	3,355	57,598	2,155
613	緑が丘駅	三木市	Japan	3,312	77,178	17,651
614	五條駅	五條市	Japan	3,302	30,997	29,202
615	滝川駅	滝川市	Japan	3,300	41,192	11,590
616	大原駅	いすみ市	Japan	3,260	38,594	15,744
617	綾部駅	綾部市	Japan	3,200	33,821	34,710
618	石動駅	小矢部市	Japan	3,198	30,399	13,407
619	浜北駅	浜松市	Japan	3,188	95,900	6,650
620	神埼駅	神埼市	Japan	3,185	31,842	12,513
621	かみのやま温泉駅	上山市	Japan	3,184	31,569	24,093
622	天童駅	天童市	Japan	3,176	62,194	11,301
623	野々市駅	野々市市	Japan	3,164	55,099	1,356
624	吉田駅	燕市	Japan	3,160	79,784	11,096
625	赤湯駅	南陽市	Japan	3,134	32,285	16,052
626	観音寺駅	観音寺市	Japan	3,118	59,409	11,784
627	伊予西条駅	西条市	Japan	3,105	108,174	50,998
628	高山駅	高山市	Japan	3,086	89,182	217,761
629	滑川駅	滑川市	Japan	3,062	32,755	5,463
630	信州中野駅	中野市	Japan	3,039	43,909	11,218
631	紀伊田辺駅	田辺市	Japan	3,036	74,770	102,691
632	三河田原駅	田原市	Japan	3,015	62,364	19,112
633	勝浦駅	勝浦市	Japan	3,000	19,248	9,396
634	東舞鶴駅	舞鶴市	Japan	2,992	83,990	34,212
635	新庄駅	葛城市	Japan	2,962	36,635	3,372
636	新庄駅	新庄市	Japan	2,962	36,894	22,285
637	日向市駅	日向市	Japan	2,940	61,761	33,693
638	水街道駅 (関東鉄道常総線)	常総市	Japan	2,939	61,483	12,364
639	普通寺駅	普通寺市	Japan	2,876	32,927	3,993
640	安房鴨川駅	鴨川市	Japan	2,854	33,932	19,114
641	横芝駅	山武郡横芝光町	Japan	2,840	23,762	6,701
642	笠間駅	笠間市	Japan	2,840	76,739	24,040
643	若松駅	北九州市	Japan	2,740	82,844	7,131
644	釧路駅	釧路市	Japan	2,732	174,742	136,292
645	三沢駅	三沢市	Japan	2,681	40,196	11,987
646	延岡駅	延岡市	Japan	2,673	125,159	86,802
647	小野田駅	山陽小野田市	Japan	2,630	62,671	13,309
648	村山駅	村山市	Japan	2,612	24,684	19,698
649	横手駅	横手市	Japan	2,598	92,197	69,280
650	瀬高駅	みやま市	Japan	2,568	38,139	10,521
651	由布院駅	由布市	Japan	2,555	34,262	31,932
652	美唄駅	美唄市	Japan	2,550	23,035	27,769
653	小千谷駅	小千谷市	Japan	2,548	36,498	15,519
654	黒部駅 (あいの風とやま鉄道)	黒部市	Japan	2,498	40,991	42,631
655	鶴岡駅	鶴岡市	Japan	2,496	129,652	131,153
656	宇野駅	玉野市	Japan	2,494	60,736	10,358
657	群馬藤岡駅	藤岡市	Japan	2,490	65,708	18,029
658	羽後本荘駅	由利本荘市	Japan	2,480	79,927	120,960
659	十日町駅	十日町市	Japan	2,476	54,917	59,039
660	常陸太田駅	常陸太田市	Japan	2,470	52,294	37,199
661	岩宿駅	みどり市	Japan	2,468	50,906	20,842
662	肥前鹿島駅	鹿島市	Japan	2,464	29,684	11,212
663	出水駅	出水市	Japan	2,461	53,758	32,998
664	田中駅	東御市	Japan	2,450	30,107	11,237
665	酒田駅	酒田市	Japan	2,448	106,244	60,297
666	能美根上駅	能美市	Japan	2,434	48,881	8,414
667	本八戸駅	八戸市	Japan	2,407	231,257	30,554
668	砺波駅	砺波市	Japan	2,384	49,000	12,703
669	糸魚川駅	糸魚川市	Japan	2,350	44,162	74,624
670	荒尾駅	荒尾市	Japan	2,334	53,407	5,737
671	伊那市駅	伊那市	Japan	2,294	68,271	66,793
672	七尾駅	七尾市	Japan	2,276	55,325	31,832
673	五所川原駅	五所川原市	Japan	2,250	55,181	40,418
674	矢代田駅	新潟市南区	Japan	2,244	45,685	10,091
675	田川後藤寺駅	田川市	Japan	2,221	48,441	5,455
676	粉河駅	紀の川市	Japan	2,214	62,616	22,821
677	岩瀬駅	桜川市	Japan	2,212	42,632	18,006
678	国府多賀城駅	多賀城市	Japan	2,210	62,096	1,969
679	くりこま高原駅	栗原市	Japan	2,192	69,906	80,497
680	二戸駅	二戸市	Japan	2,167	27,611	42,042
681	志度駅	さぬき市	Japan	2,134	50,272	15,863
682	福江ターミナル	五島市	Japan	2,122	37,327	42,005
683	八幡浜駅	八幡浜市	Japan	2,118	34,951	13,268

	駅名	市区町村	国	日乗降人員	夜間人口	面積
684	日光駅	日光市	Japan	2,100	83,386	144,983
685	矢本駅	東松島市	Japan	2,098	39,503	10,136
686	さくらんぼ東根駅	東根市	Japan	2,078	47,768	20,694
687	大館駅	大館市	Japan	2,058	74,175	91,322
688	鹿島神宮駅	鹿嶋市	Japan	2,038	67,879	10,602
689	新井駅 (えちごトキめき鉄道)	妙高市	Japan	2,032	33,199	44,563
690	鶴方駅 (近鉄)	志摩市	Japan	2,024	50,341	17,894
691	飯山駅	飯山市	Japan	2,024	21,438	20,243
692	小用港	江田島市	Japan	2,015	24,339	10,070
693	鳥羽駅	鳥羽市	Japan	2,000	19,448	10,734
694	小浜駅	小浜市	Japan	2,000	29,670	23,309
695	喜多方駅	喜多方市	Japan	1,984	49,377	55,463
696	伊予大洲駅	大洲市	Japan	1,982	44,086	43,222
697	土佐山田駅	香美市	Japan	1,964	27,513	53,786
698	深川駅	深川市	Japan	1,958	21,909	52,942
699	奥多摩駅	東京都西多摩郡奥多摩町	Japan	1,932	5,234	22,553
700	鴨島駅	吉野川市	Japan	1,926	41,466	14,414
701	新宮駅	新宮市	Japan	1,916	29,331	25,523
702	飯田駅	飯田市	Japan	1,914	101,581	65,866
703	竹原駅 (呉線)	竹原市	Japan	1,906	26,426	11,823
704	常陸大宮駅	常陸大宮市	Japan	1,884	42,587	34,845
705	小出駅	魚沼市	Japan	1,880	37,352	94,676
706	寒河江駅	寒河江市	Japan	1,828	41,256	13,903
707	串木野駅	いちき串木野市	Japan	1,818	29,282	11,230
708	伊達駅	伊達市	Japan	1,816	62,400	44,421
709	津久見駅	津久見市	Japan	1,775	17,969	7,948
710	府中駅	府中市	Japan	1,770	40,069	2,943
711	下総神崎駅	香取郡神崎町	Japan	1,764	6,133	1,990
712	船引駅	田村市	Japan	1,742	38,503	45,833
713	三重町駅	豊後大野市	Japan	1,709	36,584	60,314
714	詫間駅	三豊市	Japan	1,694	65,524	22,271
715	佐伯駅	佐伯市	Japan	1,637	72,211	90,311
716	新見駅	新見市	Japan	1,630	30,658	79,329
717	日田駅	日田市	Japan	1,615	66,523	66,603
718	水原駅	阿賀野市	Japan	1,610	43,415	19,274
719	八橋駅	長生郡長生村	Japan	1,608	14,359	2,829
720	下妻駅	下妻市	Japan	1,600	43,293	8,088
721	大石田駅	尾花沢市	Japan	1,596	16,953	37,253
722	宮津駅	宮津市	Japan	1,592	18,426	17,274
723	浜田駅	浜田市	Japan	1,576	58,105	69,066
724	西脇市駅	西脇市	Japan	1,564	40,866	13,244
725	指宿駅	指宿市	Japan	1,551	41,831	14,884
726	上総湊駅	富津市	Japan	1,548	45,601	20,553
727	北見駅	北見市	Japan	1,542	121,226	142,741
728	富士山駅	富士吉田市	Japan	1,534	49,003	12,174
729	相馬駅	相馬市	Japan	1,526	38,556	19,779
730	伊万里駅	伊万里市	Japan	1,503	55,238	25,525
731	鳴門駅	鳴門市	Japan	1,498	59,101	13,566
732	新幹田駅	幹田市	Japan	1,489	48,147	20,761
733	北五泉駅	五泉市	Japan	1,474	51,404	35,191
734	上菅谷駅	那珂市	Japan	1,468	54,276	9,782
735	角田駅	角田市	Japan	1,465	30,180	14,753
736	梶別駅	梶別市	Japan	1,458	49,625	21,221
737	七戸十和田駅	十和田市	Japan	1,444	63,429	72,565
738	和田山駅	朝来市	Japan	1,410	30,805	40,306
739	湯沢駅	湯沢市	Japan	1,410	46,613	79,091
740	宇和島駅	宇和島市	Japan	1,362	77,465	46,816
741	富良野駅	富良野市	Japan	1,356	22,936	60,071
742	新城駅	新城市	Japan	1,354	47,133	49,923
743	羽咋駅	羽咋市	Japan	1,312	21,729	8,185
744	柳ヶ浦駅	宇佐市	Japan	1,297	56,258	43,905
745	鷹ノ巣駅	北秋田市	Japan	1,296	33,224	115,276
746	砂川駅	砂川市	Japan	1,296	17,694	7,868
747	荻原駅 (三岐鉄道)	いなべ市	Japan	1,294	45,815	21,983
748	東花輪駅	中央市	Japan	1,288	31,124	3,169
749	信濃大町駅	大町市	Japan	1,284	28,041	56,515
750	後免駅	南国市	Japan	1,263	47,982	12,530
751	新水俣駅	水俣市	Japan	1,252	25,411	16,329
752	御宿駅	夷隅郡御宿町	Japan	1,216	7,315	2,486
753	日野春駅	北杜市	Japan	1,200	45,111	60,248
754	小林駅	小林市	Japan	1,165	46,221	56,295
755	室蘭駅	室蘭市	Japan	1,152	88,564	8,088
756	都城駅	都城市	Japan	1,152	165,029	65,336
757	宇野気駅	かほく市	Japan	1,148	34,219	6,444
758	八鹿駅	養父市	Japan	1,146	24,288	42,291
759	福光駅	南砺市	Japan	1,143	51,327	66,864

	駅名	市区町村	国	日乗降人員	夜間人口	面積
760	西片上駅 (赤穂線)	備前市	Japan	1,142	35,179	25,817
761	久慈駅	久慈市	Japan	1,132	35,642	62,350
762	益田駅	益田市	Japan	1,128	47,718	73,319
763	三次駅	三次市	Japan	1,122	53,615	77,814
764	伊達紋別駅	伊達市	Japan	1,118	34,995	44,421
765	上州富岡駅 (上信電鉄)	富岡市	Japan	1,112	49,746	12,285
766	伊予市駅	伊予市	Japan	1,110	36,827	19,444
767	豊科駅	安曇野市	Japan	1,089	95,282	33,178
768	鳥山駅	那須烏山市	Japan	1,064	27,047	17,435
769	丸岡駅	坂井市	Japan	1,037	90,280	20,967
770	上野市駅	伊賀市	Japan	1,034	90,581	55,823
771	能代駅	能代市	Japan	994	54,730	42,695
772	中村駅	四万十市	Japan	990	34,313	63,229
773	真岡駅	真岡市	Japan	982	79,539	16,734
774	都留市駅 (富士急行)	都留市	Japan	966	32,002	16,163
775	安芸駅	安芸市	Japan	951	17,577	31,721
776	長門市駅	長門市	Japan	912	35,439	35,729
777	須崎駅	須崎市	Japan	910	22,606	13,544
778	男鹿駅	男鹿市	Japan	906	28,375	24,109
779	安来駅	安来市	Japan	896	39,528	42,093
780	名寄駅	名寄市	Japan	880	29,048	53,520
781	水見駅	水見市	Japan	845	47,992	23,056
782	飛騨古川駅	飛騨市	Japan	834	24,696	79,253
783	境港駅	境港市	Japan	820	34,174	2,902
784	下総橋駅	香取郡東庄町	Japan	816	14,152	4,625
785	井原駅	井原市	Japan	801	41,390	24,354
786	豊後竹田駅	竹田市	Japan	800	22,332	47,753
787	網走駅	網走市	Japan	800	39,077	47,100
788	勝山駅 (えちぜん鉄道勝山永平寺線)	勝山市	Japan	790	24,125	25,388
789	下呂駅	下呂市	Japan	765	33,585	85,121
790	釜石駅	釜石市	Japan	763	36,802	44,034
791	宮古駅	宮古市	Japan	749	56,676	125,915
792	阿久根駅	阿久根市	Japan	741	21,198	13,429
793	江津駅	江津市	Japan	738	24,468	26,824
794	多久駅	多久市	Japan	736	19,749	9,696
795	潮来駅	潮来市	Japan	722	29,111	7,140
796	田沢湖駅	仙北市	Japan	718	27,523	109,356
797	駒ヶ根駅	駒ヶ根市	Japan	714	32,759	16,586
798	二田駅	鴻上市	Japan	698	33,083	9,773
799	士別駅	士別市	Japan	684	19,914	111,922
800	向原駅 (芸備線)	安芸高田市	Japan	670	29,488	53,775
801	安房勝山駅	安房郡鋸南町	Japan	662	8,022	4,519
802	熊野市駅	熊野市	Japan	641	17,322	37,335
803	美祿駅	美祿市	Japan	638	26,159	47,264
804	峰山駅 (京都丹後鉄道)	京丹後市	Japan	634	55,054	50,143
805	遠野駅	遠野市	Japan	634	28,062	82,597
806	川部駅	黒石市	Japan	620	34,284	21,705
807	北条町駅	加西市	Japan	616	44,313	15,098
808	大田市駅	大田市	Japan	572	35,166	43,571
809	木造駅	つがる市	Japan	570	33,316	25,355
810	長井駅	長井市	Japan	551	27,757	21,467
811	滝野駅	加東市	Japan	546	40,310	15,755
812	大更駅	八幡平市	Japan	538	26,355	86,230
813	尾鷲駅	尾鷲市	Japan	533	18,009	19,271
814	日南駅	日南市	Japan	507	54,090	53,611
815	宿毛駅	宿毛市	Japan	485	20,907	28,619
816	上磯駅	北斗市	Japan	484	46,390	39,744
817	富浦駅	南房総市	Japan	474	39,033	23,014
818	気仙沼駅	気仙沼市	Japan	474	64,988	33,244
819	松浦駅	松浦市	Japan	467	23,309	13,055
820	象潟駅	にかほ市	Japan	448	25,324	24,113
821	東萩駅	萩市	Japan	444	49,560	69,831
822	鹿角花輪駅	鹿角市	Japan	424	32,038	70,752
823	関駅 (長良川鉄道)	関市	Japan	420	89,153	47,233
824	美濃市駅	美濃市	Japan	392	20,760	11,701
825	下北駅	むつ市	Japan	388	58,493	86,416
826	えびの飯野駅	えびの市	Japan	351	19,538	28,293
827	出雲大東駅	雲南市	Japan	326	39,032	55,318
828	芦別駅	芦別市	Japan	286	14,676	86,504
829	郡上八幡駅 (長良川鉄道)	郡上市	Japan	274	42,090	103,075
830	赤平駅	赤平市	Japan	274	11,105	12,988
831	根室駅	根室市	Japan	264	26,917	50,625
832	天竜二俣駅 (天竜浜名湖鉄道)	浜松市	Japan	258	30,292	94,384
833	西額娃駅	南九州市	Japan	256	36,352	35,791
834	林野駅	美作市	Japan	250	27,977	42,929
835	椎内駅	椎内市	Japan	214	36,380	76,147

	駅名	市区町村	国	日乗降人員	夜間人口	面積
836	気賀駅 (天竜浜名湖鉄道)	浜松市	Japan	200	93,567	29,554
837	峰延駅 (2014)	三笠市	Japan	186	9,076	30,252
838	陸前高田市駅	陸前高田市	Japan	174	19,758	23,194
839	財部駅	曾於市	Japan	159	36,557	39,011
840	備後庄原駅	庄原市	Japan	132	37,000	124,649
841	串間駅	串間市	Japan	128	18,779	29,516
842	本巣駅 (樽見鉄道)	本巣市	Japan	126	33,995	37,465
843	留萌駅	留萌市	Japan	124	22,221	29,783
844	外港駅	島原市	Japan	122	45,436	8,297
845	大船渡駅	大船渡市	Japan	112	38,058	32,250
846	枕崎駅	枕崎市	Japan	54	22,046	7,478
847	北大野駅	大野市	Japan	48	33,109	87,243
1	T-Centralen · Stockholm Central sta.	Stockholm	Sweden	495,200	932,516	18,716
2	Gothenburg Central sta.	Göteborg	Sweden	73,973	548,190	44,788
3	Sundbyberg sta.	Sundbyberg	Sweden	53,800	46,110	869
4	Lund Central sta.	Lund	Sweden	39,526	116,834	42,707
5	Malmö Central Station	Malmö	Sweden	38,544	322,574	15,660
6	Solna sta.	Solna	Sweden	25,600	76,158	1,929
7	Helsingborg Central sta.	Helsingborg	Sweden	24,715	137,909	34,389
8	Sollentuna sta.	Sollentuna	Sweden	20,200	70,251	5,262
9	Jakobsberg sta.	Järfälla	Sweden	19,600	72,429	5,379
10	Tumba sta.	Botkyrka	Sweden	15,600	89,425	19,415
11	Huddinge sta.	Huddinge	Sweden	15,000	105,311	13,103
12	Haninge Centrum sta.	Haninge	Sweden	14,800	83,866	45,785
13	Uppsala Central sta.	Uppsala	Sweden	14,200	210,126	218,241
14	Märsta sta.	Sigtuna	Sweden	14,000	44,786	32,766
15	Södertälje Centrum sta.	Södertälje	Sweden	13,400	93,202	54,286
16	Norrköping Central sta.	Norrköping	Sweden	6,000	137,035	149,552
17	Graz Hauptbahnhof Sta.	Graz	Austria	60,000	254,554	12,756
18	Liege-Guillemins sta.	Liege	Belgium	30,306	197,355	6,939
19	Utrecht Central sta.	Utrecht	Netherlands	176,552	338,967	9,932
20	Rotterdam Central sta.	Rotterdam	Netherlands	85,246	629,606	20,644
21	Den Haag Centraal sta.	The Hague ('s-Gravenhage)	Netherlands	77,783	519,988	9,813
22	Eindhoven Centraal sta.	Eindhoven	Netherlands	60,450	224,755	8,892
23	Amsterdam Zuid Sta.	Amsterdam	Netherlands	43,716	833,624	21,900
24	Nijmegen sta.	Nijmegen	Netherlands	43,195	172,064	5,763
25	Arnhem Sta.	Arnhem	Netherlands	39,164	153,818	10,153
26	Haarlem sta.	Haarlem	Netherlands	37,399	158,140	3,209
27	Tilburg sta.	Tilburg	Netherlands	32,158	212,941	11,813
28	Breda sta.	Breda	Netherlands	30,554	181,611	12,868
29	Almere Centrum sta.	Almere	Netherlands	23,784	198,145	24,877
30	Amsterdam Bijlmer Arena Sta.	Amsterdam-Zuidoost, Amsterdam	Netherlands	22,684	833,624	21,900
31	Groningen sta.	Groningen	Netherlands	19,706	200,952	19,796
32	Enschede sta.	Enschede	Netherlands	18,508	158,351	14,272
33	Apeldoorn sta.	Apeldoorn	Netherlands	14,628	159,025	34,115
34	Roma Termini sta.	Roma	Italy	480,000	2,864,731	128,724
35	Milano Centrale sta.	Milan	Italy	320,000	1,345,851	18,168
36	Torino Porta Nuova sta.	Torino	Italy	191,781	890,529	13,006
37	Firenze Santa Maria Novella sta.	Firenze	Italy	161,644	382,808	10,232
38	Bologna Centrale sta.	Bologna	Italy	158,904	386,663	14,086
39	Napoli Centrale sta.	Napoli	Italy	136,986	974,074	11,894
40	Verona Porta Nuova sta.	Verona	Italy	68,493	258,765	19,891
41	Genova Piazza Principe sta.	Genova	Italy	65,753	586,655	24,029
42	Genova Brignole sta.	Genova	Italy	60,274	586,655	24,029
43	Padova sta.	Padova	Italy	54,795	210,401	9,303
44	Bari Centrale sta.	Bari	Italy	38,356	326,344	11,741
45	Catania Centrale sta.	Catania	Italy	32,877	314,555	18,280
46	Trieste Centrale	Trieste	Italy	16,438	204,420	8,510
47	Cagliari sta.	Cagliari	Italy	4,672	154,460	8,458
48	Hamburg Hauptbahnhof sta.	St. Georg, Hamburg	Germany	537,000	1,762,791	75,530
49	Frankfurt (Main) Hauptbahnhof	Gallus, Frankfurt	Germany	493,000	717,624	24,831
50	München Hauptbahnhof	Ludwigsvorstadt-Isarvorstadt, München	Germany	413,000	1,429,584	31,070
51	Berlin Hauptbahnhof	Berlin-Mitte, Berlin	Germany	329,000	3,469,849	89,169
52	Köln Hauptbahnhof	Innenstadt, Köln	Germany	318,000	1,046,680	40,502
53	Hannover Hauptbahnhof	Hannover-Mitte, Hannover	Germany	261,000	532,163	20,430
54	Stuttgart Hauptbahnhof	Stuttgart-Mitte, Stuttgart	Germany	255,000	612,441	20,735
55	Düsseldorf Hauptbahnhof	Oberbilk, Düsseldorf	Germany	246,000	604,527	21,741
56	Nürnberg Hauptbahnhof	Tafelhof, Nürnberg	Germany	210,000	501,072	18,638
57	Berlin Südkreuz Sta.	Tempelhof-Schöneberg, Berlin	Germany	179,000	3,469,849	89,169
58	Essen Hauptbahnhof	Stadtkern, Essen	Germany	152,000	573,784	21,034
59	Leipzig Hauptbahnhof	Zentrum, Leipzig	Germany	135,000	544,479	29,739
60	Duisburg Hauptbahnhof	Dellviertel, Duisburg	Germany	130,000	485,465	23,280
61	Dortmund Hauptbahnhof	Innenstadt-Nord, Dortmund	Germany	123,000	580,511	28,071
62	Bahnhof Berlin Potsdamer Platz	Berlin-Mitte, Berlin	Germany	80,000	3,469,849	89,169
63	Augsburg Hauptbahnhof	Bahnhofs-und Bismarckviertel, Augsburg	Germany	50,000	281,111	14,684
64	Bielefeld Hauptbahnhof	Bielefeld	Germany	50,000	329,782	25,882

	駅名	市区町村	国	日乗降人員	夜間人口	面積
65	Erfurt Hauptbahnhof	Altstadt, Erfurt	Germany	46,000	206,219	26,988
66	Wuppertal Hauptbahnhof	Elberfeld-Mitte, Wuppertal	Germany	40,000	345,425	16,839
67	Ingolstadt Hauptbahnhof	Ingolstadt, Bavaria	Germany	30,000	131,002	13,337
68	Paris Gare du Nord	10th arrondissement, Paris	France	653,217	2,228,409	10,540
69	Paris Gare de Lyon	12th arrondissement, Paris	France	305,496	2,228,409	10,540
71	Paris Gare de Saint-Lazare	8th arrondissement, Paris	France	293,605	2,228,409	10,540
72	Paris Gare de Montparnasse	15th arrondissement, Paris	France	151,144	2,228,409	10,540
74	Magenta sta.	10th arrondissement, Paris	France	125,767	2,228,409	10,540
76	Paris Gare de l' Est	10th arrondissement, Paris	France	112,987	2,228,409	10,540
77	Juvisy-sur-Orge sta.	Juvisy-sur-Orge	France	105,792	16,544	224
78	Lyon Part-Dieu sta.	3rd arrondissement, Lyon	France	88,799	521,098	4,787
79	Gare de Saint Denis	Saint-Denis	France	88,057	112,113	1,236
80	Paris Gare d'Austerlitz	13th arrondissement, Paris	France	63,836	2,228,409	10,540
81	Strasbourg-Ville sta.	Strasbourg	France	49,953	281,512	7,826
82	Saint-Quentin-en-Yvelines sta.	Montigny-le Bretonneux	France	37,779	33,704	1,165
83	Marseille-Saint-Charles sta.	Marseille	France	37,499	869,815	24,062
84	Bordeaux-Saint-Jean sta.	Bordeaux	France	33,048	253,812	4,936
85	Nantes sta.	Nantes, Loire-Atlantique	France	29,446	311,479	6,519
86	Chelles-Gournay sta.	Chelles	France	29,019	54,311	1,590
87	Toulouse-Matabiau sta.	Toulouse	France	27,426	479,638	11,830
88	Rennes sta.	Rennes	France	25,856	221,272	5,039
89	Nice-ville sta.	Nice	France	23,000	346,055	7,192
90	Gare de Montpellier Saint-Roch	Montpellier	France	21,954	282,143	5,688
91	Lille-Europe sta.	Lille	France	21,497	237,079	3,483
92	Grenoble sta.	Grenoble	France	20,684	163,357	1,813
93	Pontoise sta.	Pontoise, Cergy-Pontoise	France	20,254	204,228	8,420
94	Gare de Châtillon-Montrouge	Châtillon	France	19,518	37,531	292
95	Dijon-Ville sta.	Dijon	France	16,876	159,168	4,041
96	Lyon Perrache sta.	2nd arrondissement, Lyon	France	15,495	521,098	4,787
97	Angers-Saint-Laud sta.	Angers	France	14,827	155,984	4,271
98	Le Mans sta.	Le Mans	France	14,474	147,121	5,281
99	Tours sta.	Tours	France	13,029	139,686	3,467
100	Marie d'Issy sta.	Issy-les-Moulineaux	France	11,656	69,941	425
101	Avignon TGV sta.	Avignon	France	10,591	93,968	6,491
102	Toulon sta.	Toulon	France	10,449	169,517	4,284
103	Gare de Nimes sta.	Nimes	France	10,395	153,889	16,185
104	Aix-en-Provence TGV sta.	Aix-en-Provence	France	9,283	146,192	18,608
105	Saint-Etienne-Châteaureux sta.	Saint-Etienne	France	8,753	171,483	7,997
106	Thionville sta.	Thionville	France	7,516	41,500	4,988
107	Antibes sta.	Antibes	France	5,524	76,119	2,648
108	La Rochelle sta.	La Rochelle	France	5,169	78,358	2,843
109	Perpignan sta.	Perpignan	France	4,817	123,709	6,807
110	Le Havre sta.	Le Havre	France	4,794	174,911	4,695
111	Massy TGV sta.	Massy	France	4,645	49,020	943
112	Brest sta.	Brest	France	4,530	142,601	4,951
113	Vannes sta.	Vannes	France	3,624	55,577	3,230
114	Vichy sta.	Vichy	France	3,468	25,502	585
115	Bayonne sta.	Bayonne	France	2,299	50,566	2,168
116	Lourdes sta.	Lourdes	France	1,147	14,281	3,694
117	Niederbronn-les-Bains sta.	Niederbronn-les-Bains	France	354	4,437	3,140
118	Madrid Atocha sta.	Madrid	Spain	296,849	3,141,991	60,431
119	Barcelona Sagrera Sta.	Barcelona	Spain	273,973	1,604,555	10,140
120	Madrid Chamartin Sta.	Madrid	Spain	76,543	3,141,991	60,431
121	Estació del Nord	Valencia	Spain	32,351	786,189	13,465
122	Seville-Santa Justa sta.	Sevilla	Spain	25,342	693,878	14,000
123	Bilbao-Abando sta.	Bilbao	Spain	16,936	345,141	4,150
124	Málaga Maria Zambrano Sta.	Málaga	Spain	16,718	569,130	39,800
125	Córdoba sta.	Córdoba	Spain	11,212	327,362	125,300
126	Zaragoza-Delicias Sta.	Zaragoza	Spain	11,008	664,953	97,378
127	Alicante Terminal	Alicante	Spain	10,459	328,648	20,127
128	Murcia del Carmen sta.	Murcia	Spain	4,900	439,889	88,186
129	Gijón Railway sta.	Gijón	Spain	4,604	274,290	18,160
130	London Waterloo sta.	Lambeth, London	United Kingdom	271,639	8,673,713	157,200
131	Stratford sta.	Newham, London	United Kingdom	112,639	8,673,713	157,200
132	Birmingham New Street sta.	Birmingham	United Kingdom	107,060	1,111,307	26,800
133	London King's Cross sta.	Camden, London	United Kingdom	91,402	8,673,713	157,200
134	London St Pancras International sta.	Camden, London	United Kingdom	86,914	8,673,713	157,200
135	Glasgow Central sta.	Glasgow	United Kingdom	82,193	606,340	17,500
136	Leeds sta.	Leeds	United Kingdom	81,435	774,060	55,200
139	Manchester Piccadilly sta.	Manchester	United Kingdom	70,665	530,292	11,600
142	Edinburgh sta.	Edinburgh	United Kingdom	59,518	498,810	26,300
143	London Canon Street sta.	City of London, London	United Kingdom	58,198	8,673,713	157,200
144	Brighton sta.	Brighton and Hove	United Kingdom	47,489	285,276	8,279
145	Reading sta.	Reading	United Kingdom	45,907	161,739	4,000
146	Liverpool Lime Street sta.	Liverpool	United Kingdom	41,719	478,580	11,200
147	Cardiff Central railway sta.	Cardiff	United Kingdom	34,917	357,160	14,100

	駅名	市区町村	国	日乗降人員	夜間人口	面積
148	Bristol Temple Meads sta.	Bristol	United Kingdom	29,346	449,328	11,000
149	Sheffield sta.	Sheffield	United Kingdom	25,241	569,737	36,800
150	Nottingham sta.	Nottingham	United Kingdom	19,727	318,901	7,500
151	Coventry railway sta.	Coventry	United Kingdom	18,963	345,385	9,900
152	Southampton Central sta.	Southampton	United Kingdom	17,424	249,537	5,000
153	Leicester Railway sta.	Leicester	United Kingdom	14,376	342,627	7,300
154	Epsom sta.	Epsom, Epsom and Ewell	United Kingdom	11,461	1,168,809	166,300
155	Ashford International sta.	Ashford, Kent, England	United Kingdom	10,314	1,524,719	58,062
156	Ipswich sta.	Ipswich	United Kingdom	9,000	135,600	3,900
157	Stoke-on-Trent railway sta.	Stoke-on-Trent	United Kingdom	7,781	251,648	9,300
158	Wakefield Westgate sta.	Wakefield	United Kingdom	6,903	333,759	33,900
159	Wokingham sta.	Wokingham	United Kingdom	6,631	160,409	17,900
160	Swansea sta.	Swansea, Wales	United Kingdom	5,915	242,382	38,000
161	Ebbsfleet International sta.	Dartford	United Kingdom	4,585	103,892	7,277
162	Bridgend sta.	Bridgend	United Kingdom	4,221	142,092	24,600
163	Taunton sta.	Taunton, England	United Kingdom	3,769	81,735	23,666
164	Bognor Regis sta.	Bognor Regis, Arun	United Kingdom	3,294	155,732	22,100
165	Bromsgrove sta.	Worcestershire	United Kingdom	1,698	578,593	174,100
166	New York Penn Station (incl. 33rd Street sta. & 34th Street-Penn sta.)	New York	United States	529,197	8,463,049	122,359
167	Chicago Union Station	Chicago	United States	120,088	2,724,344	60,744
168	Newark Penn Station	Newark	United States	85,900	279,636	6,704
169	Washington Union Station	Washington	United States	73,302	675,400	17,700
170	30th Street Station	Philadelphia	United States	35,971	1,571,065	36,959
171	Los Angeles Union Station	Los Angeles	United States	34,731	3,938,568	129,901
172	South Station	Boston	United States	21,558	670,491	23,211
173	San Jose Diridon sta.	San Jose	United States	5,822	1,025,980	46,972
174	Portland Union Station	Portland	United States	5,204	631,366	37,550
175	Penn Station	Baltimore	United States	2,837	622,522	23,841
176	Santa Fe Depot	Oklahoma City	United States	2,119	632,172	160,776
177	King Street Station	Seattle	United States	1,657	687,386	36,797
178	Waterfront station	Vancouver	Canada	81,352	631,486	11,518
179	Metrotown station	Burnaby	Canada	37,608	232,755	9,057
180	Montreal Central Station	Montreal	Canada	29,350	1,704,694	36,474
181	New Westminster station	New Westminster	Canada	25,962	70,996	1,562
182	King George station	Surrey	Canada	24,062	517,887	31,611
183	Richmond-Brighouse station	Richmond	Canada	22,686	198,309	12,887
184	Coquitlam Central station	Coquitlam	Canada	10,248	139,284	12,215
185	Clarkson GO Station	Mississauga	Canada	4,800	721,599	29,274
186	Moody Centre station	Port Moody	Canada	4,730	33,551	2,585
187	Whitby GO Station	Whitby	Canada	4,100	128,377	14,669
188	Oshawa GO sta.	Oshawa	Canada	3,400	159,458	14,572
189	Mount Pleasant GO Station	Brampton	Canada	3,200	593,638	26,589
190	Richmond Hill GO Station	Richmond Hill	Canada	2,500	195,022	10,079
191	Unionville GO Station	Markham	Canada	2,400	328,966	21,093
192	Milton GO Station	Milton	Canada	2,400	110,128	36,383
193	Hamilton GO Centre	Hamilton	Canada	1,400	536,917	111,831
194	Rutherford GO Station	Vaughan	Canada	1,300	306,233	27,244
195	Central station	Sydney	Australia	219,100	208,374	2,500
196	Flinders Street station	Melbourne	Australia	76,950	135,959	3,770
197	Parramatta station	Parramatta	Australia	74,800	226,149	8,400
198	Chatswood station	Willoughby	Australia	56,200	74,302	2,260
199	Hurstville station	Georges River	Australia	41,200	146,841	3,836
200	Perth station	Perth	Australia	38,159	21,797	2,001
201	Blacktown station	Blacktown	Australia	34,000	336,962	24,690
202	Adelaide sta.	Adelaide	Australia	32,857	22,063	1,557
203	Central station	Brisbane	Australia	28,306	1,131,155	134,270
204	Footscray station	Maribyrnong	Australia	13,724	82,288	3,120
205	South Yarra station	Stonnington	Australia	11,506	103,832	2,570
206	Caulfield station	Glen Eira	Australia	11,220	140,875	3,900
207	Richmond station	Yarra	Australia	10,118	86,657	1,950
208	Box Hill station	Whitehorse	Australia	9,556	162,078	6,400
209	Glenferrie station	Boroondara	Australia	7,668	167,231	6,000
210	Dandenong station	Greater Dandenong	Australia	6,383	152,050	13,000
211	Helensvale station	Gold Coast	Australia	2,150	555,721	133,499
212	Petrie station	Moreton Bay	Australia	1,621	425,302	203,800
213	Landsborough station	Sunshine Coast	Australia	490	294,367	226,350

Promotional Materials in English



Transit Oriented Development

TOD for Sustainable Urban Development

~Planning and Implementation Approach~



Transit-oriented development (TOD) integrates land use and transportation around transportation hubs and a variety of medium-to high-density land uses, including residential areas. This promotes a walkable built environment and strengthens the linkage between mass transit and other transportation modes, which can result in urban revitalization and suburban area regeneration, reduced reliance on automobiles, and improved overall quality of life (QOL).

1. Overview and History of TOD

Transit-Oriented Development (TOD) is a combination of public transportation and urban development. In 1993, Peter Calthorpe proposed TOD as a new type of station development in suburban areas.

TOD and similar developments began in the early 1900s in England (E. Howard's Garden City) and Japan (Osaka, Umeda to Takarazuka, Tama Den-en-toshi), and have been used in the construction of new towns and the improvement of existing station areas around the world.

2. Initiator to Lead Comprehensive Development Masterplan (CDM) as a Basis of TOD

TOD is appreciated as a solution to metropolitan area issues. A comprehensive development plan should first be formulated, which stipulates policy objectives and framework, planning and programs, organizational and institutional arrangements, and specific measures.

In most cases, the national government takes the lead in formulating CDM in the capital region of each country, while local governments take the lead in other metropolitan areas.

3. Three Metropolitan Visions and Six Keys to TOD Success



Key to TOD Success ① Legal and Business Support System

The national government is responsible for enhancing legal and business support systems from the metropolitan area level to the site level in order to solve issues. Following this, local governments need to enact ordinances that establish procedures for the smooth implementation of TOD.

- Metropolitan Level: "Multi-Polar Patterns National Land Formation Promotion Act" and "Act on Special Measures concerning Promotion of Supply of Houses and Housing Lands in Urban Districts" (Tokyo Metropolitan Area); Grand Paris Act (Paris Metropolitan Area).
- Corridor Level: "Act on Special Measures concerning Comprehensive Advancement of Housing Development and Railway Construction in Metropolitan Areas" (Tokyo Metropolitan Area); Crossrail Act (London Metropolitan Area).
- Station Area and Site Level: Utilization of Special Floor-Area Ratio (revision of the City Planning Act and the Building Standards Act), "Act on Special Measures concerning Urban Reconstruction" (Metropolitan Areas in Japan), Land readjustment, Urban redevelopment, Continuous grade separation, and other existing regulations.

Key to TOD Success ② Variety of Financing Schemes

One of the obstacles to promote TOD in developing countries is financing. A variety of financing scheme is recommended.

- Land Value Capture (Cross-subsidy from real estate developer to transit operator, tax levied to development beneficiary, tax on land value increase)
- Premium Floor-Area-Ratio (FAR), Revenue from FAR sale. (e.g., Tokyo Station)
- Cost sharing by merging construction with public works (e.g., Shinjuku Station)
- Reduce transit operator's initial cost by separating infrastructure and operation (e.g., Japan Railway Construction, Transport and Technology Agency prepares and lends operational facilities)
- Loans from public institutions

Key to TOD Success ③ Organizational Capability

Cooperation of different stakeholders, including government agencies involved in urban planning, private land developers, and rail and feeder transit operators, is essential for TOD implementation. If there is a lack of know-how or human resources for implementation, it is vital to consider support from others.

- Cooperation between urban transportation and urban development department (creation of organization in charge of TOD; e.g., Himeji Station)
- Request for support from organizations with know-how and expertise (e.g., UR Agency's support)
- Smooth licensing via TOD One-stop-shop Service
- Industry, academia, government collaboration and TOD promotion activities (e.g., public interest corporations in Japan)

Three Metropolitan Visions Achieved through TOD

[Metropolitan Structure that Solves Social and Environmental Issues]

- Efficient decentralized urban structure through the formation of subcenters that share the functions concentrated in the city centers
- Formation of sustainable compact urban areas that are not dependent on automobiles by improving pedestrian and public transport access

[Economic and Quality-of-Life (QOL) Improvement of Metropolitan Area]

- Stimulation of economic activity through the formation of business centers where is highly convenient, brisk and attractive
- Improvement of the residential environment and easy access to commercial facilities
- Improvement of public transportation convenience and safety, including improvement of the pedestrian environment and increased barrier-free access

[Comfortable Urban Space based on Local History and Culture]

- Station facades and urban spaces rooted in local history and culture and in harmony with the surrounding landscape

Comfortable Urban Space based on Local History and Culture
e.g., Tokyo Station, Kanazawa Station, Himeji Station

*Triggers to commence TOD (Timeliness-Land-Teamwork)
Timeliness: All aspects are ready to implement TOD, especially related to Key 1 and 2 of TOD success.
Land: Land is secured to implement TOD. Establishing an organization to manage unused public land is also an option (e.g., Japanese National Railways Settlement Corporation)
Teamwork: Stakeholders are united to implement TOD. Especially related to Key 3 of TOD success.

Key to TOD Success 4 Smooth Transfer with Urban Transit Modes

Smooth transfer between rail and BRT to city bus, taxi, paratransit, and other feeder modes are important to increase passengers' convenience and overall usage.

- Smooth, safe, and fast transfer between rail/BRT and other transportation modes (between station and station area).
- Adequate-sized station plaza, access road, and last-mile pedestrian flow (between station area and surrounding area).

Key to TOD Success 5 Importance of Non-Rail Business

In a station with large number of passengers, shopping, office, leisure and other non-rail business should be considered to improve business profitability.

- To raise profit, it is important for transit operators to establish non-rail business.
- It is important to make the distinction from regular shopping and office building development. Also important is to put effort in tenant leasing. (e.g., ecute, Gransta (JR East) and Eki Marché (JR West))
- When non-rail businesses are operating smoothly, it will create synergy with increased ridership and farebox revenue.

Key to TOD Success 6 Understanding of Station Area and Site

It is important to understand the condition of land use, urban development, and mobility at the station area and site level to formulate TOD that matches local characteristics.

- Importance of station building façade as a city's gate that symbolizes its history, culture and future.
- Number of passengers and rail/BRT modal share in each station can be factors to help understand potential for success. In case of commercial- and business-oriented TOD, (i) more than 200,000 daily passengers can enable large-scale TOD deployment, and (ii) daily passengers between 30,000 and 200,000 can enable partial TOD deployment.
- An integrated regression model which correlates number of passenger with population and density, integrated with data in Japan, Europe, USA, Canada, and Australia, can be used as a Key Performance Indicator (KPI) of TOD from planning to implementation: $\log_{10}(\text{passenger of a station}) = 0.93456 + 1.15969 \times \log_{10}(\text{population of a municipality}) - 0.66575 \times \log_{10}(\text{area of a municipality})$; $R^2 = 0.672$

4. Case Study of TOD in Japan

Key to TOD Success ① Legal and Business Support Systems

[Tokyo Station] Special Floor-Area Ratio system and sale of unused air right
Government did legal revision that allowed JR East to sell unused air rights to finance restoration of the historical station building.



(Source: JICA Study Team based on photo by JR East Design Corporation)

Key to TOD Success ② Variety of Financing Schemes

[Shinjuku Station] Improvement of transit terminal and new station entrance
By merging construction and cost sharing with the road project, an artificial floor was constructed over the rail tracks; and bus and taxi terminals, station expansion, and commercial building development were integrated into the project. The construction of the artificial floor allows for increased FAR.



(Photo: JR East Design Corporation)

Key to TOD Success ③ Organizational Capability

[Osaka Station] Development of former freight yard
Osaka City commissioned the experienced Urban Renaissance Agency (UR) to develop the infrastructure and other aspects of the former JNR freight yard (Umekita District) in accordance with its development concept of enhancing international competitiveness. After its completion, an organization was established to operate and manage the asset.



Metropolitan Structure that Solves Social and Environmental Issues

In the 1980s, Tsukuba Science Makuhari New Urban Center, M developed along with the connect relieve congestion in the Tokyo are From Makuhari New Urban C Tokyo in 30 minutes, and was infrastructure and operation. Now



(Photo: JR East Design Corporation)

Economic and Quality-of-Life Improvement of Metropolitan

Redevelopment of the aged east cemeteries to the suburbs, renovation developed the East-West Passageway



(Photo: JR East Design Corporation)

Comfortable Urban Space on Local History and Culture



*A pedestrian-vehicle coexistence road where private vehicles are prohibited and only buses, taxis, and other public transportation and emergency vehicles are allowed to pass.

Along with the rail project, the Himeji City converted the road on both sides. The station accommodates the Himeji City was improved station platform roads surrounding and a hotel facilities were

[Makuhari New Urban Center]

City, Saitama New Urban Center, Inamoto Mirai 21, and others were building railways to decentralize and revitalize the area. At the center, the Keiyo Line can reach the station, which was built with the aim of separating the station from the city. It is a subcenter of Chiba city.



(Photo: JR East Design Corporation)

[Sendai Station]

On the east side of Sendai Station, relocated and expanded the station, and modernized the area, among other improvements.



(Photo: JR East Design Corporation)

[Himeji Station]

With the improvement of Himeji Station, the Shinkansen track (continuous grade separation) and the "Otemae-dori" street connecting the station to the castle, a world heritage site, was reconstructed into a transit mall* and the sidewalks were widened.

The station building was also relocated to the east side of the castle, and the view from the Shinkansen platform was improved. In addition, the north and south exits were redeveloped, three ring roads surrounding the station were constructed, and various commercial/business facilities were built.

Key to TOD Success ④ Smooth Transfer with Urban Transit Modes

[Shibuya Station] Development of pedestrian network
Construction of a multilevel pedestrian network to seamlessly connect Shibuya station, which is located in a valley, with its surroundings.



(Photo: JR East Design Corporation)

[Sakudaira Station] Development of station plaza
Even for a small-scale station, the station plaza is important for transfer between rail and urban transport modes.



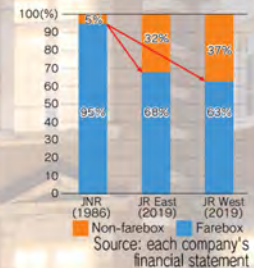
(Photo: townphoto.net)

Key to TOD Success ⑤ Importance of Non-Rail Business

[Shinagawa Station] Development of commercial/business facilities
Station interior is completely overhauled to make room for an in-station commercial facility (Ekinaka). New station was built in the adjacent stabling yard and commercial/business facilities are under construction. After the privatization of JNR, the ratio of each JR company's non-rail business revenues continues to rise.



(Photo: JR East Design Corporation)



Key to TOD Success ⑥ Understanding of Station Area and Site

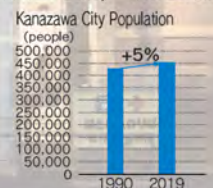
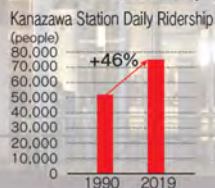
[Kanazawa Station] Station façade that shows locality as a gateway to the city
The east and west façades of the station are contrasting. The east exit has historic streetscape with a giant gate to welcome tourists. The west exit is modern and is primarily a gateway for local residents with bus stops and parking area.



East Exit (Tsumumimon Gate)



West Exit Station Plaza (Photo: Kanazawa City)



Source: JICA Study Team based on Census and Statistic data

5. Case Study of TOD Implementation in Six Metropolitan Areas

The followings are case studies as a reference to the CDM initiator.

Case 1 Tokyo Metropolitan Area(from 1980s onwards)



Saitama New Urban Center
(Photo: Urban Renaissance Agency)



Minato Mirai 21
(Photo: Urban Renaissance Agency)

In the 1980s, the Tokyo Metropolitan Area was extremely congested due to its position as the major population and urban center of the region. In response, the Fourth National Capital Region Development plan was formulated to decentralize the Tokyo area and develop suburban cities to relieve the congestion. Additionally, related laws and regulations were introduced, and existing laws and regulations (e.g., the City Planning Act) were revised. TOD was also leveraged by Tsukuba Science City, Saitama New Urban Center, Makuhari New Urban Center, Minato Mirai 21, and others to facilitate the relocation of people and urban functions along new and expanded railway lines.

In the 1990s, the government shifted its policy to make Tokyo more competitive internationally. As a result, TOD policy now focuses on railway operators connecting central Tokyo and surrounding suburban cities.

	Metropolitan Level	Corridor Level	Station Area Level	Site Level
Policy Objective	Realize the multi-polar and decentralized land use by fixing the concentration of population and urban functions in Tokyo.	Strengthen access between Tokyo and suburban core cities and between suburban core cities by road, rail, and others.	Upgrade urban functions, improve living environment, and develop internationally competitive hubs to deal with a declining birthrate and aging population.	
Policy Plan	The Fourth National Capital Region Development Plan (1986): Develop suburban cities, strengthen cooperation, and promote the relocation of population and urban functions from Tokyo to the suburban areas.		Establish the Advisory Council for the Promotion of Urban Renewal (2000).	
Organization	Establish the National Land Agency (1974)		Establish or expand relevant national departments (as needed).	
Framework	Multi-Polar Patterns National Land Formation Promotion Act (1988), Act on Special Measures concerning Comprehensive Advancement of Housing Development and Railway Construction in Metropolitan Areas (1989), and others. Flexible application of Factory Location Law and University Establishment Guidelines, etc.		Amendment of City Planning Act, etc. (Addition of Special Floor-Area-Ratio, City Plan Proposal System, etc.), Act on Special Measures concerning Urban Reconstruction (2002), and others.	
Policy Development	Promote the relocation of government research institutes (66 institutions), universities, and others to the Saitama New Urban Center, Makuhari New Urban Center, Minato Mirai 21, Chiba New Town, Tsukuba Science City, Tachikawa, Hachioji, and others.	Railway: Develop Tsukuba Express, Hokuso Line, Keiyo Line, Yokohama Municipal Subway, etc. Promote through service of different lines, etc. Roads: Develop Tokyo Outer Ring Road and Ken-O Expressway.	Designate Chiba, Tokyo, Yurakucho, Akihabara, Kanda, Shinjuku, Shinagawa, Osaki, Shibuya, Ikebukuro, Yokohama, and Kawasaki Station Area as Special District for Urban Regeneration that promote TOD. Develop new station and urban redevelopment of former rail yard between Shinagawa and Tamachi Station.	

Case 2 Sendai Metropolitan Area(from 1970s onwards)



JR Sendai Station
(Photo: JR East Design Corporation)

In line with The Third National Comprehensive Development Plan, the Sendai Metropolitan area has been developed as the economic center of the Tohoku region. TOD components such as commercial and residential area development and the expansion of railway lines were implemented at Sendai Station, along the Airport Access Line, and others.

	Metropolitan Level	Corridor Level	Station Area Level	Site Level
Policy Objective	Ensure its position as the largest economic center in the Tohoku region.	New construction and extension of rail lines and roads to accommodate the expansion of residential areas.	Implementation of urban development as the largest economic center in the Tohoku region. Re-development of the east side of the Sendai station following the post-war land readjustment of the station's west side.	
Policy Plan	Following the "Settlement Concept" proposed in The Third Comprehensive National Development Plan (1977), the goal is to establish a stable living area based on the development of a settlement area while taking into account the role of the Tohoku region. Also, it improved its independence as an integrated area by maintaining connection with Tokyo and revitalizing intra-regional connection.		Began redevelopment of the entire east side of Sendai Station, which was burned down during the war. Began land readjustment projects in the Sendai Station East District (From 1973) and Sendai Station East District 2 (From 1988).	
Organization	Establish the National Land Agency (1974).		Sendai became an ordinance-designated city (1988).	
Framework	Implementation of Three Northeast Development Laws (1957). The 3rd Comprehensive National Development Plan (1977). Multi-Polar Patterns National Land Formation Promotion Act (1988). Act on Special Measures concerning Urban Reconstruction (2002).		Utilization of existing system (land readjustment, continuous multi-level crossing, etc.), designation of Sendai urban area as Special District for Urban Renaissance (2020), etc.	
Policy Development	Development and extension of the Tohoku Shinkansen line started in 1982 between Morioka and Omiya). Development of Tohoku Expressway (started from Watsuki IC in Saitama, opened to Izumi IC in Sendai in 1975, opened to Aomori IC in 1979).	Rail: relocation, undergrounding, and extension of the Senseki Line west of the station; construction of the subway Namboku Line (opened in 1987), Airport Access Line (opened in 2007), and subway Tozai Line (opened in 2015). Roads: Highways improvement (e.g., East-West North-South Road, etc.).	Land readjustment projects in the Sendai Station area, continuous multi-level crossing projects, etc. Sub-center development in the Izumi-Chuo district, redevelopment of the Nagamachi district, large-scale residential land development along the Airport Access Line, etc. Renovation and expansion of Sendai Station and its surrounding area (development of the East-West Passageway, hotels, etc.).	

Case 3 Paris Metropolitan Area (from 2009 onwards)



Grand Paris Express Map

The Grand Paris Act of 2010 started the Grand Paris Project, which involves construction of subway networks in the suburbs and redevelopment of the station areas. The aim is to promote sustainable economic growth and to fix the administrative inefficiencies of the separation of city of Paris and its surrounding municipalities.

	Metropolitan Level	Corridor Level	Station Area Level	Site Level
Policy Objective	Compete with the world's largest cities and promote sustainable economic growth. Fix administrative inefficiencies in the capital city, in the City of Paris, and in other municipalities in the metropolitan area.	Reinforce the public transportation system that connects the entire Paris metropolitan area as an integrated region with the city of Paris at its core.	Promote urban (re)development linked to the metropolitan level and the corridor level policy.	
Policy Plan	Establish a public corporation that will effectively lead the project as a higher-level organization of the local government and will also be in charge of redevelopment and subway construction.		Redevelopment along the subway line to improve the impact of subway development.	
Organization	Establish Société du Grand Paris (SGP).		Strengthen organizational capability of administration in each region.	
Framework	Grand Paris Act (2010) and increased lodging and business taxes.			
Policy Development	Tax increase (120 million €/year) to be provided to SGP, the operator.	Subway construction by SGP. Construction below 30m below ground level, where no compensation for subway construction is required.	Dozens of station areas were redeveloped at the same time as the subway construction.	

Case 4 London Metropolitan Area (from 1999 onwards)



Crossrail Subway Map

Following the formulation of the London Transport Strategy in 2000, Transport for London decided to expand the subway networks in preparation for the 2012 Olympics. The 2016 edition of the London Plan, the City of London's spatial development strategy, outlines strategies for its implementation.

	Metropolitan Level	Corridor Level	Station Area Level	Site Level
Policy Objective	Respond to economic and population growth, strengthen international competitiveness, and address climate change.	Relieve road congestion and increase transportation capacity, reliability, and connectivity of railways, buses, and other public transportation.	Improvement in urban planning, rail station, and bicycle / pedestrian access.	
Policy Plan	London Transport Strategy (2000). The London Plan (spatial development strategy; revised 2016)		Strategic implementation of the objectives above based on The London Plan.	
Organization	Establish Greater London (Greater London Authority, London Assembly, Mayor of London; 1999)		Strengthen organizational capability of administration in each region.	
Framework	Greater London Authority Act (1999)	Congestion Charge (2003), Crossrail Act (2008), Business Rates Supplements Act (2009; used to pay for Crossrail construction)	Utilize existing systems to promote urban planning (e.g., mixed-use development), rail station-related (e.g., improvement of transportation connectivity), and bicycle/pedestrian-related (e.g., development of pedestrian networks).	
Policy Development	Expansion of the subway network, including improved access to airports and London Olympics facilities, etc.	Develop new line development (Crossrail) and extension, transit capacity expansion, and improvements according to the London Transport Strategy.	Other than as stated above, there are station area developments at 5 Crossrail stations (development profits to be used for Crossrail construction).	

Case 5 Jakarta Metropolitan Area (from 2022 onwards)



Sudirman Station

While there has been rapid population movement from Jakarta to the surrounding areas, the road and rail network connecting both has been slow to develop. In the surrounding areas, residential development is progressing without connecting to the existing rail network. There is an urgent need for TOD that coordinates development within the metropolitan area and the public transportation network.

	Metropolitan Level	Corridor Level	Station Area Level	Site Level
Policy Objective	Improve the quality of life and reduce road traffic congestion.	The challenge is to improve the public transportation utilization rate (60% in 2002 → about 10% in 2018).	Various conditions need to be established to facilitate TOD implementation.	
Policy Plan	Update of the Metropolitan Area Transportation Master Plan (conversion to an effective plan) is an issue.	Improve the rail network, increase transportation capacity, and facilitate of transfers.	Strengthening local government's ability to plan and implement TOD is an issue (integration of TOD systems of various ministries).	
Organization	Improve cooperation between urban development and urban transportation.	Strengthen the organizational capacity of railroad operators and operators.	Strengthening collaboration among ministries and departments in charge of TOD is an issue.	
Framework	Need to establish a national-level model project to support coordinated planning and project development by urban development and urban transportation and a new system to support project financing.		Need to establish organizations to support TOD development. Enhancement of legal system (e.g., legalization of land readjustment outline, application to existing urban areas).	
Policy Development	Collaborative organizations are key to TOD implementation. Need to strengthen cooperation between public and private sectors.			

Case 6 Bangkok Metropolitan Area (from 2000 onwards)

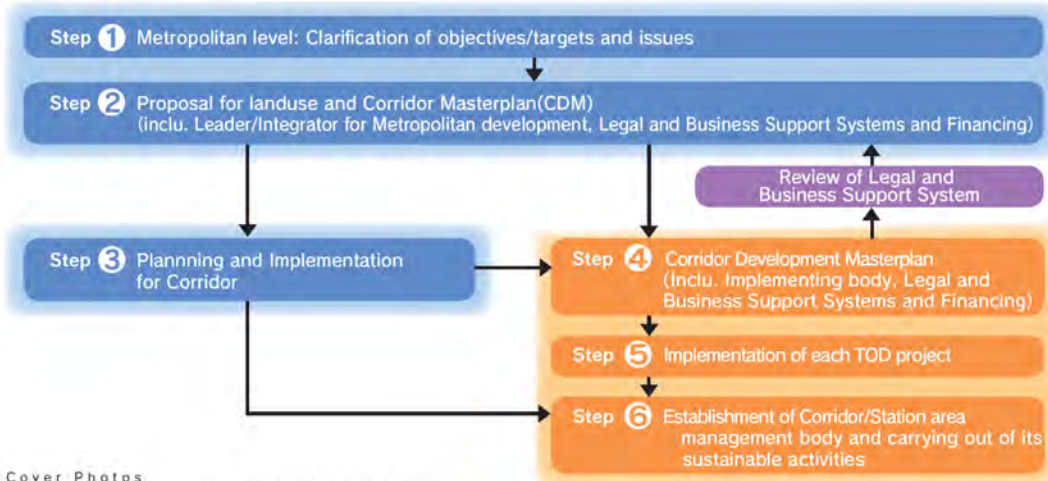


Image of Bang Sue District Development (Source: JICA report)

Population and urban functions are increasingly concentrated in Bangkok's built-up area. The Bangkok Central Station in Hua Lamphong is congested all day, while slowly deteriorating and losing its functionality. In response, the Thai government has decided to promote the development of smart cities as well as industrial and technological innovation under its "Thailand 4.0" policy. As the first step, the Ministry of Transportation and the State Railways of Thailand built a new central station in the Bang Sue district with multiple train lines arriving and departing, and is currently developing the station area (372 ha).

	Metropolitan Level	Corridor Level	Station Area Level	Site Level
Policy Objective	Solution to the population and urban functions concentration in the Bangkok's built-up area.	Starting with the connection of the Blue Line (Hua Lamphong to Bang Sue) in 2004, several lines will be consolidated at Bang Sue, making it the new central station of Bangkok.	The station area will be developed as a smart city (372 ha), aiming to create a diverse city with business, shopping, residential, cultural and tourist facilities to become the hub of Bangkok as an international city.	
Policy Plan	Implement Thailand 4.0, which will accelerate the digitalization of the economy and society. Break out of the "middle-income trap" and become a developed country in 20 years.		Introduce advanced technology and ICT in smart cities to avoid concerns about future urban problems.	
Organization	National Digital Economy Commission (chaired by the Prime Minister; Members include experts) Smart Cities Commission (chaired by the Deputy Minister of Transportation)		Organizational development for smart city implementation in Bang Sue.	
Framework	Seven smart criteria were established. Working groups were established for each standard, with the Office of Transportation Policy and Planning (OTP) as the secretariat.		Because it is the first time, technical assistance from Japan's JICA and UR are requested.	
Policy Development	To avoid risks associated with operation and maintenance, the private sector, which is the contractor, assumes the risk. Fares are determined by the government's upper and lower limits, and contractor operates within the limits.	Railway: Development and connection of BTS Line, Purple Line, Red Line, Yellow Line, and Airport Link line. Utilize Japanese government loans and others for the development.		The project is implemented in three phases of 5 years each: short, medium, and long term. The project is planned to be completed by 2032 and will be financed by Japanese government loans and others.

6. Steps to Achieve TOD



Cover Photos

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1. Tokyo Station Marunouchi Station Building (Photo: JR East Design Corporation)
2. Tokyo Marunouchi Station Plaza
3. View of Osaka Station's Platform from North-South Bridge
4. Tokyo Station Yaesu Exit at Dusk
5. View of Himeji Castle from Himeji Station Building
6. Shopping Center at Yokohama Station Building

* Photos without credit are provided by Japan International Consultants for Transportation Co., Ltd.

*This material is prepared based on the Study: "Information Collection & Confirmation Study on Planning & Implementation of TOD for Sustainable Cities around the World." Summary report is available through JICA Library Portal Site. (<https://www.jica.go.jp/english/about/organization/library/index.html>)



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