

Strengthening of Transfer Function of Urban Railway Station

- Intermodal Transfer Facility Development -
Intermodal Transfer Facilities connect various transport modes for the safety and convenience of people and promote railway utilization.



Intermodal Transfer Facility of Center Kita Station of Yokohama Municipal Subway (approx. 34,000 passengers/day)

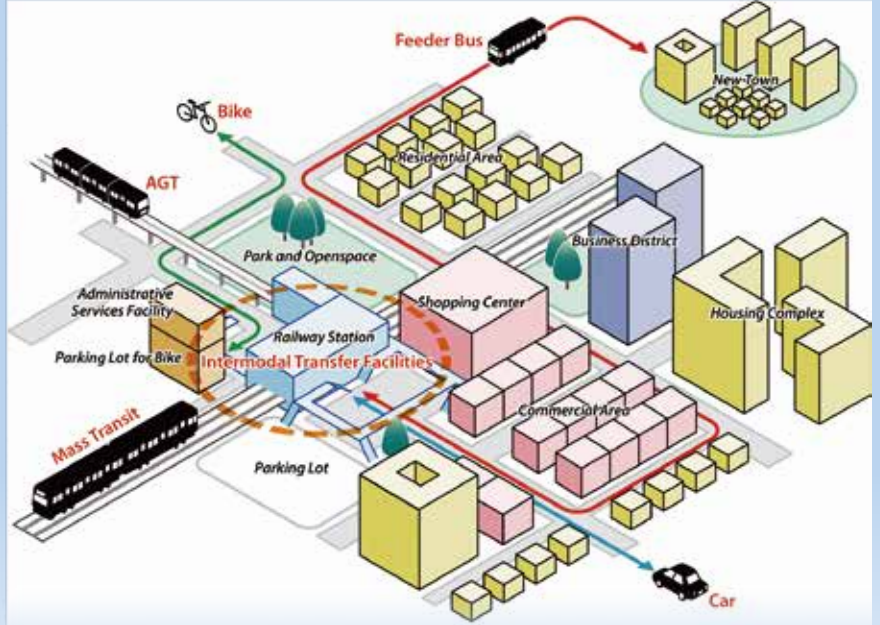
Source: JICA Study Team



Bus Terminal in front of Azamino Station (approx. 210,000 passengers/day)

Source: JICA Study Team

Image of Station Area Development based on Transit Oriented Development Concept



Source: JICA Study Team

Background and Objective

To facilitate and manage various traffic flows and people’s movement around railway stations, it is necessary to designate separate spaces for pedestrians, buses and cars to ensure safety and convenience.

The Intermodal Transfer Facility (ITF) is developed in front of the railway station to improve accessibility from bus and cars to the station.

In the case of Yokohama City, the public sector develops ITFs for the stations of Japan Railways and Yokohama Municipal Subway, while private railway operators develop their own ITFs.

Since ITFs are developed by various stakeholders such as local governments, railway operators, private

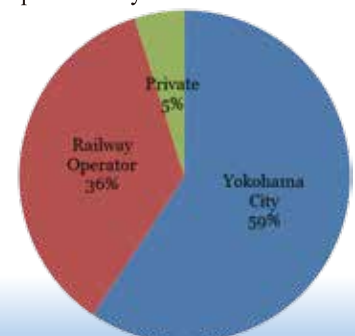
developers, etc., discussions and consensus building among these stakeholders and citizens is indispensable.

Project Impacts

- 1) Promotion of ITF development: In Yokohama City, ITFs are developed in more than half of the stations (i.e., 81 of the total 157 stations), including almost all the stations with more than 100,000 station users. In the suburban areas, most of the stations develop these facilities even if station users are less than 50,000 per day.
- 2) Urban Redevelopment Project around station: In built-up areas, wooden houses are clustered with neither appropriate road network nor disaster preparedness. One method of improving the en-

vironment around stations for disaster preparedness and traffic safety is the adoption of an “Urban Redevelopment Project.” This project is applied to redevelop built-up areas to consolidate rights of land plots into building floor areas and to provide for public facilities such as roads and parks. Thanks to urban redevelopment projects, urban functions are strengthened and values of real estate are increased.

Development Body of ITF in Yokohama City



Source: JICA Study Team based on data from Urban Development Bureau, City of Yokohama

ITF Development

ITF Development for Transfer between Public Transport Modes

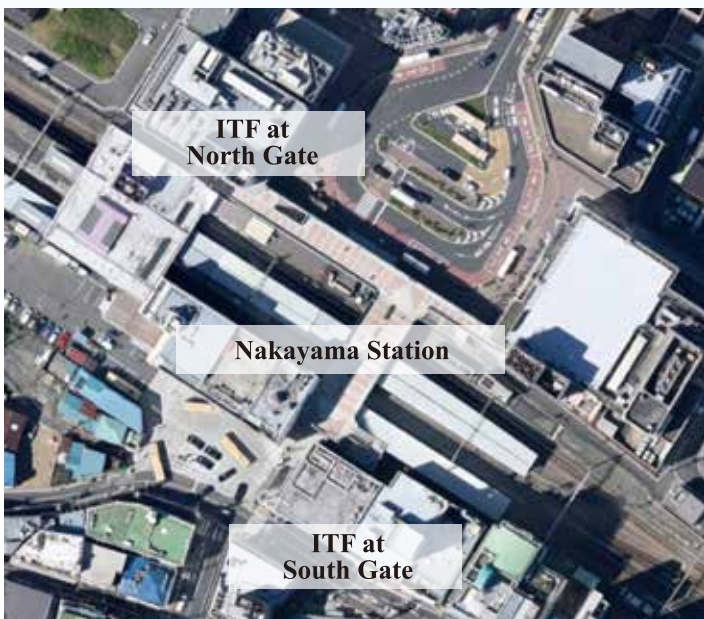
The ITF is a transport hub facility of railway and road. It has two major functions, namely: (a) to provide transit space between railway and other modes (bus, taxi, private car, motorcycle and bicycle) as a transport node; and (b) to provide open space for station users and the general public.

Yokohama City has tackled with issues of complicated traffic flow, traffic congestion, and lack of safety for pedestrians around stations. ITFs have been developed around most of the stations in suburban residential areas to provide feeder bus services connecting residential areas to the stations, and to facilitate the smooth flow of various transport nodes around the stations.



Source: Road and Highway Bureau, City of Yokohama

ITF of Higashi Totsuka Station: Berths for bus, taxi users and private vehicles were separately developed to avoid mixture of traffic and passenger flow.



Source: JICA Study Team based on Google Earth

ITF of Nakayama Station: While a typical ITF is developed in the north gate together with the Yokohama Municipal Subway, capacity of the ITF in the south gate is overloaded preventing the proper management of traffic flow.

Comprehensive Urban Redevelopment Project around Totsuka Station Area

The Totsuka station area has been promoted as a large-scale commercial district. It used to be difficult to find a bus terminal, the roads were narrow and car parking was limited, so traffic flow was complicated beyond control. Furthermore, wooden houses were clustered which faced danger of disasters. While station users increased, urban infrastructure was not developed to facilitate the movement of station users and vehicles.

To solve these issues, the “Urban Redevelopment Project of Totsuka Station Area” was designated in the Urban Planning of the City in 1994, covering 21.8ha. Though it was difficult to secure lands in the built-up area, application of the “right conversion” method to secure rights by replotting original rights to new floor rights but not to acquire lands, convinced owners to participate in the project.

After the project, midrise commercial and public facilities were developed in limited land spaces with appropriate urban infrastructure. Today, Totsuka Station area has been promoted as the urban center of the southwest area of Yokohama City.

History of Urban Redevelopment Project of Totsuka Station Area

1994: The urban redevelopment project was designated under the Urban Planning of Yokohama City.



Negotiation and consensus building among stakeholders

2007: The project implementation plan (including right conversion) was approved.



Demolition and construction

2012: The project was completed.

Totsuka Station Area before Urban Redevelopment Project



Totsuka Station Area after Urban Redevelopment Project



Source: Urban Development Bureau, City of Yokohama