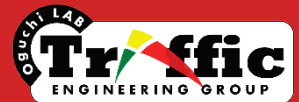


# Changing Mobility Patterns in Tokyo\*

近年の東京における交通行動の変化に関する研究



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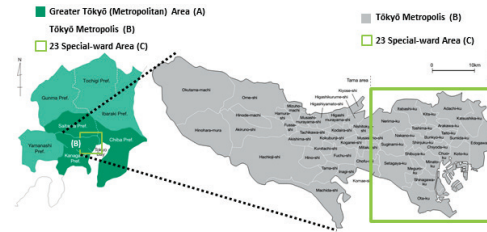


\*This research was conducted as part of the project "Mobility Trends in Cutting Edge Cities".

## Objectives and Methodology

The objective is to find out the mobility trends in Tokyo as one of outstanding examples of current mobility trends.

An online qualitative survey, experts interviews and collecting various statistical data were conducted to find out the influence of residential location and relocation on car ownership and use, and also the perception towards bicycling.

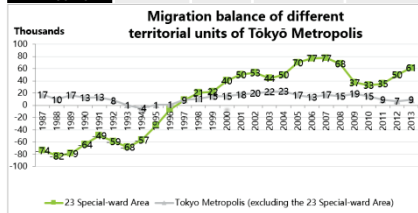


## Case City (Tokyo) Facts

The Tokyo Megalopolis Region, or Greater Tokyo (Metropolitan) Area (A), is regarded as the most populous metropolitan area in the world. The Greater Tokyo Area is home for 37.8 million inhabitants (30% of Japan's total population).

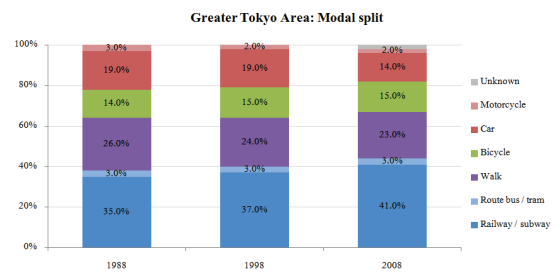
The population in Tokyo Metropolis is expected to decrease from on 2020 due to the phenomenon of an ageing society. The population share of people being 65 years and older constantly increased in the last years (10.4% in 1990; 20.1% in 2010). Because of a high share of elderly people living alone, the total amount of single-households is also expected to rise in the future.

		Greater Tokyo Area (A)	Tokyo Metropolis ("ku-area") (B)	23 Special-ward Area (C)
Inhabitants	Million	37.8 (2014)	13.2 (2013)	9 (2013)
Area	km <sup>2</sup>	13,556	2,188	623
Density	Inh. /km <sup>2</sup>	2,791	6,038	14,543
Average income	¥ per Household		578,628 (2013)	



## Mobility Facts

With an average daily ridership of 8.5 million, the world's most used metro system is located in Tokyo. Consequently, subway and railway dominate the passenger transport system of Tokyo. They alone account for 41% of the modal share in 2008. While the car-use ratio shows a decreasing trend (-5% since 1998).



## Mobility Trends in Tokyo

From the survey, we extracted three major trends of travel behavior changing in Tokyo and social trends and changes of the consciousness of people in the background of the changing.

### (1) Rediscovering the city center as residential location

After a long period of suburbanization, people have started to rediscover the city center as residential location. With this trend, the use of public transport and non-motorized transport modes (e.g., walking & cycling) has become more likely.

### (2) Reduced vehicle possession and vehicle kilometers travelled

High maintenance costs, congestion in the central area, difficulty in finding parking lots as well as a decreasing role of the car as status symbol are the reasons why the survey respondents stopped the vehicle possession or reduced the number of vehicles in the household.

### (3) Cycling – a health and stylish transportation mode

In the central 23 Special-ward Area of Tokyo, the cycling share of commuting accounts for 14.3% (2008), indicating a slightly increase in the past years (1990: 10.4%, 2000: 13.5%). The reasons of this increase may be (i) better infrastructure provision, (ii) raising usability of bikes in terms of speed, parking and safety, (iii) general rise in health consciousness, and (iv) developing of cycling (sub-) culture.

## Declining Use of Car

In Tokyo, the use of the car has seen an ongoing and steady decline in the past years, reaching a modal split of only 14% in 2008. Consequently, also the road network expansion almost levelled off, with a growth of 3% in the last 10 years till 2013.

### Expert Analysis:

"Because the public transport in the central area of Tokyo has become more convenient, the need of car usage is disappearing. Also, the expensiveness of parking lots in the central area puts larger burden on parking." (Prof. Yamanaka)

