

SMART STATIONS IN SMART CITIES

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New JR Shinjuku Station: Development of Transport Hub under a public-private partnership.

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UNDER THE HIGH PATRONAGE OF







Introduction

Development of

over-track area

New Transport-Hub Development

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Transport-Hub for

- Railway
- Expressway bus
- Taxi
- Shinjuku station
 - Busiest station in Japan
 - 5 JR-East lines3 Metro lines3 Other railway company lines

3.6 million passengers /day













Background 1

Site potential for development

- Shinjuku is one of the largest CBDs in Japan
- Not optimize the value of the site
 - Restrictions of over-track building development
 Due to construction limitation of piles and base structures







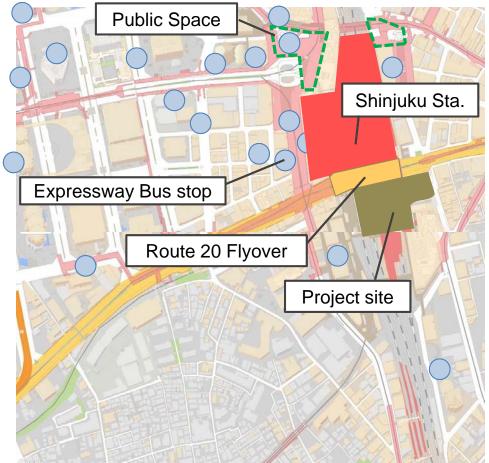
Background 2

Urban problems around Shinjuku station area

- Ageing flyover (Route 20) (Constructed in 1925)
- Dispersed expressway bus terminal into 19 areas

Expressway bus over 1,600 buses /day to 300 cities (incl. Airports)

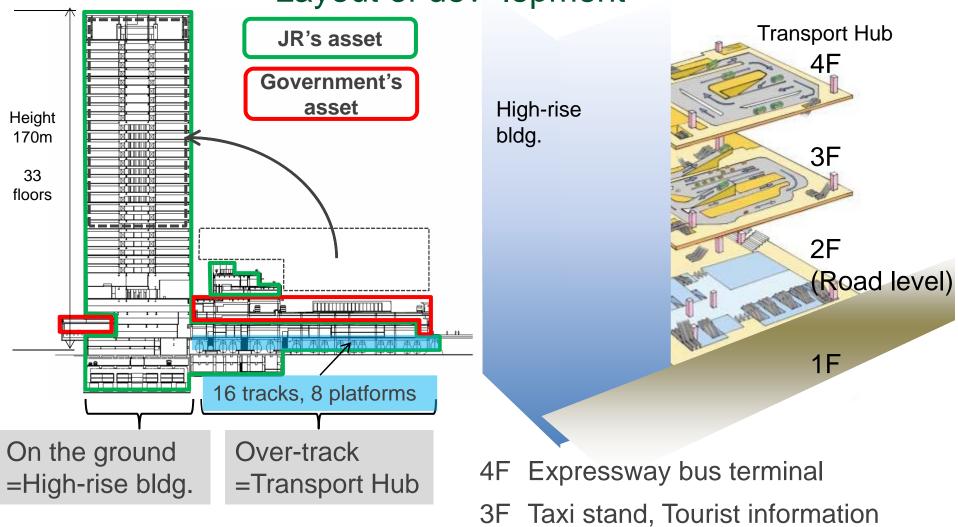
- Little public space
- No space for construction







Layout of development



- 2F Concourse, Shops, Food-court
- 1F Railway platforms











How we can promote the project

Public-private partnership between JR-East and Japanese Gov.

JR-East

- Improve facilities of terminal station
- Develop over-track site effectively

Japanese Government (Road Bureau)

• Solve urban problems around Shinjuku station

Apply "multi layer roads and buildings" legal systems to utilize "Road budget" into the project

Participate in the project of a "national road facility" improvement





In operation

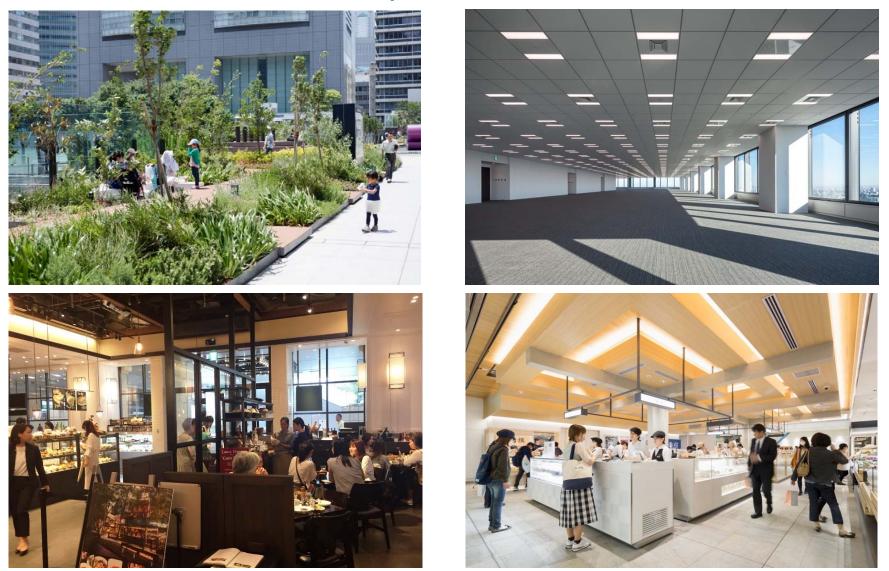








In operation







Conclusion

Passenger's advantage

Easy transferring at the Transport-Hub

Promote urban mode transportation using railway and expressway bus

Ideal form of "Smart Station"

Integration of multi traffic modes

+ Development of high-rise building and retail shops



More Accessible, Lively, Convenient terminal







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