

# High Speed Railway, Feeder Lines, and City Development - Case Study of Shin-Yokohama Station -

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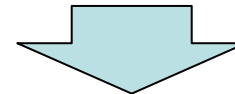
## (1) City Planning

1. Development of Shin-Yokohama Station Area as a New City Center (since 1980s)
2. Construction of Subway Lines from Shin-Yokohama Station
3. Examples of the development around Shin-Yokohama Station
  - Houses and Apartments
  - Offices and Hotels
  - Event Facilities
  - Commercial Buildings

## Feeder Lines around Shin-Yokohama



**Municipal Subway (Opened in 1985)**

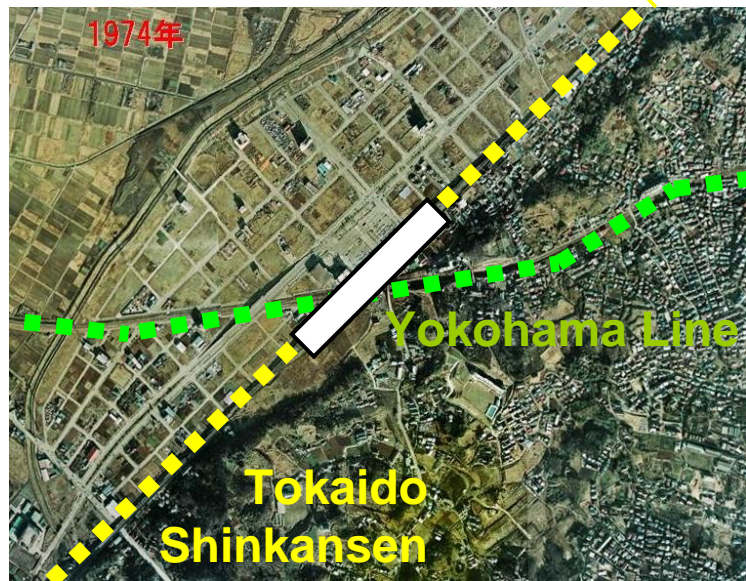


**Good Access to Shin-Yokohama Station**

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Before and After City Development of Shin-Yokohama Station

(a) Before Development (1974)



Source: MLIT

(b) After Development (2004)



**Shin-Yokohama  
Station**

**Tokaido Shinkansen**

Source: MLIT

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## (2) Strategy of Railway Operator

Increase the number of stops by Rapid Service Trains (“Hikari” and “Nozomi”)

### Numbers of Hikari and Nozomi stopping Shin-Yokohama

1964 No train stop

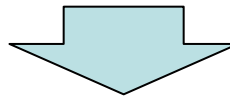
1976 2 Hikari Trains

1985 51 Hikari Trains (about 2 times per hour)

(1992 Nozomi Debut)

2003 All Nozomi Trains (through Sanyo Shinkansen)

**2008 All Nozomi and Hikari Trains**



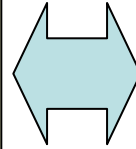
**Good Access from various areas (Nagoya, Osaka, and western region)**

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## (3) Conclusion

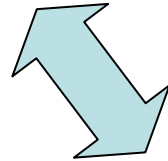
### Transportation Principles

- Frequent Service of Rapid Trains
- Good feeder access

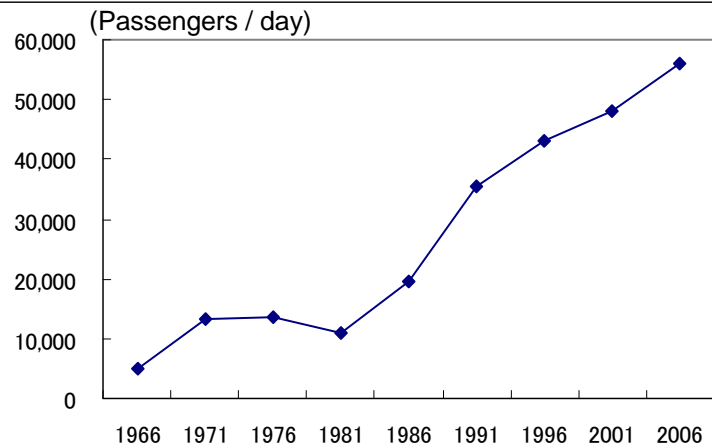
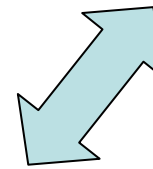


### City Planning

- Development of city function (Houses, Offices, and Hotels)



**Synergy**



### Effect

- Increase of Shinkansen Passengers
- In 2006 there are about 10 times as many passengers from just after opening in 1966.
- Increase of Population
- Business Congregation
- Creation of Employment

Shinkansen Passengers  
at Shin-Yokohama Station  
(Daily Average)