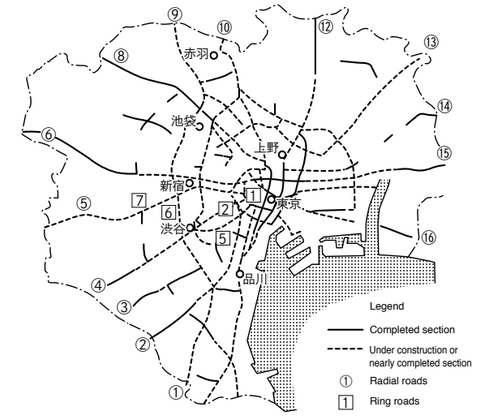
04 The advent of the automobile society and the shift to subways

Japan's economy went through a period of high growth from 1955 through 1970, and the accompanying rise in incomes rapidly boosted personal consumption. Entering the late 1950s, domestically produced automobiles were marketed one after another. Their popularity quickly spread through society, and the age shifted to one of personal ownership of cars.

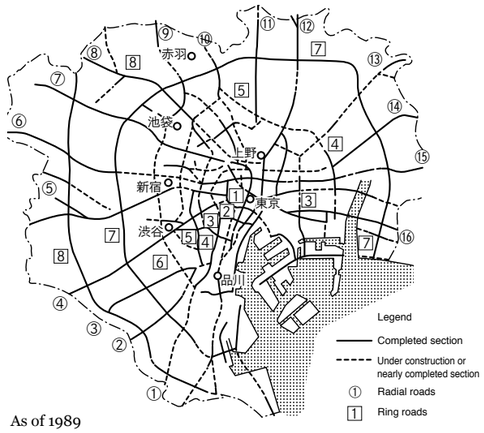
As many of Tokyo's roads were unequipped to meet this surge in automobiles and were narrow as well, the streets were inundated with cars. Land prices continued to soar during the period of high economic growth, holding back large-scale construction of streets and expressways. However, the Tokyo 1964 Olympic Games provided the opportunity to move forward with urban redevelopment. Through concentrated investment of resources, advancements were made in building urban infrastructure, especially roads from the city center to the southwestern section of Tokyo.

With the spread of automobiles, streetcars became a hindrance to road traffic, and so the subway system came to be constructed to replace them. Through expansion of transportation capacity for commuting into the city center and enhanced convenience through mutual direct operations with other railway operators, the subway system supported the lives of the Tokyo citizens as a new mode of transport.

Popularity of owned cars (early 1960s)
The number of automobiles in Tokyo, which was just 200,000 in 1954, continued to grow from the late 1950s to the 60s, tripling in nine years from 490,000 vehicles in 1959 to 1.54 million vehicles in 1967. Viewing this by type of vehicle, cargo vehicles increased 2.7-fold and passengers cars 5.7-fold, and the use of automobiles spread not only for business use, but for commuting and leisure activities as well.
Source: *Tokyo tosei 50 nen shi* (50-year history of the Tokyo government). Office of Policy Planning, Tokyo Metropolitan Government.



As of 1960



As of 1989

Road development and the Metropolitan Expressways
The road coverage rate (public road area/total land area) in the Tokyo ward area only rose from 10.2 percent in 1957 to 11.6 percent in 1967. Roads with a width of under 4.5 meters also made up 62.3 percent of all roads.
The Five-Year Road Development Project, which started in 1954, was implemented while also undergoing revisions, and road development gradually made progress. In the late 1960s, the Meishin Expressway and Tomei Expressway opened, heralding the advent of the "highway age." The 4.5-kilometer section between Kyobashi and Shibaura of the Metropolitan Expressway opened in 1962. The expressway was constructed in preparation for the Olympic Games, centering on Route No. 1 to the airport and other sections connecting to competition venues. In 1967, the Inner Circular Route was completed. In the following year, the first Kanagawa Route was opened. In 1971, Route No. 7 was completed. The structure of roads expanding out radially in all directions was formed.
Prepared from *Tokyo no toshikeikaku* (Tokyo's city planning) by Motoichi Osaki, Kajima Institute Publishing.

Subway network in 1960

Subway network in 1980

Subway network from the 1960s to 1980s
*The shoreline in the map is as of the end of the Showa era (1989).
Prepared from *Tokyo-to Kotsukyoku 60 nen shi* (60-year history of the Bureau of Transportation, Tokyo Metropolitan Government). Bureau of Transportation, Tokyo Metropolitan Government; *Eidan chikatetsu kensetsu gijutsu-shi* (History of Tokyo Metro Construction Technology). Construction Department, Tokyo Metro Co., Ltd.; and *Tokyo-ko no hensen* (Changes in Tokyo Port). Kanto Regional Development Bureau, Ministry of Land, Infrastructure, Transport and Tourism.

Tokyo Metro

Name of line	Section	First opening	Full opening
Ginza Line	Asakusa – Shibuya	1927	1939
Marunouchi Line	Ikebukuro – Nakano-sakaue – Ogikubo/Honancho	1954	1962
Hibiya Line	Kita-senju – Naka-meguro	1961	1964
Tozai Line	Nakano – Nishi-funabashi	1964	1969
Chiyoda Line	Kita-ayase/Ayase – Yoyogi-uehara	1969	1978
Yurakucho Line	Wakoshi – Shin-kiba	1974	1988
Hanzomon Line	Shibuya – Oshiage	1978	2003

Toei Subway

Name of line	Section	First opening	Full opening
Asakusa Line	Nishi-magome – Oshiage	1960	1968
Mita Line	Meguro – Nishi-takashimadaira	1968	2000
Shinjuku Line	Shinjuku – Motoyawata	1978	1989

Start of subway services and full opening of the line
Tokyo's subway network expanded from 7 operating lines in the 1960s to 10 lines in the 1980s, and supported Tokyo's development since the Showa era.
(Currently Tokyo Metro operates 9 lines, and Toei Subway, 4 lines.)

Development of logistics centers

◉ In 1966, the Basic Policy on Development of Distribution Centers in Tokyo was formulated based on the Act on the Improvement of Urban Distribution Centers. This aimed to make logistics services more practical in order to improve distribution functions and make road transportation smoother, by having wholesalers and logistics facilities such as warehouses and truck terminals, which were concentrated in the city center, relocate together to areas on the periphery of the ward district that are close to city expressway and major ring road nodes.
◉ Under this basic policy, it was decided to locate logistics parks in four districts in south, northwest, north, and east Tokyo. Markets developed under city planning were also constructed in the ward area and Tama area, supporting the lives of the Tokyo citizens into the present day.

South logistics park
Source: Japan Motor Terminal Co., Ltd.