

## **Capital Region Three Loop Roads**

With respect to the Expressway Network in the Capital Region, the construction ratio for the radial direction reached 90%, on the other hand the same ratio for the loop shaped direction is only 60% and lags behind. Because of this, the vehicles that want to go through Tokyo by an expressway are forced to pass the center of Tokyo utilizing the Metropolitan Expressway Inner Circular Route which is currently a sole loop route. And this causes major traffic congestion in the urban central area.

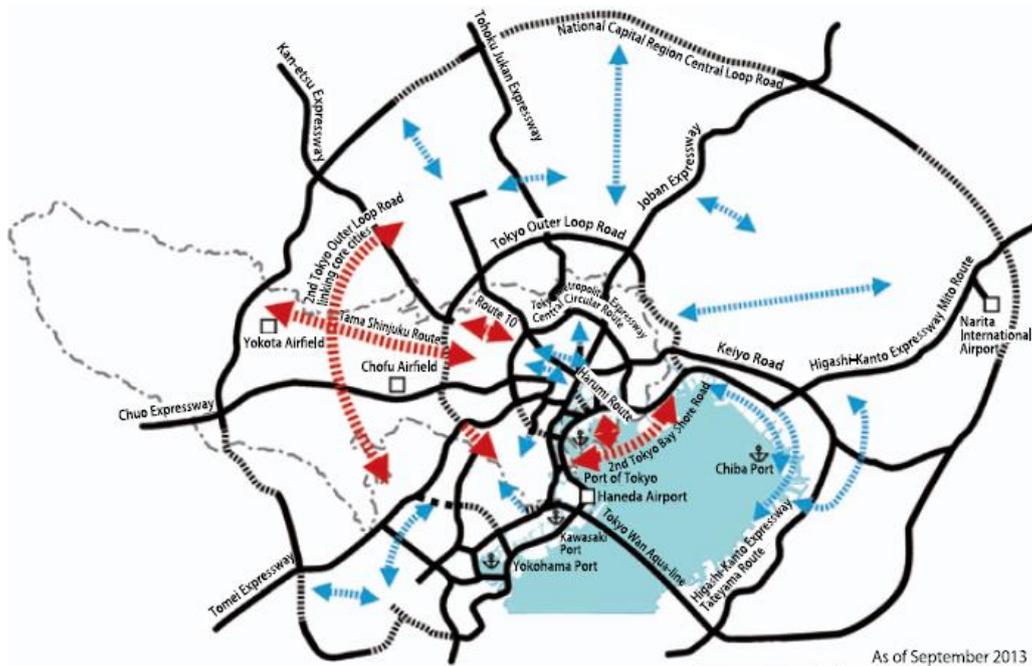
In order to make a breakthrough these situations and to revitalize the Capital Region, the Tokyo Metropolitan Government is aiming to create the well balanced Expressway Network between radial and loop roads and is working on the development of the Central Circular Route, the Tokyo Outer Loop Road and the National Capital Region Central Loop Road, what is called "the Capital Region Three Loop Roads". As this Capital Region Three Loop Roads Development is positioned as a part of the National Urban Renaissance Projects (the Second Phase approved), the central government also supposedly promotes actively this development.

After completion of the Three Loop Roads, significant effect will be expected, such as the fact that the chronic traffic congestion in the Capital Region will be alleviated and that CO2 emission amount reduces by 2 or 3 million tons resulting from traffic speed increase.

### **Tokyo Outer Loop Road (Gaikan)**

This route is approximately 85 km long and links areas within an approximate 15 km radius from the center of Tokyo. Currently, the some 34 km section from Oizumi Junction to Misato-minami Interchange linking to the Kan-etsu Expressway has been opened and the 16 km section from Misato-minami Interchange to Higashi-Kanto Expressway is under construction. Regarding the 16 km section in Tokyo between the Kan-etsu Expressway and the Tomei Expressway, the project became ready for implementation in May 2009, with construction started in earnest in September 2012. While continuing to urge the central government and Metropolitan Expressway Public Corporation to realize opening of this section to traffic ahead of schedule in early 2020, the metropolitan government will also pursue studies on community development in the vicinity of the interchange with the cooperation of local governments along the route.

Regarding the area south of the Tomei Expressway, in addition to requesting that meetings between the central government and relevant agencies be promptly held with the aim of early project implementation, the TMG is urging the central government to conduct the required studies.



As of September 2013

Legend	
	Completed
	Under construction or established city plans
	Roads under consideration
	Planned roads
	Airport or airfield
	Ports and harbors

Note: Based on The National Capital Region Development Plan