



Toyama City Model for City Management and Compact City Strategies  
Toyama City Mayor, Masashi Mori

By revitalizing public transport including railway lines and by concentrating various city functions such as residential, commercial, business and cultural buildings along public transport lines, the goal of **creating a compact city** becomes a reality.

(Conceptual Diagram)

Toyama City aims for construction of a city based on a skewer and dumplings

**Skewer :**

Public transportation with an above standard level of service

**Dumpling :**

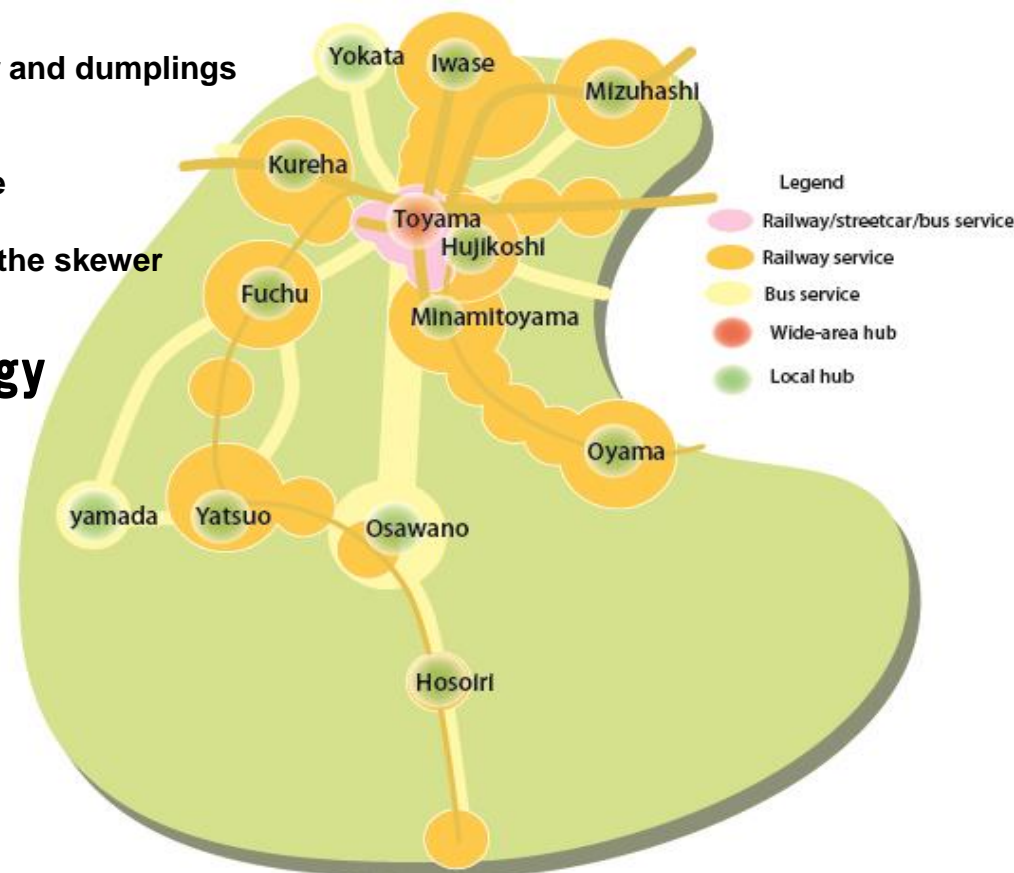
Walking zones offering various city amenities connected by the skewer

## Three pillars of this Compact City Strategy

1) Revitalizing public transport

2) Encouraging citizens to relocate to areas along public transport lines

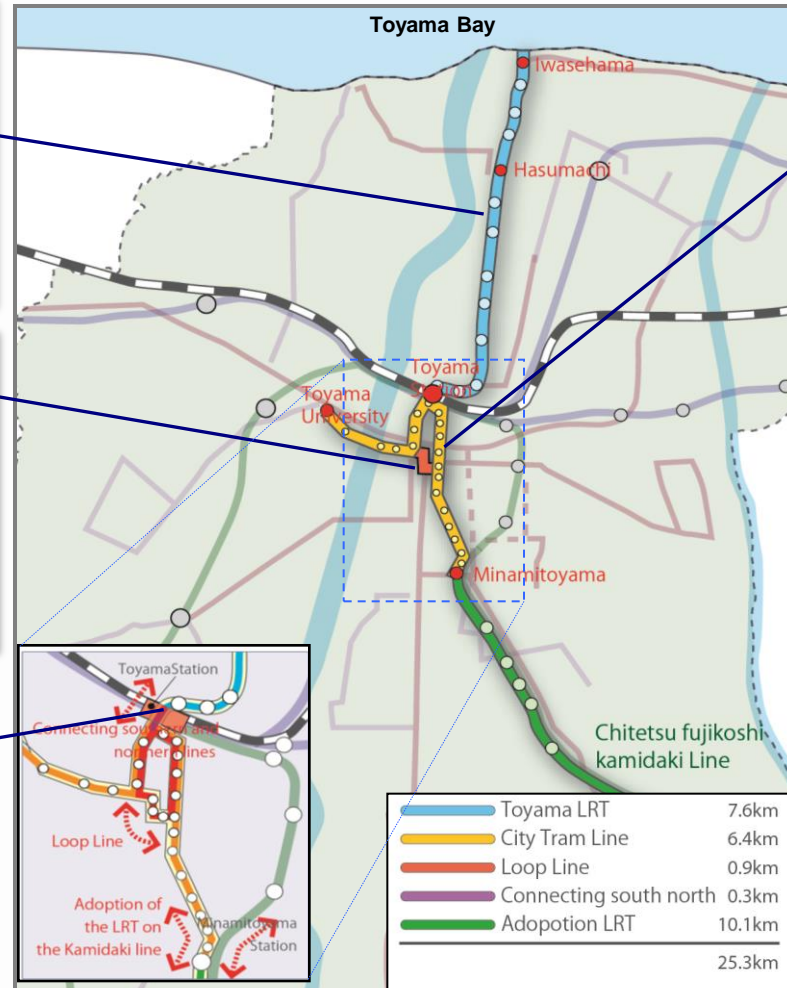
3) Revitalizing the city center





# Revitalizing Public Transport - Formation of the LRT Network

The formation of the LRT network aims to modify the current lifestyle of over-dependence on automobiles and **create a town with every city amenity within walking distance.**





# Revitalizing Public Transport - Development of the Toyama Light Rail

**Japan's first full-scale light rail transit system** which revitalized a rail line that had been suffering from a decline in the number of passengers, adopting **a two-tiered system** of management

(Overview)

- Inauguration: April 29, 2006
- Total length: 7.6 km  
(Railway section: 6.5 km, tram section: 1.1 km)
- Number of stations: 13
- Number of trains: 7 (2 cars per train)
- Travel time: Approx. 25 minutes  
(Toyamaeki-kita to Iwasehama)

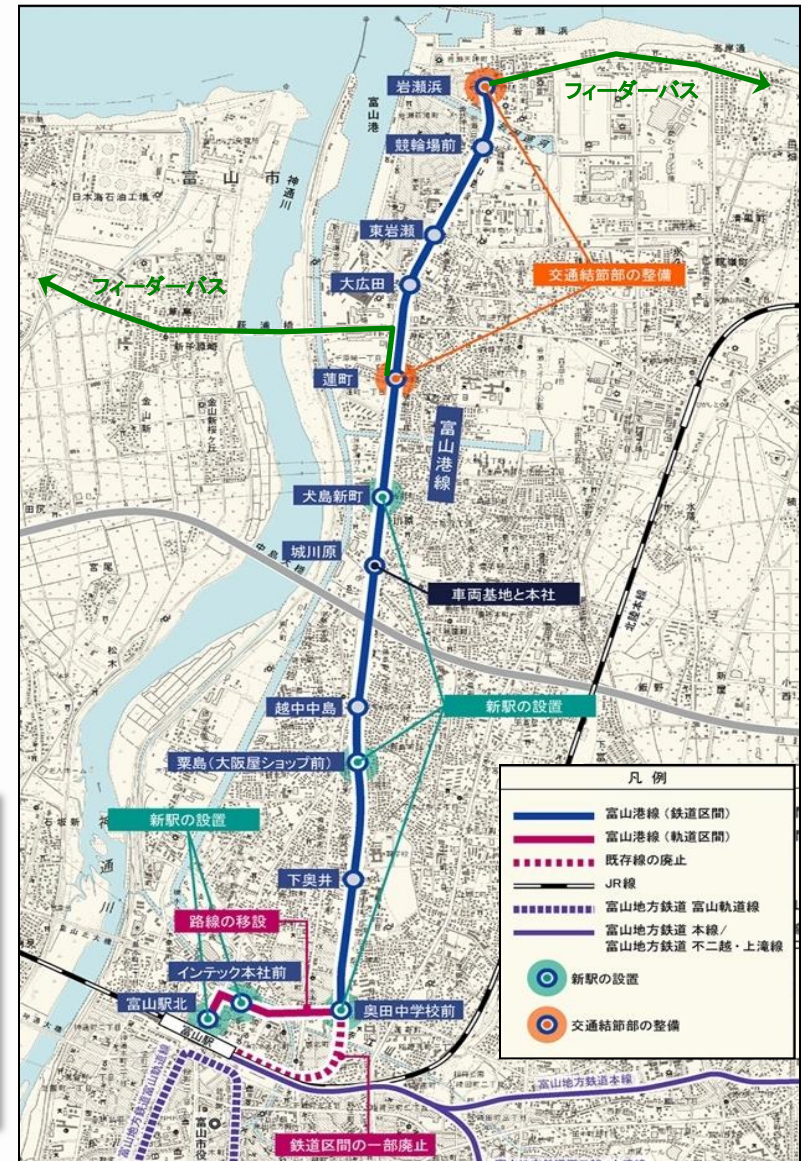
**Transformed into Japan's first full-scale LRT system**



▲Former JR Toyama Port Line



▲Toyama Light Rail (Portram)





# Revitalizing Public Transport - City Tram Loop Line Project

Japan's first two-tier concept was used to extend existing tram lines in order to reactivate the central downtown area and make it more accessible for citizens.

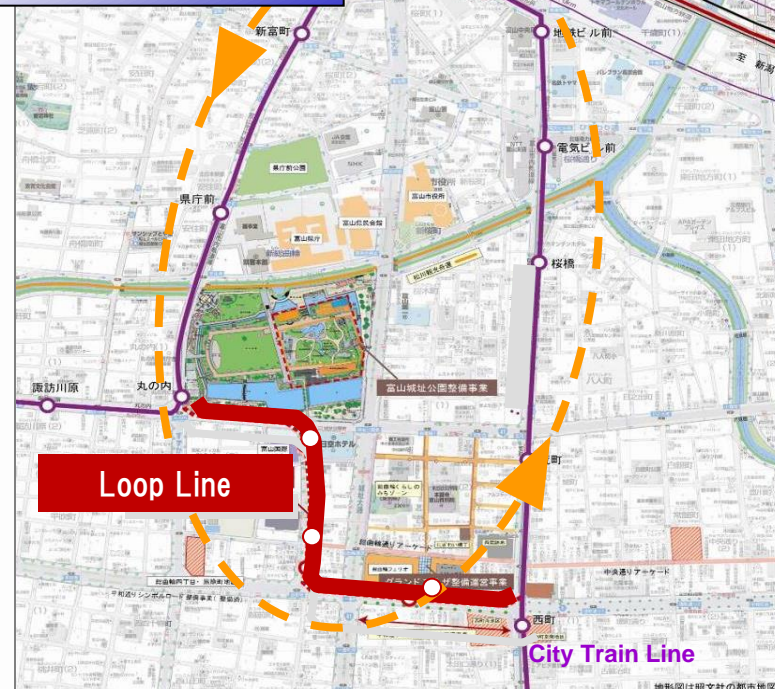
## (Overview)

- Inauguration: December 23, 2009
- Extended distance: Approx. 0.9 km  
(Loop line approx. 3.4 km)
- Number of stations: Three new stations were added along the extended route
- Number of vehicles: Three new low-floor cars were introduced

The Portram and Centram are scheduled to be connected under the elevated tracks at Toyama Station



▲City Tram Loop Line (Nickname: Centram)



# Revitalizing Public Transport - Connecting the north and south tram lines

Following the inauguration of **the Hokuriku Shinkansen**, the north and south tram lines will be connected under the elevated tracks at Toyama Station

## 【2013】

- Plan to elevate tracks approved
- Construction begins on the south side of the elevated Shinkansen tracks



## 【2015】

- **Inauguration of the Hokuriku Shinkansen Line (March 14, 2015)**
- New tram stop on the south side of the station begins operations



## 【2019】

- North side tram line under the elevated tracks of existing lines will begin operations. (**Joining of the north and south tram lines become a reality**)

▲ Tram leaving from the south side of Toyama Station



# Concentrating city functions into the downtown area and along public transport lines -encouraging citizens to relocate

Subsidies are provided for construction companies which build housing complexes and citizens who purchase homes or land in the downtown area or along the public transport lines

## Downtown District (approx. 436 ha)

Relocation project (began in July, 2005)

Builders: 1,000,000 yen for each apartment in the housing complex

Citizens: 500,000 yen for each house

Results: 807 cases in total, 1,901 houses/apartments  
(as of March, 2015)

## Areas along public transport lines where citizens are encouraged to reside (approx. 3,489 ha)

Relocation project: (began October, 2007)

Builders: 700,000 yen for each apartment in the housing complex

Citizens: 300,000 yen for each house

Results: 511 cases in total, 1,122 houses/apartments  
(as of March, 2015)

### <Public transportation>

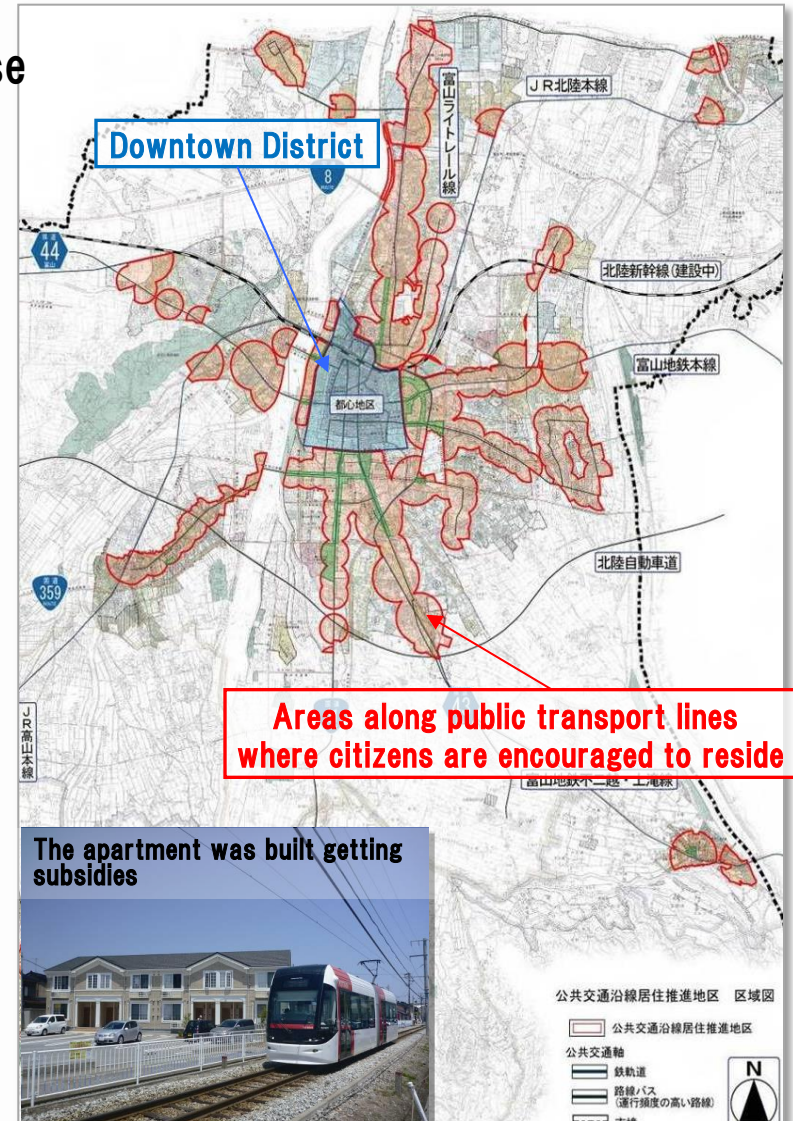
Total railway lines (6 lines)

Bus lines with frequent service  
(13 lines)(Approx. more than 60  
round trips per day)

### <Area>

Areas in which citizens are expected to use  
rail or bus services

Areas within a 500 meter radius of a railway  
station and 300 meters from a bus stop



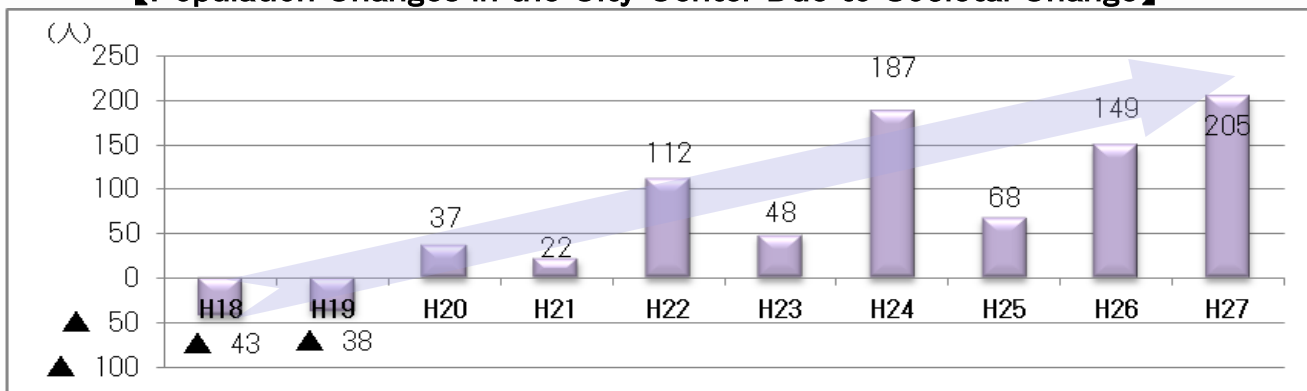
# Effects of Compact City Policy

- Increase in the number of people moving into the city

■ Increase in the population of the central part of the city and areas adjacent to public transportation lines

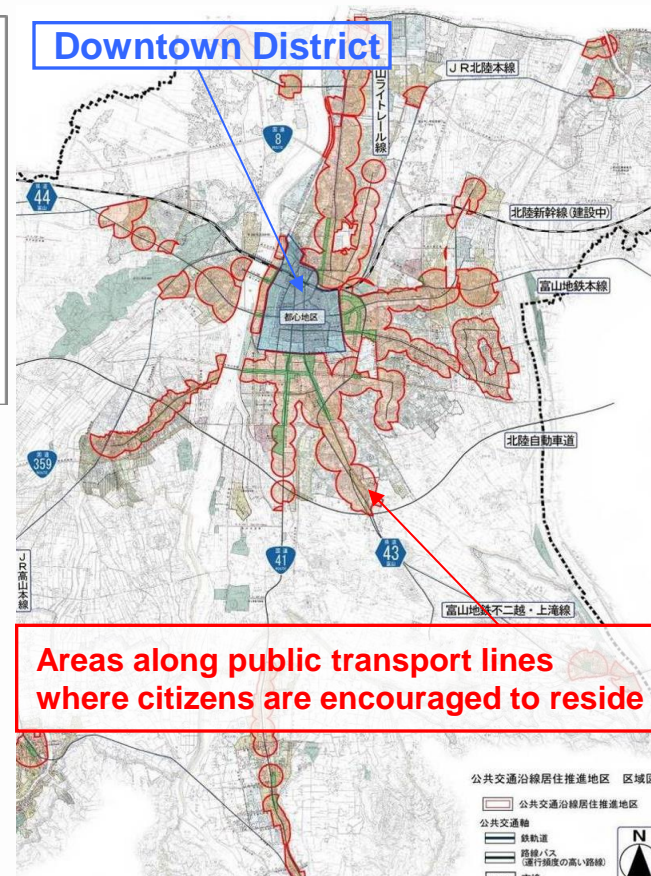
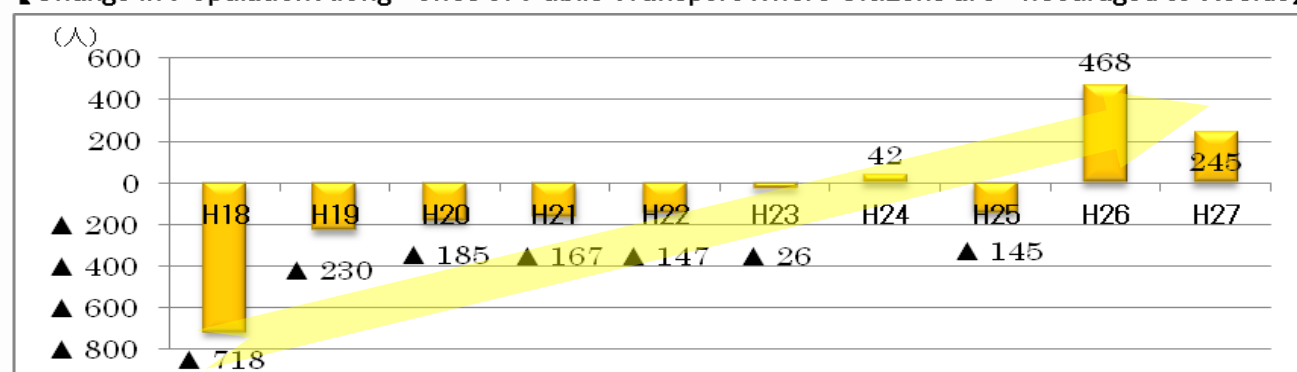
- Since 2008, a higher number of people have moved into the city area compared to the number moving out - the gap in 2015 is greater than the previous year

【Population Changes in the City Center Due to Societal Change】



- Increase in the number of people moving into zones along public transport where residence is encouraged since 2012

【Change in Population Along Zones of Public Transport Where Citizens are Encouraged to Reside】





# Effects of the Creation of a Compact City

- As seen in land value assessments as of January 1, 2015

■ Average land value in Toyama Prefecture **declines steadily since 1993**

■ Land value in Toyama City area **increased by 0.3%** (compared to previous year),  
**commercial** area land value **increased by 0.6%**

■ Commercial land value increases in **eight locations around Toyama Station and in the city center** (compared to 2 locations in the previous year)

## <Causes of the Increase>

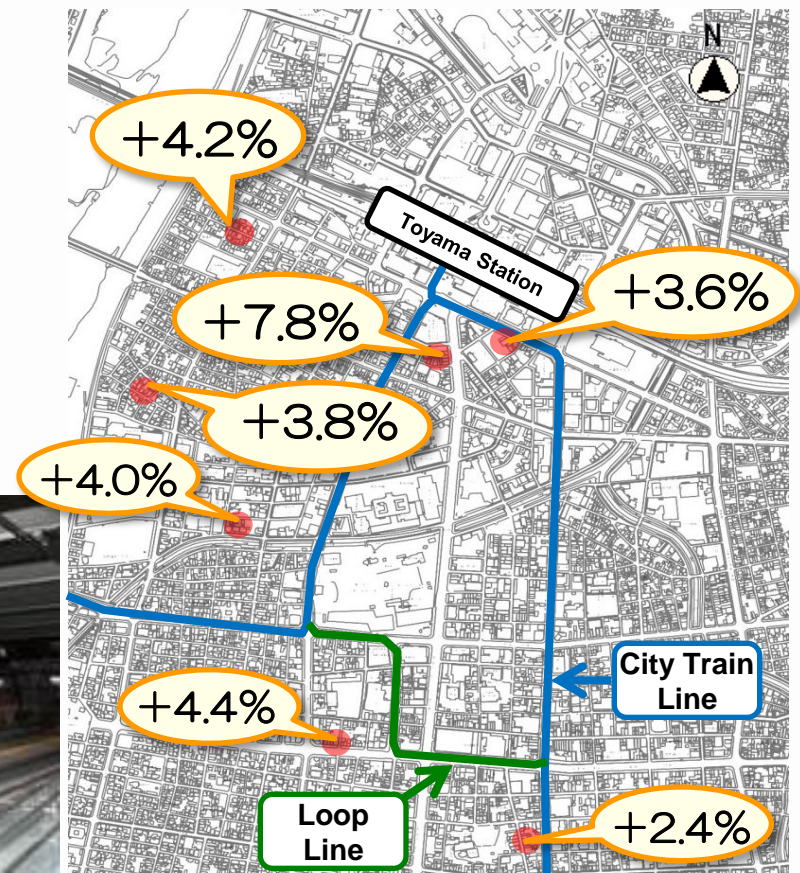
### •Causes of the Increase:

Inauguration of the Hokuriku Shinkansen  
Redevelopment in the Toyama Station Area

\*Revitalization (Active Redevelopment) by the Private Sector

### •Residential Area:

Convenience of living in the city center and affordable housing  
Implementation of the policy to encourage relocation



【Increased Area】

# Effects of the Creation of a Compact City - Maintaining the population

- Along with other prefectures and Japan in general, the total population of Toyama City has been decreasing
- The decrease is natural (birthrate - number of deaths), however for **the past eight consecutive years, there has been an increase in the number of those moving into the city area**
- Toyama City's rate of population decrease has been decreasing compared to the rate of decrease of the population in Toyama Prefecture and Japan in general

【Comparison of Population Change (Jan. 1, 2014 ~ Jan. 1, 2015)】

	Population	Increase/Decrease	Rate of Change(%)
Japan	126,163,576	-271,058	-0.21
Toyama Prefecture	1,072,631	-6,061	-0.56
<b>Toyama City</b>	<b>414,723</b>	<b>-684</b>	<b><u>-0.16</u></b>
Tokyo	12,880,143	+72,516	+0.57

(Source: Ministry of Internal Affairs and Communications: Basic Resident Registration Census, July 1, 2015)

【Demographic Changes in Toyama City (January 1, 2014 ~ January 1, 2015)】

Births	Deaths	Number of people moving in	Number of people moving out	Total
3,285	4,500	11,342	10,692	▲585

(Toyama create documents)

**Natural decrease = 1,235**

**Social increase = 650**



# Effects of the Creation of a Compact City

## - Decrease in the Amount of Gasoline Purchased

- The amount of gasoline purchased in Toyama City has been decreasing as citizens change their primary method of transportation from cars to public transport

《Amount of gasoline purchased》 (ℓ)

Section	2005	2014	Rate of Change
Toyama City	756.706	716.591	-5.3%
Hokuriku Area	728.206	715.364	-1.8%

Source: Based on a survey on household expenses conducted by the Ministry of Internal Affairs and Communications)

【Lifestyle with a reliance on cars】



【To a lifestyle with a reliance on public transportation and bicycles】



# International Recognition

**Increasing International recognition** of our success of Compact city planning and environmental policies.



## OECD

**2012** OECD recognizes Toyama as one of five cities, (along with Melbourne, Vancouver, Paris and Portland) with advanced “Compact City” policies.

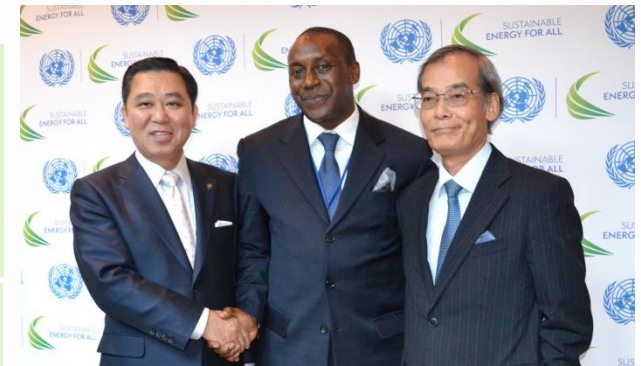
## SE4ALL

**September 2014** Toyama is the only Japanese city selected for the UN initiative, **SE4All** (Sustainable Energy for All). Other cities include Rio de Janeiro, Leon, Lima.



SE4All UN Secretary-General Ban Ki-moon initiative for 2030:

- ① universal energy access
- ② double the rate of energy efficiency
- ③ double the share of renewable energy



Mayor Mori with Mr. Yumkella, the SE4ALL special representative of the Secretary-General, (center) and Mr. Horie, the Japanese ambassador for global environment (right) accepting SE4All Award in New York



## Rockefeller Foundation

**December 2014** Toyama is the only Japanese city chosen for the **Rockefeller 100 Resilient Cities** initiative.

Other cities chosen in 2014 include Chicago, Montreal, Paris, London, Lisbon, Barcelona, Sidney and Singapore.





# Hold a session of Environmental Prime Ministers of G7 Summit

## Environmental Prime Ministers Session will be held at Toyama City in 2016

At G7 Summit held in Japan 2016, the city has chosen as a host city to hold a session for Environmental Prime Ministers by **recognition of Toyama city's constant activities and results in environmental issues.**

Through the session, many environmental issues such as global warming, climate change, bio diversity will be discussed.



Environmental PM  
Session at Toyama  
City(2016.5.15~16)



34<sup>th</sup> G8 Summit in Toyako, Hokkaido  
(source:Office of Prime Minister Website)