

# 1-2

## Road Network Today

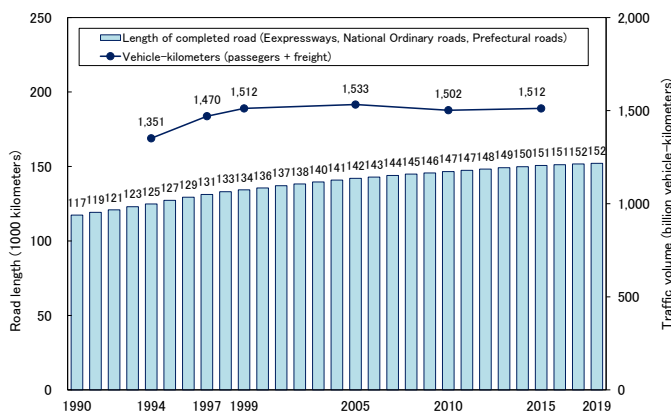
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The length of our roads has been steadily increasing thanks to ongoing road improvement, yet it is still not sufficient for traffic demand. As a result, the average speed on roads remains unchanged at a lower level. A case in point: in city centers such as Tokyo and Osaka, and in DID areas, there is still chronic traffic congestion. Given that background, road network improvements (e.g., the ring road improvement plans that are proceeding in the major metropolitan areas) are obviously playing a significant role. The road subcommittee of the Panel on Infrastructure Development has put together a policy for the effective and efficient use of the expressway network and the fare structure within the metropolitan areas.

**Figure 1 Changes in Traffic Volume and Road Length**

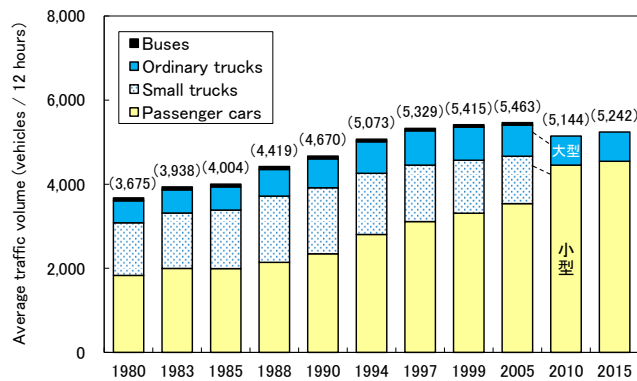
- Traffic volume, measured in vehicle-kilometers, is on a downward trend after peaking in 2005; but the volume of light motor vehicles is on an upward trend. Road length nationwide is steadily increasing.



Source: [Road Statistics Annual Report](#) (MLIT), [Road Traffic Census](#) (MLIT)

**Figure 3 Average 12-hour Traffic Volume on Ordinary Roads in Types of Vehicles**

- On ordinary roads, the traffic volume of passenger cars is on an upward trend.

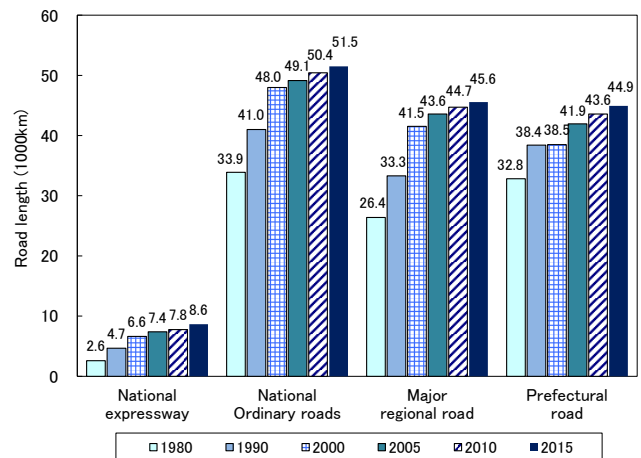


Notes: Figures in parentheses are the average traffic volume of all types of vehicles

Source: [Road Traffic Census](#) (MLIT)

**Figure 2 Changes in Length of Completed Roads by Road Type**

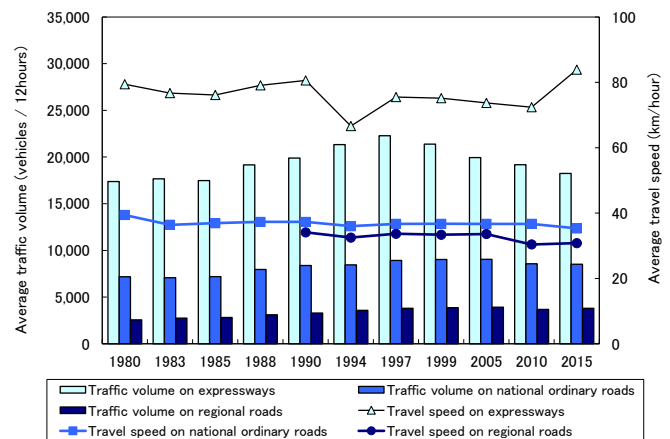
- For all types of road, the length of completed road (i.e., with improvements completed) is increasing steadily.



Source: [Road Statistics Annual Report](#) (MLIT)

**Figure 4 Changes in Average Traffic Volume and Average Travel Speed by Type of Road**

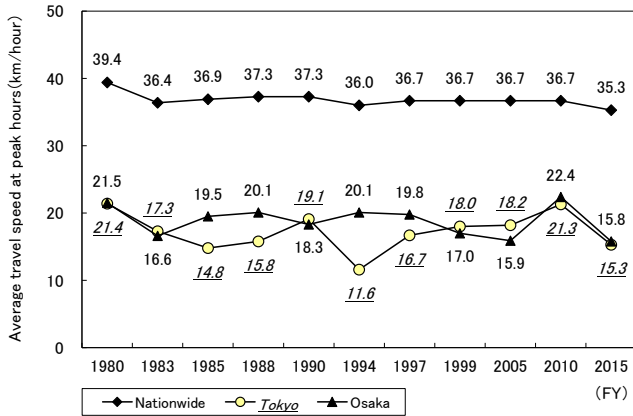
- The average traffic volume on expressways has been on a downward trend since 1997, partly because the newly constructed ones has less traffic. The average travel speed for either type of road remains at the same level or is on a slightly downward trend.



Source: [Road Traffic Census](#) (MLIT)

**Figure 5 Average Travel Speed on National Ordinary Roads (Nationwide, Tokyo, Osaka)**

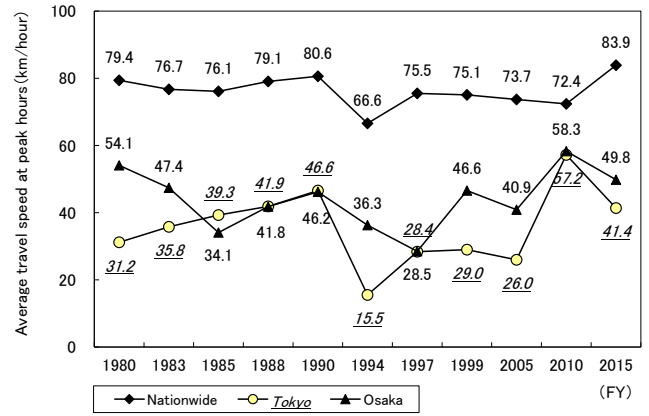
■ There has been almost no changes in the nationwide average. The average travel speed in the wards of Tokyo and in Osaka City is about half of the nationwide average; there is still severe traffic congestion.



Source: Road Statistics Annual Report (MLIT)

**Figure 6 Average Travel Speed on Expressways (Nationwide, Tokyo, Osaka)**

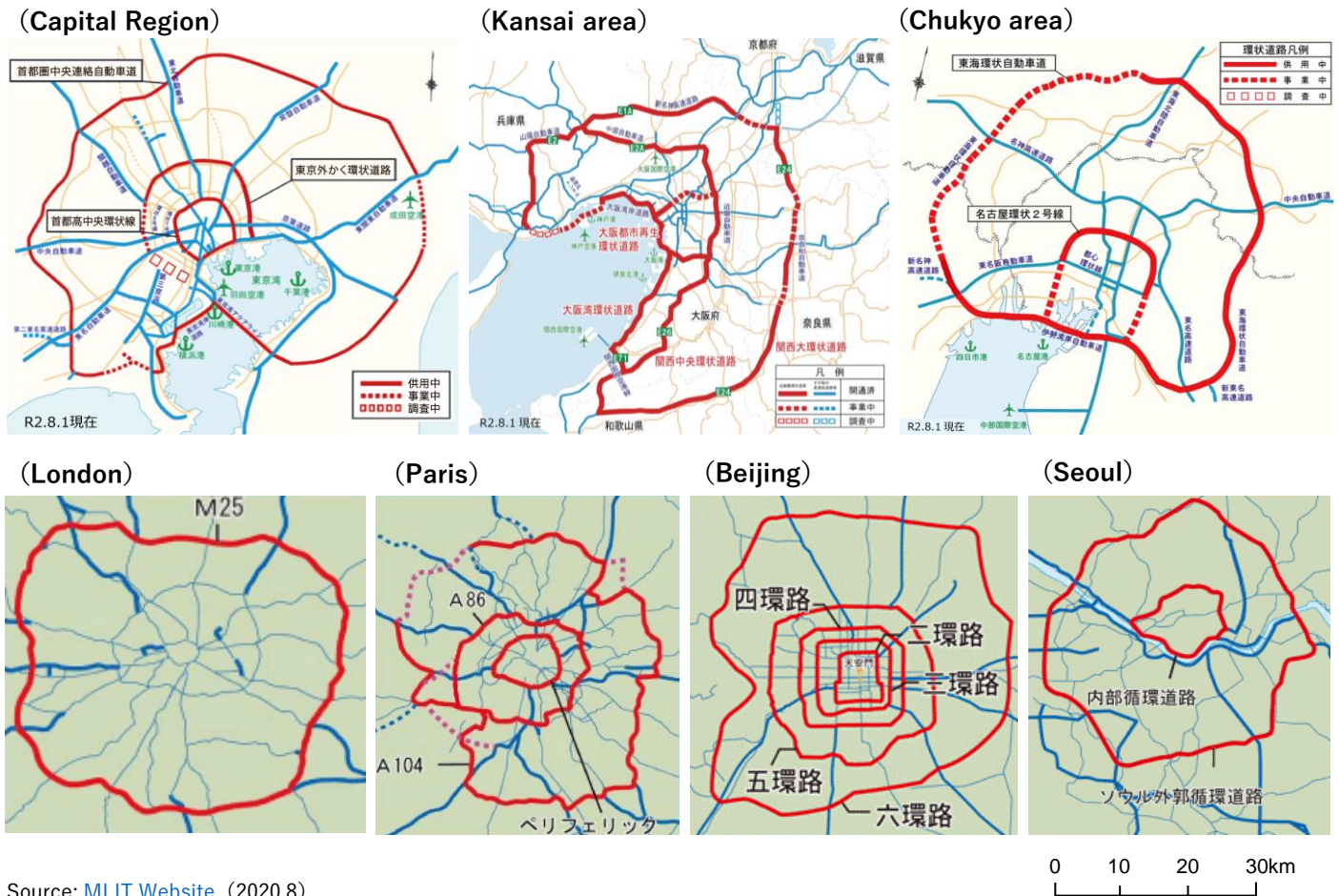
■ The nationwide average has been on a slightly downward trend. Though there had been changes in the average speed in the wards of Tokyo and in Osaka City, both speed levels remain lower than the nationwide average.



Source: Road Statistics Annual Report (MLIT)

**Figure 7 National Comparison of Expressway Network Condition**

■ Many cities have implemented ring roads, and its construction is completed in London, 90% done in Paris. For major cities in Asia (Beijing, Seoul), it is almost completed as well. In Tokyo, to make alternative expressway routes, the policy for “Smart use of infrastructure” with a focus on expressways is being implemented (e.g. metropolitan expressway Shinagawa-line, Ken-O expressway).



Source: MLIT Website (2020.8)