

# Acceleration of Measures for Grade Crossings

## Current efforts and assessment

There are considerably many grade crossings in Japan as compared with those in advanced cities in foreign countries. It is necessary to reduce the time loss at the grade crossings, the volume of emitted CO<sub>2</sub>, and the number of accidents at the grade crossings.

### Losses at railroad grade crossings

Time loss	About 1.5 trillion yen/year*
Emission of CO <sub>2</sub>	Approx. 740,000 tons/year <small>(Due to idling while waiting for the passing of trains)</small>
Number of death by grade crossing accidents	127 (FY2003)

\*Loss was calculated on the basis of the difference of time between the case where it is necessary to wait at the grade crossing and the case where it is not.

## Future efforts

Comprehensive measures will be promoted by combining measures to produce prompt effects, including the widening of sidewalks, and drastic measures, including continuous grade separation projects, based on the improvement plan in accordance with the actual situation of the community.

Prompt measures, including the widening of sidewalks, will be implemented at 1,300 locations in five years.

Drastic measures, including continuous grade separation projects, will be implemented at 1,400 locations to halve the time required.

### Problems

- ▶ Since the awareness of the needs of the reduction is different among persons concerned, it takes time to coordinate opinions among them.
- ▶ Most grade crossings where the time loss is serious are unevenly located in large cities, and accordingly, specific local governments need to bear expenses. The construction of the continuous grade separation project, which is highly effective, lags behind for financial reasons.
- ▶ Measures up to the present have mainly focused on automobiles, and currently, it is necessary to consider the grade crossing from the viewpoint of pedestrians.

## Example

Example of drastic measures (continuous grade separation)  
Effect of change to cross-grade intersection of JR Hanwa Line

At Nagai-minami Grade Crossing 1 where the Nagai Park Street crossed JR Hanwa Line, the line to Osaka was elevated, and time to wait at the intersection was eliminated and the traffic congestion was considerably alleviated.

### Example of the effect of the project to construct the continuous grade separation project

