

The influence on residential location choice and commuting conditions by the Ueno-Tokyo Line

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Abstract

This paper builds a land use transport integrated model called “CUE model: Computable Urban Economic model” and applies to an urban rail network reform project in Tokyo Metropolitan Area. The CUE model consists of land market equilibrium system and transport network equilibrium system. Land rent of each region, residential demand of each region, and commuting transport demand for any OD pairs are calculated by our model with micro-economic consistency. We quantitatively estimate changes in above variables caused by a rail development project “Ueno-Tokyo Line”.

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