

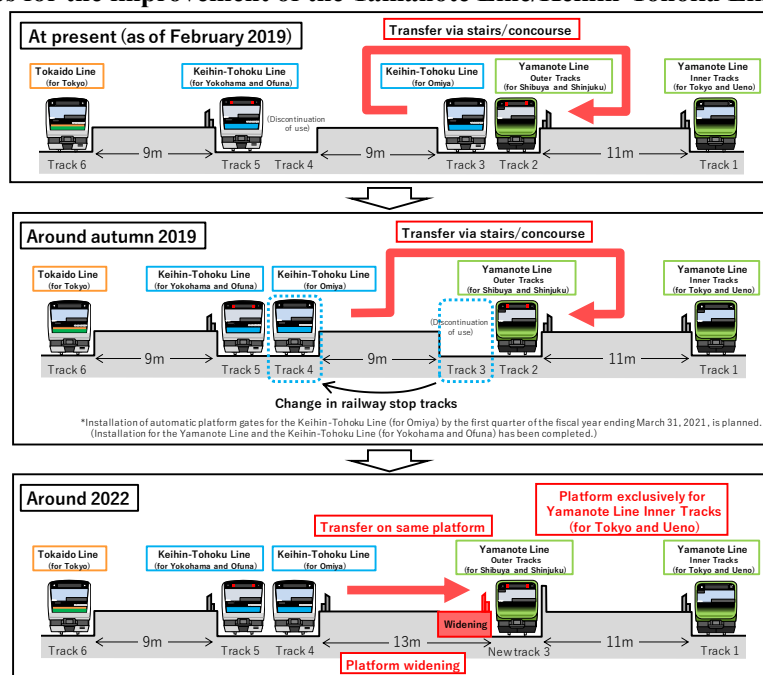
JR East to take measures at Shinagawa Station to enhance the convenience of transfers, reduce congestion, and increase barrier-free routes

- Shinagawa Station is a terminal station and has the fifth highest number of passengers in JR East's service area. During rush hours, the north side concourse and free passage become congested. Further, it is necessary to transfer via stairs and the concourse because the platforms are separate when transferring between the Yamanote Line Outer Tracks (for Shibuya and Shinjuku) and the Keihin-Tohoku Line (for Omiya).
- In future, given the development nearby Shinagawa Station and the increase in the number of passengers transferring at the railway station that are expected, JR East will take measures to enhance the convenience of transfers and reduce congestion in a concourse and free passage with the aim of creating a railway station that can be used more comfortably and confidently.

1. Passengers will be able to transfer from the Keihin-Tohoku Line (for Omiya) to the Yamanote Line Outer Tracks (for Shibuya and Shinjuku) on the same platform. (around 2022)

- (1) Railway track switching work will be implemented on the Keihin-Tohoku Line, and the railway stop tracks of the Keihin-Tohoku Line (for Omiya) will change from track 3 to track 4. (around autumn 2019)
- (2) The platform of tracks 3/4 will be widened (9m → 13m), and passengers will be able to transfer between the Keihin-Tohoku Line (for Omiya) and the Yamanote Line Outer Tracks (for Shibuya and Shinjuku) on the same platform. (around 2022)
- (3) The platform of track 1 will become a platform exclusively for the Yamanote Line Inner Tracks (for Tokyo and Ueno). (around 2022)

Steps for the improvement of the Yamanote Line/Keihin-Tohoku Line platforms



- (1) Ticket gates will be installed at two new locations in the north side concourse, while a passage will be widened (7m \rightarrow 18m), and congestion will be reduced in the concourse and free passage. At the same time, travel time from the north side concourse to the Konan Exit will be shortened.
- (2) To increase barrier-free routes, eight elevators connecting the north side concourse and respective platforms will be installed. Further, commercial facilities and other facilities will be established.

At present
(as of February 2019)

Tokaido Shinkansen
north transfer exit

Konan Exit

Yokosuka Line

Yokosuka Line

Tokaido Line, Ueno-Tokyo Line

Ueno-Tokyo Line,
Joban Line express trains

Tokaido Line, Ueno-Tokyo Line

Tokaido Line, Ueno-Tokyo Line, Keihin-Tohoku Line

Keihin-Tohoku Line

Yamanote Line

North side concourse

7m

North ticket gate

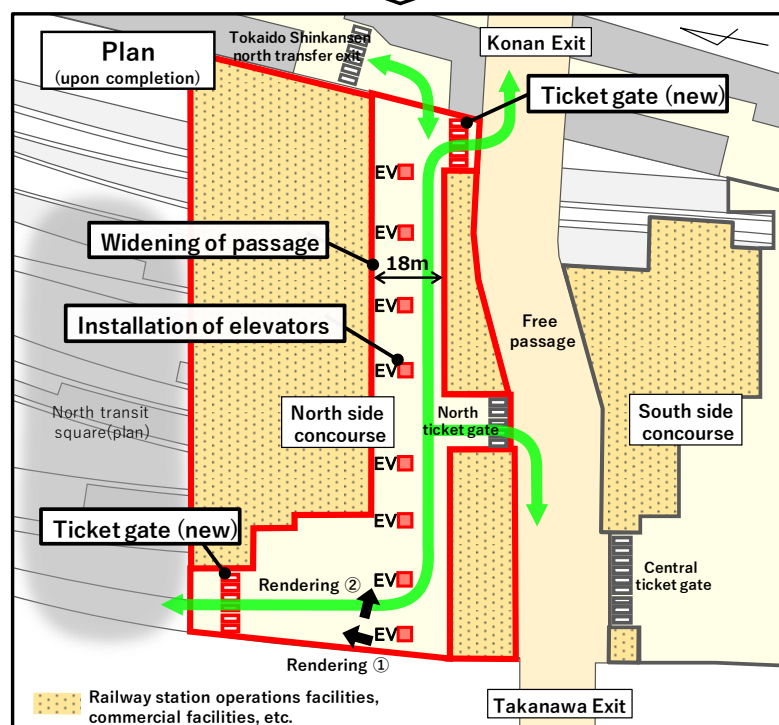
Free passage

South side concourse

Central ticket gate

Takanawa Exit

Legend:
 [Yellow dotted pattern] Railway station operations facilities, commercial facilities, etc.
 [Dashed line] Extent of north side concourse widening



Rendering of the north side concourse

Rendering ①: Ticket gate (new)



Rendering ②: Passage in concourse(new)



* This is a rendering. The actual railway station may differ.