

## **【Abstract】**

### **A Sociological Study of the Multilinearity of the Formation Process of Densely Settled Areas Accompanying the Reorganization of Transportation Networks —A Case Study of the Blue Collar Belt Within 15-20km of Tokyo—**

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This research project aims to understand the processes of conflict and reordering that affect existing local communities upon the influx and settlement of social groups that begin to move in when transportation networks are reorganized, as well as variations in the formation of densely settled areas that provide reproduction and ensure the presence of a labor force that is directly connected to central Tokyo and that appear as a consequence of the aforementioned reorganization. Specifically, in aiming to conduct comparisons with the results of a prior research project (the “Transportation Impact” study) that targeted the area ranging from the Jōtō and Jōhoku areas of the 23 wards of Tokyo to the eastern part of Saitama, which has been called the “Blue Collar Belt,” this project was conducted through the application of a survey questionnaire in (a) the Funado area of Itabashi ward (around Ukimafunado Station on the JR Saitama line) and (b) the Iriya area of Adachi ward (around Toneri Station on the Nippori-Tonneri Liner). The results of this survey have clarified the following four points.

#### **1) The Commonality of Accessibility→Increase in Mobility**

There are commonalities that accompany changes in the distribution of industries in the Tokyo area in the sense that an influx of those who work in professions that adapt to such changes, along with their families, into new housing clusters provided by the increased status and cheap land as well as rent prices that accompany the opening of new railway lines causes changes to the social structure of areas that combine residential with commercial or industrial purposes.

#### **2) Accessibility→(Increase in Mobility)→Variations in the Expansion of Regionality**

A transition in the lifestyle of the region (from living close to work to living far away from work) brought about by an influx of new residents to the stated region, who presumably commute to the center of the city, produces “time differences” depending on the development of conditions in the region and the maintenance of the living environment.

#### **3) Commonality of a Breakdown in Solidarity and Difficulties with Reorganization**

Conflict occurs between the group living on the assumption of “living close to work,” in which it is possible to strive for decision-making and problem-solving methods that involve proactive participation with one’s surroundings and external environment, and groups living on the assumption of “living far from work,” in which such relationship resources do not exist and which are, therefore, more reliant on specialized external institutions.

#### **4) Commonalities and Variations in Assessments of Habitability**

The related services offered in response to the conditions of the region and the degree of development of the living environment by the municipality, as well as the size of the gap between the needs of the residents, creates a variety in terms of assessments of habitability and desire to settle in the region, an effect that also appears within the group of previous residents.