

CORRIGENDUM

Urban planning by obliteration of both waterways and opponents: the infilling of canals during the 1950s reconstruction of central Tokyo – CORRIGENDUM

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The author would like to amend the incorrectly labelled segments of the scale bar he used in [Figure 1](#) of the above article. Segments on the scale bar should read 100, 200 and 300 rather than 10, 20 and 30. The author would also like to remove from the scale bar, the ratio scale, which is reported to be 1:50,000, because this is inaccurate. The corrected figure is published on the following page.

Reference

- J. Hasegawa, 'Urban planning by obliteration of both waterways and opponents: the infilling of canals during the 1950s reconstruction of central Tokyo', *Urban History*, published online 12 December 2014, doi:10.1017/S0963926814000741.

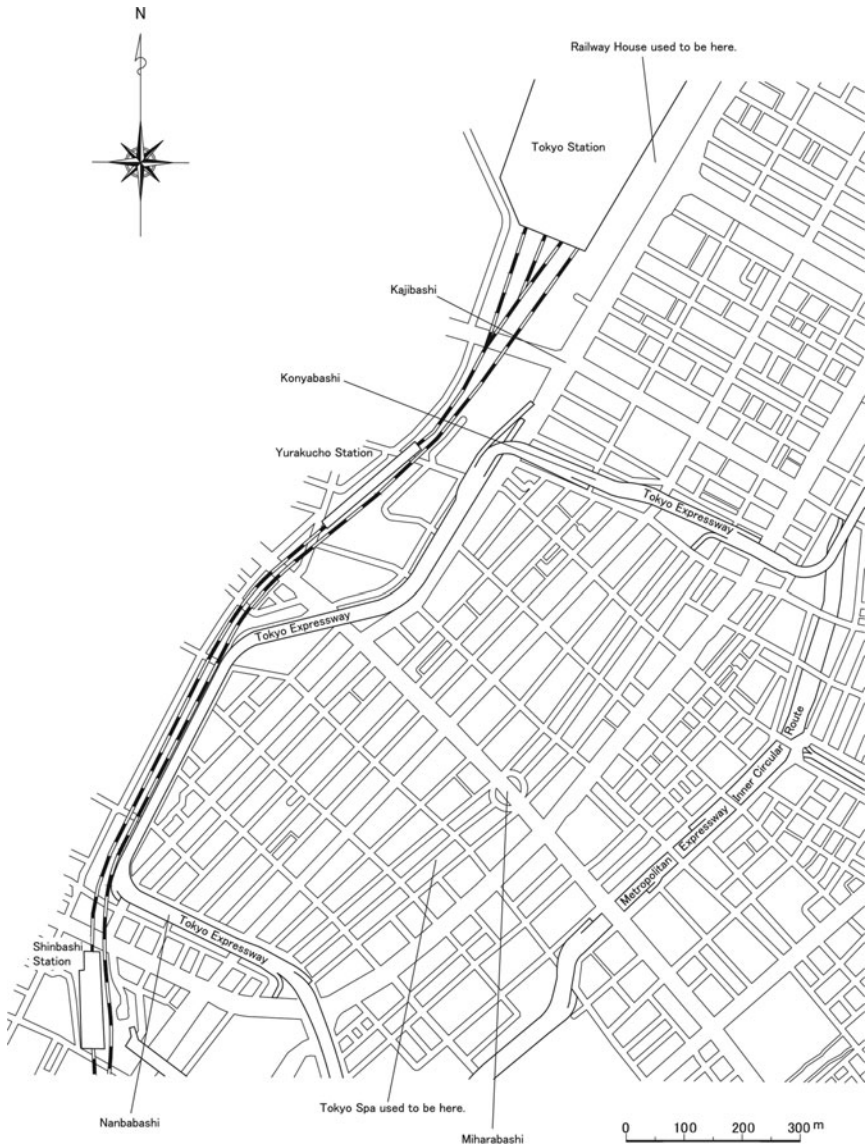


Figure 1: Tokyo Station and Ginza district in 2014 Metropolitan Expressway Inner Circular Route opened to traffic in December 1962 as the first route of Metropolitan Expressway Public Corporation's expressway network. The Corporation was established in June 1959. Ginza district falls under an area surrounded by Tokyo Expressway and Metropolitan Expressway Inner Circular Route. A suffix 'bashi' as in Kajibashi, Konyabashi, Nanbabashi and Miharabashi means a bridge, indicating that the place used to be a bridge on a canal.