

Project name:

Strategic Innovation Program (SIP) Phase 3: Construction of a Smart Mobility Platform / Examination of the Welfare Effects of Mobility Support on Community Building and Activities

FY2025 Annual Report

March 2026



Trustee name: Japan Automobile Research Institute (JARI)

JMA Research Institute Inc (JMAR)

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1. Concept

- Mobility redesign is progressing.
- Mobility is important, but is it used? Does it improve well-being?
- Mobility is a means, not a goal.
 - To increase travel demand, it is essential to create attractive destinations.
 - This requires integrated planning together with community development, including healthcare and welfare services.



Provide both mobility **mobility services and activity destinations**
across each field to visualize impacts on residents

- Observe changes in residents' behavior
- Evaluate changes in QoL (Quality of Life)
- Visualize transformation at the community level

2. Field Initiatives

□Yabu City (JARI)

- Develop small community hubs in depopulated areas
- Implement a pilot project combining “**hub development + transport restructuring**” through collaboration among the city, NPOs, and transport operators
 - Observe community changes from the perspective of local residents

□Niyodogawa Town (JARI)

- Frailty prevention activities led by NPOs → expanded into community development
- Creating destinations for outings and securing transportation
 - Visualize transformation across the entire community

□Ikeda Town, Kannami Town, Fujieda City, Matudo City (JMAR)

- Collaboration with Elderly Care
 - Independent shopping → lower care costs
 - Transport × purpose → track lifestyle and well-being changes

3. Field Overview (JARI survey Area)

□Yabu City(Depopulated area type)

Developing communities around “small local hubs” to enhance services and sustainability.

- Population : 20,808 (Aging rate : 40.73%) (March 2025)
- Area : 422.78km² (Approx. 75% of the area is forest)

□Niyodogawa Town(Depopulated and mountainous area type)

A leader in frailty prevention, fostering a community where people keep going out

- Population : 4,357 (Aging rate : 56.42%) (April 2026)
- Area : 333km² (Approx. 90% of the area is forest)

3. Field Overview (JMAR survey Area)

❑ Ikeda Town, Hokkaido (Rural / Depopulated Area)

- Promoting the creation of desirable destinations and mobility services that enable people to reach them
- **Population:** 5,837 (Aging rate: 45.0%) (*July 2025*)
- **Area:** 371.9 km² (Mostly flat terrain; mountainous areas around 100 m above sea level)

❑ Kannami Town, Shizuoka (Regional City Type)

- Promoting mobility rooted in daily life through consensus-building with residents and training volunteer drivers
- **Population:** 36,006 (Aging rate: 33.2%) (*April 2025*)
- **Area:** 65.16 km² (Includes mountainous, hilly, and flat areas; 60% of the population concentrated in flat urban areas)

❑ Fujieda City, Shizuoka (Regional City Type)

- Expanding the number of welfare professionals who can utilize mobility and piloting initiatives to create outing opportunities
- **Population:** 140,281 (Aging rate: 31.5%) (*April 2024*)
- **Area:** 194.06 km² (Located near the center of Shizuoka; about half covered by forests)

❑ Matsudo City, Chiba (Urban Type)

- Promoting changes in awareness among welfare professionals through care management training linked to independent living support
- **Population:** 501,016 (Aging rate: 26.6%) (*August 2025*)
- **Area:** 61.33 km² (Adjacent to Tokyo; developed as a suburban residential city)

4. Targets

□ Stage Gate (by FY2025)

- Visualizing and structuring outcomes of regional transport redesign
 - Clarify regional goals and transformations
 - Record processes and systematize insights
 - Model field cases and scale to other regions

□ Final Year (FY2027 Target)

- Model-based scaling has been achieved across multiple regions, while similar social transformations as in the pilot fields are being promoted.

I. Research in Yabu City

I-1. Yabu City Overview

■ Population & Geography Overview (March 2025)

- ✓ Population : 20,808 (Aging rate : 40.73%)
 - % aged 65+ : 8,476人
 - Aging rate : 40.73%
- ✓ Total households : 9,008 (R7年3月末)
 - Elderly households : 5,859
- ✓ Area : 422.78km²
 - Approx. 75% of the area is forest

■ Transport overview of Yabu City (2025)

- ✓ Vehicle ownership: 2.14 vehicles per household
- ✓ Private cars are the primary mode of transport
- ✓ Modal share of cars: 77%
- ✓ Bus modal share (weekdays): 5% (FY2010)



I-2. R&D Goals : Transport Redesign & Hub Development

■ Stage Gate (2025): Target (SRL 5)

- Sustainable model based on DRT pilot
- Business model (operator & cost)
- System aligned with demand and revenue
- Mobility hub functions and services
- Integration with other services
- Use of JMAR results

■ Post-SIP Exit Strategy (SRL 7+)

- Hub-centered transport system supporting local activities established
- Scaling to other regions using mobility redesign outcomes from the Sekinomiya case

I-3. “Small Local Hub” (under development in Sekinomiya)

- ❑ Planning started in FY2020 as community hubs
- ❑ Based on local discussions, an integrated hub is being developed with: community facilities, commercial services, medical/welfare services, and a **bus terminal**
- ❑ Short-stay facilities to **support dual-location living** and reduce winter isolation in a low-density, aging area
- ❑ Opening planned for April 2027



Small Local Hub



Illustration of the waiting area

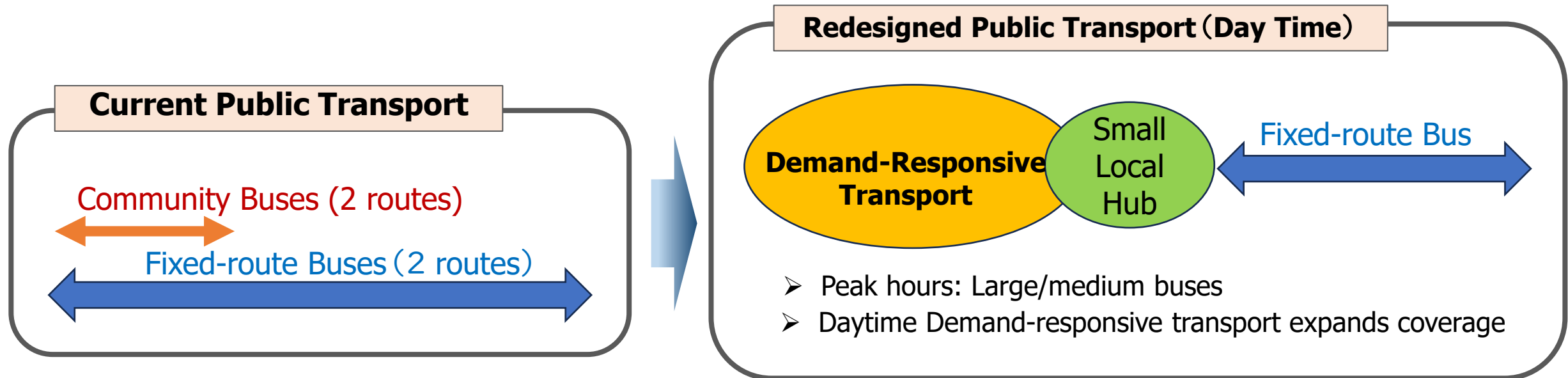
I-4. Demand-Responsive Transport Pilot Overview

■ Background

- To ensure that “small local hubs” function effectively as community centers and enhance residents’ well-being, accessible and convenient mobility options are essential

■ Objective

- Reorganize public transport centered on “small local hubs” to reduce transfer barriers and improve convenience and sustainability of regional mobility



I-5. Demand-Responsive Transport Pilot Phases

1. Trial Experience (Oct 28–Nov 10, 2023 / 14 days)

- Pilot to raise awareness and understanding of DRT
- Special services (e.g., shopping and hospital trips)
- Pick-up/drop-off points set with residents to foster engagement

2. Model Study (Oct 26–Dec 1, 2024 / ~1 month)

- Daily-use pilot to identify needs and costs
- Shared understanding of transfers and mobility hubs
- LINE-based booking system tested for ICT use among elderly users
- Examination of required functions for “small local hubs”

3. Implementation-Oriented Model

(Nov 8, 2025–Jan 18, 2026 / ~70 days)

- Pilot including winter operation issues
- Introduction of booking/operation system to reduce management costs
- Coordination with other mobility services (e.g., school buses)

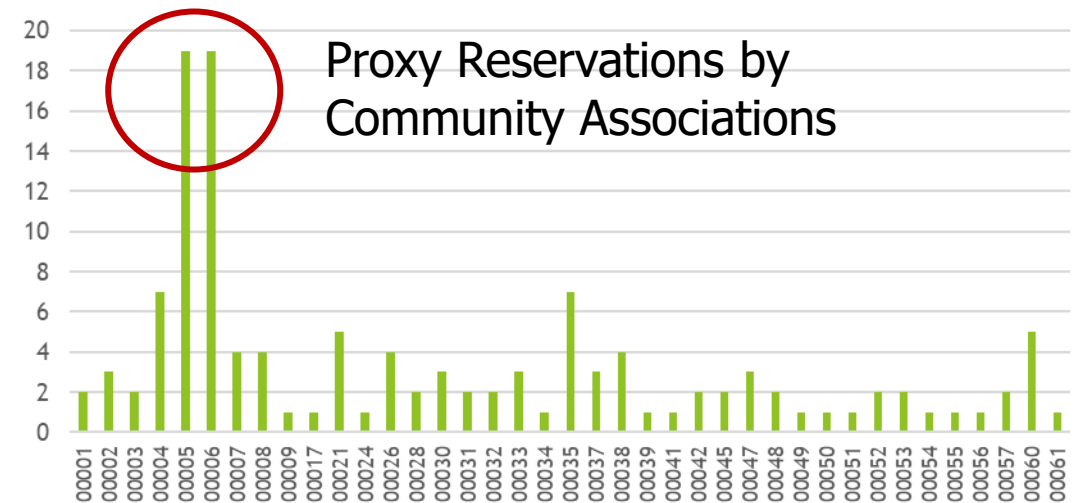
I-6. FY2025 Demand-Responsive Transport Pilot

❑ Operation Results

- **Period:** November 8, 2025 – January 18, 2026
(Service suspended: December 30 – January 3; Total: 36 days)
- **Vehicles:** 2 vehicles (Zentan Taxi, capacity: 4 passengers each)
- **Total Users:** 177 *(including collaboration with other sectors)*
- This year, efforts focused on cross-sector collaboration
- New partnerships launched with the **education** and **welfare** sectors
- **Unique Users:** 40

❑ Usage Overview (by User Type)

- Proxy reservations made by local community associations helped increase the use of demand-responsive transport
- Establishing collaboration with intermediary support organizations (e.g., community associations) reduced barriers to making reservations and promoted usage



I-6. FY2025 Demand-Responsive Transport Pilot

■ User Satisfaction with Demand-Responsive Transport

- Overall satisfaction: 57% “Satisfied” + 39% “Very satisfied” (Total: 96%)
- High satisfaction among actual users of the service
- Reservation methods and pick-up/drop-off locations also received positive feedback from most users
- Indicates strong usability and acceptance, including among elderly residents

■ Purpose of DRT Use

- Medical visits (39%) and shopping (22%) are the main purposes
 - Indicates a strong role in supporting essential daily mobility
- Leisure (9%) is also significant
 - Shows DRT supports not only essential trips but also quality of life (QOL), including recreation and social interaction

I-6. FY2025 Demand-Responsive Transport Pilot

■ Key Issues for Implementation (from FY2026 onward)

- **Fare structure:** Balance service level and user cost based on user satisfaction
- **Fleet size & capacity:** Optimize operations by time of day and day of week
- **Meeting points:** Review pick-up/drop-off locations for safety and clarity (especially in winter)
- **Winter operations:** Ensure safety and reliability under snow and icy conditions
- **Integration with existing services:** Redesign overall system with route and community buses
- **School transport use:** Explore potential for student use under safety and schedule constraints

I-7. Collaboration with Care & Welfare Sector

- ❖ JARI and JMAR have begun applying insights gained from the SIP program in collaboration with the welfare department of Yabu City
- ❖ Through this initiative, efforts to visualize the impacts of mobility are planned to be advanced ahead of schedule

JARI: Reconstruction of Local Transportation

JMAR: Overcoming Frailty Through Increased Outings

“Provision of Mobility Options” × “Creation of Outing Opportunities”

- Implementation of mobility solutions tailored to local needs
- Creating destinations and community spaces that encourage travel

- Training for community support coordinators (SC), care managers, and municipal staff

- 
- **Visualizing welfare outcomes**
(health improvement + cost reduction)
 - **Developing methods to evaluate mobility impacts**
(quantitative & qualitative)

I-7. Collaboration with Care & Welfare Sector

■ **Pilot for Outing Support (Dec 2025 – Mar 2026)**

- Outing support provided for elderly requiring support based on self-reliance care plans
- Although the number of participants was limited, continuous support encouraged wider community participation
- Accumulated outing experiences led to more proactive requests from participants

■ **Social Impact**

- Expansion of social connections, with participants inviting friends to join activities

■ **Operational Insights**

- Simple and unified transport (vehicle and pick-up points) improved usability for elderly users

■ **Constraints**

- Winter conditions (snowfall) caused service cancellations, requiring flexible operations in snowy regions

II. Research in Niyodogwa town

II-1. Niyodogawa town Overview

■ Population & Geography Overview (April 2026)

- ✓ Population : 4,259 (Aging rate : 40.73%)
 - % aged 65+ : 2,400人
 - Aging ate : 56.42%
- ✓ Total households : 2,530
- ✓ Area : 333km²
 - Approx. 90% of the area is forest

■ Current Issues in Public Transport(FY2023)

- ✓ Service frequency is very limited:
typically once per week or one round trip per day
 - Public Subsidy per User Town bus: JPY 5,755 (4,068 users/year)
 - Community bus: JPY 4,683 (4,704 users/year)
 - School bus: JPY 6,336 (12,298 users/year)



II-2.R&D Goals for Community-Supportive Mobility System

■ Stage Gate (2025): Target (SRL 5)

- ✓ Community-based shared mobility linked to frailty prevention
 - Validation of impact evaluation methods
 - Public transport restructuring initiatives (aligned with transport planning)
- ✓ Proposals for sustainable community development
 - Three-hub model integrating transport nodes and community care systems

■ Post-SIP Exit Strategy (SRL 7+)

- ✓ Established mobility systems supporting transport restructuring and community activities
- ✓ Implementation of community hubs integrated with urban development and care systems, and communication of their impacts



Withdrawal from Niyodogawa Activities from FY2026 Due to Policy Changes

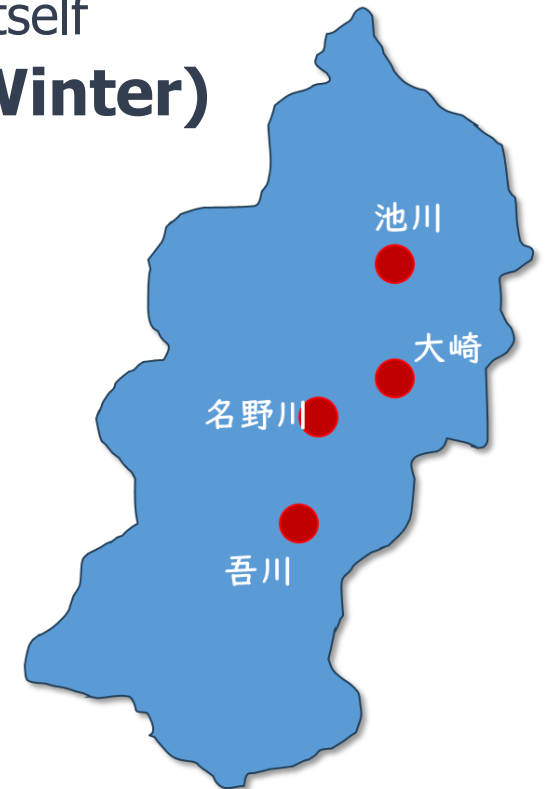
II-3. Overview of Pilot Operation for the “Kururin Bus”

■Purpose of the Pilot Operation

- Proposal of the “Kururin Bus” as a mobility service that supports destinations people want to visit, rather than merely providing transportation
- Prevention of frailty among older adults through encouraging social participation and outings
- Enhancement of motivation to go out and promotion of new interactions and behavior changes
- Redefining local transportation as a driver of human activity and purpose itself

■Overview of the Pilot Operation (Two Phases: Spring & Winter)

- Service Areas:
Agawa Area (Osaki, Nanokawa) / Ikegawa Area (Doi) / Niyodo Area (Mori)
- Operation Period:
Spring: May 9 – June 29, 2025 (51 days)
Winter: January 14 – February 12, 2026 (30 days)
- Operating Hours: 8:30–14:00 (every 45 min)
- Fare: Free of charge
- Eligible Users:
Spring: Members of NPO Frailty Supporters Niyodogawa only
Winter: Open to all users



II-4. Overview of the “Kururin Bus(Spring)” Traial Operations

□ Operation Scheme

- Multi-modal use enabled (e.g., Kururin Bus → Taxi → Destination)
- Supports access to cafés, supermarkets, shopping, scenic spots, and community programs (Hatsuratsu)

□ Night Service

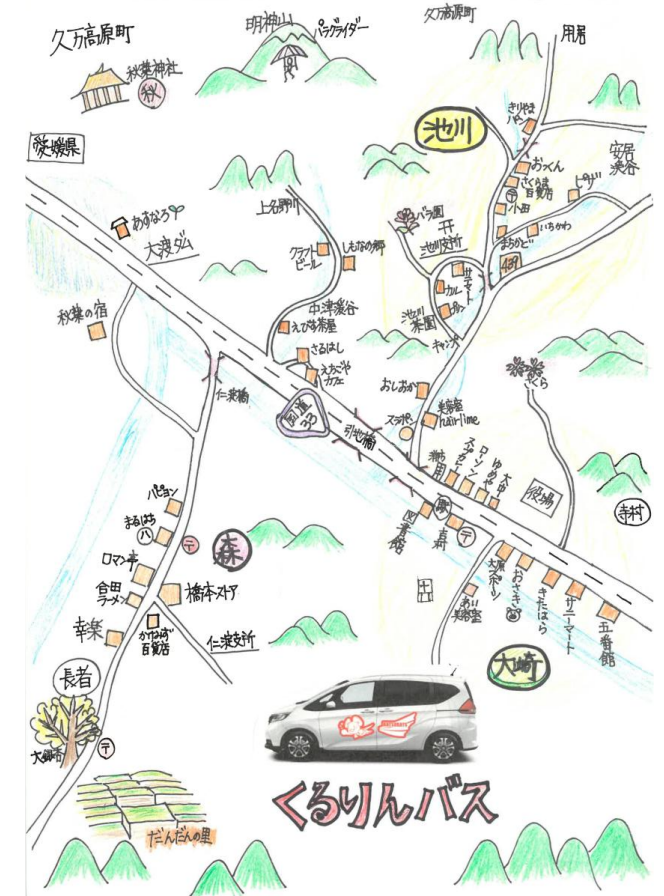
- Runs on Tuesdays & Fridays to create nighttime travel demand
- Circulates local restaurants (izakaya)
- Free taxi connection to home after drop-off

□ Operational Results

- 168 operations
- 468 total trips / 71 users (*11.4 trips/day*)

□ User Behavior

- Mon & Thu: ~46% (Hatsuratsu participation & leisure trips)
- Other days: Purpose-based trips (dining, shopping, tourism)



II-5. Overview of the “Kururin Bus(Winter)” Traial Operations

□Operation Model

- In addition to stand-alone use of the Kururin Bus, transfers to other modes of transport were also implemented (e.g., Kururin Bus → Taxi → Final destination)

□Sample Destinations

- Cafés, Local supermarkets, Department stores, Scenic spots
- Haturatsu facilities, etc.

□User Breakdown

- Total users: **381**
 - Frailty Supporters: **81%**
 - Residents: **6%**
 - Others: **13%**
- Main trip purposes:
 - Consumption & stay-oriented trips (dining, shopping)
 - Leisure-oriented trips (sightseeing / excursions)
- Average number of uses:
 - Frailty Supporters: **4.6 times**
 - Residents: **1.92 times**

The poster is for the "Kururin Bus (Winter)" trial operations. It features a green header with the title "くるりん(循環)で おでかけませんか (調査走行)" and a note "乗車定員 3~6名" (Seating capacity 3-6 people). Below the header, it lists the areas covered: "吾川地区、仁淀地区、池川地区" (Mogawa, Ninoshima, and Ikikawa areas). The main section, titled "くるりんの走行ルート (赤・青)" (Kururin's route (Red/Blue)), shows a circular route with stops: "仁淀川町役場 本庁舎玄関前" (Ninoshima Town Hall Main Entrance), "池川ふれあい公園(439交流館)" (Ikikawa Fureai Park (439 Exchange Hall)), and "仁淀総合支所 玄関前" (Ninoshima General Branch Office Entrance). It also lists "【乗降場所】" (Boarding/Alighting locations) and "【要予約】" (Reservation required). The bottom section provides details: "運行期間 2026年1月14日(水)~2月12日(木)" (Operation period), "運行時間 10:00~14:30" (Operation time), "乗車定員 3~6名" (Seating capacity), and "予約" (Reservation) information. It also lists "★月・木曜日(祝日は除く)は予約により以下の便を運行します。" (On Mondays and Thursdays, excluding holidays, the following services will be operated by reservation.) and provides the contact information for the organizing NPO.

くるりん(循環)で おでかけませんか (調査走行)

乗車定員 3~6名

運賃 無料

吾川地区、仁淀地区、池川地区

3地区を回る「くるりん(循環)」の調査走行を実施します

くるりんの走行ルート (赤・青)

(調査走行のため2台の車両は普通車です)

【乗降場所】

- 仁淀川町役場 本庁舎玄関前
- 仁淀総合支所玄関前
- 池川ふれあい公園(439交流館)
- 【要予約】 名野川(さるはし前)・田村運動広場前

仁淀川町役場 本庁舎玄関前

池川ふれあい公園(439交流館)

仁淀総合支所 玄関前

運行期間 2026年1月14日(水)~2月12日(木)

運行時間 10:00~14:30

乗車定員 3~6名(使用する車によって変わります。)

予約 予約をしなくても席が空いていれば乗れますが、予約をすれば確実です。

【予約方法】3日前までに企画振興課(☎35-1082)へご連絡ください。

★月・木曜日(祝日は除く)は予約により以下の便を運行します。

- 仁淀総合支所(大崎行き) 8:35発
- 439交流館(大崎行き) 8:40発
- 仁淀川町役場(439交流館行き・仁淀総合支所行き) 16:10発

◆共催 NPO法人フレイルサポート仁淀川 仁淀川町企画振興課 (電話 35-1082)

※本調査走行は戦略的イノベーション創造プログラム(SIP)第3期「スマートモビリティプラットフォームの構築」事業として実施します

II-6. Overview of Demand –Responsive Transport (Winter)” Traial Operations

□Operation Model

- Pilot operation as a **complementary transport service** integrated with Kururin Bus and similar services
→ **Usage condition:** Limited to transfers to/from Kururin Bus or green slow mobility vehicles

□Users & Service Area

- Total users: **64**
- Total trips: **24 services**(Ikegawa area: 16, Niyodogawa area: 8)

□User Characteristics

- Usage concentrated in **specific settlements and boarding/alighting points**
- Majority of users were **frailty supporters**
- **No general residents** were confirmed as users
→ Insufficient impact on overall behavior change or increasing outing opportunities in the community
→ Effectiveness as a **connected demand-responsive transport system** was confirmed, but **awareness and promotion for general residents** remain future challenges

用居地域・大西地域・大野地区・百川内地区を対象に
デマンド乗合タクシーの調査走行を実施します。

今回、調査走行をするデマンド乗合タクシー「池川くるりん」は、事前(2日前まで)にタクシー会社(池川交通ハイヤー)へ電話で予約して、何人かのお客さんと乗り合いて、池川ふれあい公園(439交流館)とお住まいの地区を結びます。
この調査走行は、運転免許を返納しても、これまでのように買い物など日常の暮らしを無理なく継続できるのか、また、こうした取組によって楽しいお出かけが増える可能性があるのかを調査し、検証するものです。
ぜひ、今、運転なさっている方も、そうでない方も、デマンド乗合タクシー(池川くるりん)と「グリスロ」や「くるりん」を乗り継いでお出かけすることを、この機会に体験し、様々なご意見をお聞かせください。

□ 運行期間 **2026年1月14日(水)～2月12日(木)**
□ 運行時間 10:00～14:30 (※月:木は8:00～17:00)
□ 対象地区 用居地域・大西地域・大野地区・百川内地区
□ 利用要件 同期間運行する「くるりん」または「グリスロ」乗り継いで町内のお店で食事や買い物をすること。
□ 運行ルート ○対象地区 → 池川ふれあい公園(439交流館)
○池川ふれあい公園(439交流館) → 対象地区
□ 乗降場所 コミュニティバスの路線上であればどこでも乗れます。
※池川ふれあい公園(439交流館)で「くるりん」、「グリスロ」に乗り継ぎます。
□ 運賃 無料 
ご予約方法(電話) **池川交通ハイヤー**
受付時間 8:30～17:00 (予約は2日前まで) ☎ **34-2450**
※予約の際は「池川くるりん」の予約だとお話してください。



◇ 共催 NPO法人フレイルサポート仁淀川・仁淀川町役場企画振興課

□ 問い合わせ 仁淀川町企画振興課 ☎ 35-1082

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II-7. Overview of the “Green Slow Mobility(Winter)” Traial Operations

□Operation Objectives

- To evaluate the feasibility of meeting detailed local mobility needs within daily living areas
- To assess the potential for creating social interaction with roadside residents through low-speed operation

□Operation Scheme

- Circulating within the Ikegawa area, connecting key locations such as public facilities and commercial centers
- Open to all users with no restrictions on usage conditions

□Usage Results

- Total users: 546; Total trips operated: 240
- Average users per day: 18.2; Average users per trip: 2.3
- Confirmed as a viable mobility option supporting daily outings
- Contributed to increased outing opportunities and more frequent use of local shops

□Results & Challenges (Toward Implementation)

- To sustain operations, it is necessary to secure and expand local operators
- Building a sustainable operation system requires active involvement of community residents

グリスロで
おでかけしませんか
(調査走行)

運賃
無料

乗車定員
5名



池川の町を「グリーン」で
(電動で環境にやさしい)

「スロー」な グリスロが走ります!
(時速20km未満でゆっくり) (グリーンスローモビリティの略称)

グリスロの走行ルート (緑線)



★ どこでも乗り降りできます
★ どなたでも無料で利用できます
★ 7人乗り(乗員2名+乗客5名)

□ 運行期間: 2026年1月14日(水)~2月12日(木)
□ 運行時間: 10:00~14:30 (約30分間隔で運行予定)
(※ 12:00~12:30 充電のため休走)
※ 悪天候や路面凍結等により運行できない場合があります。



◆ 共催 NPO法人フレイルサポート仁淀川
仁淀川町企画振興課 (電話 35-1082)

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裏面「時刻表」をご覧ください

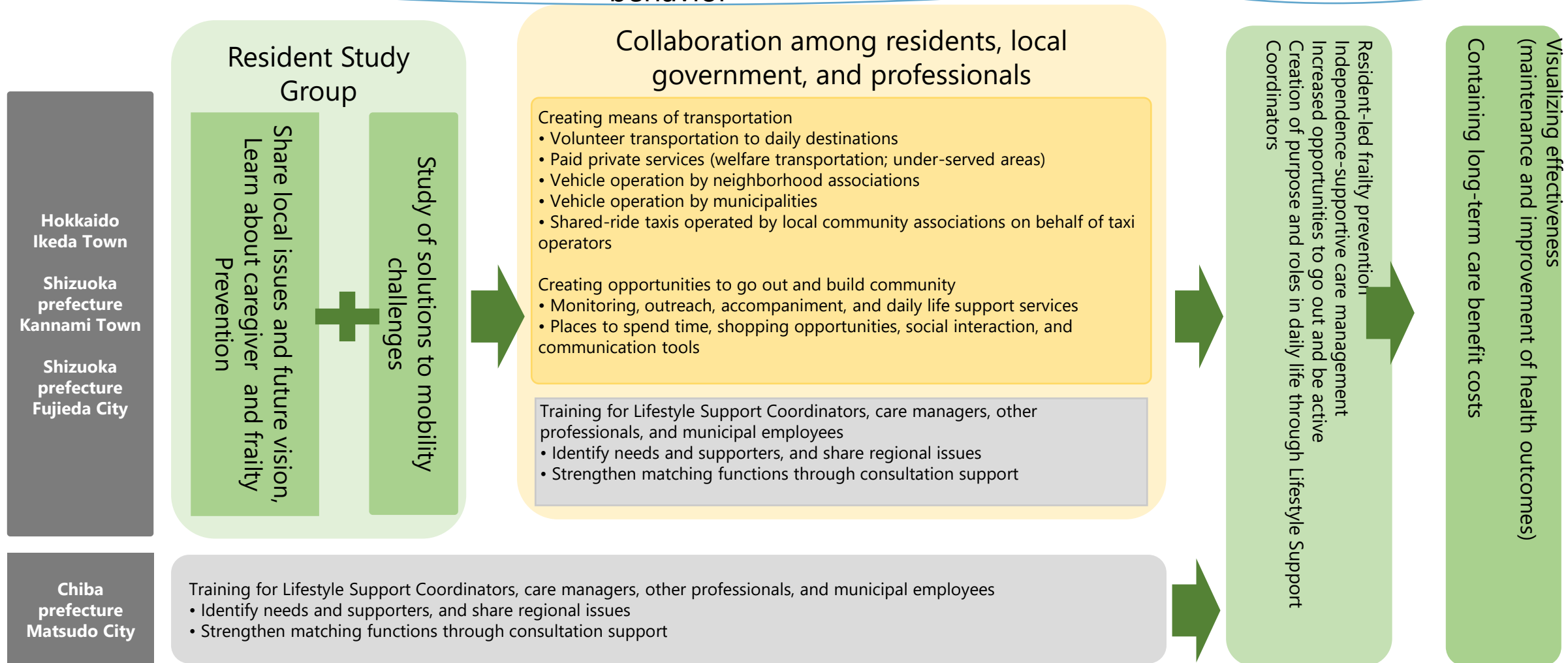
III. Initiatives in Ikeda Town (Hokkaido), Kannami Town (Shizuoka), Fujieda City (Shizuoka) and Matsudo City (Chiba)

JMAR

III-1. Research and Development

An approach designed to shift awareness and behavior

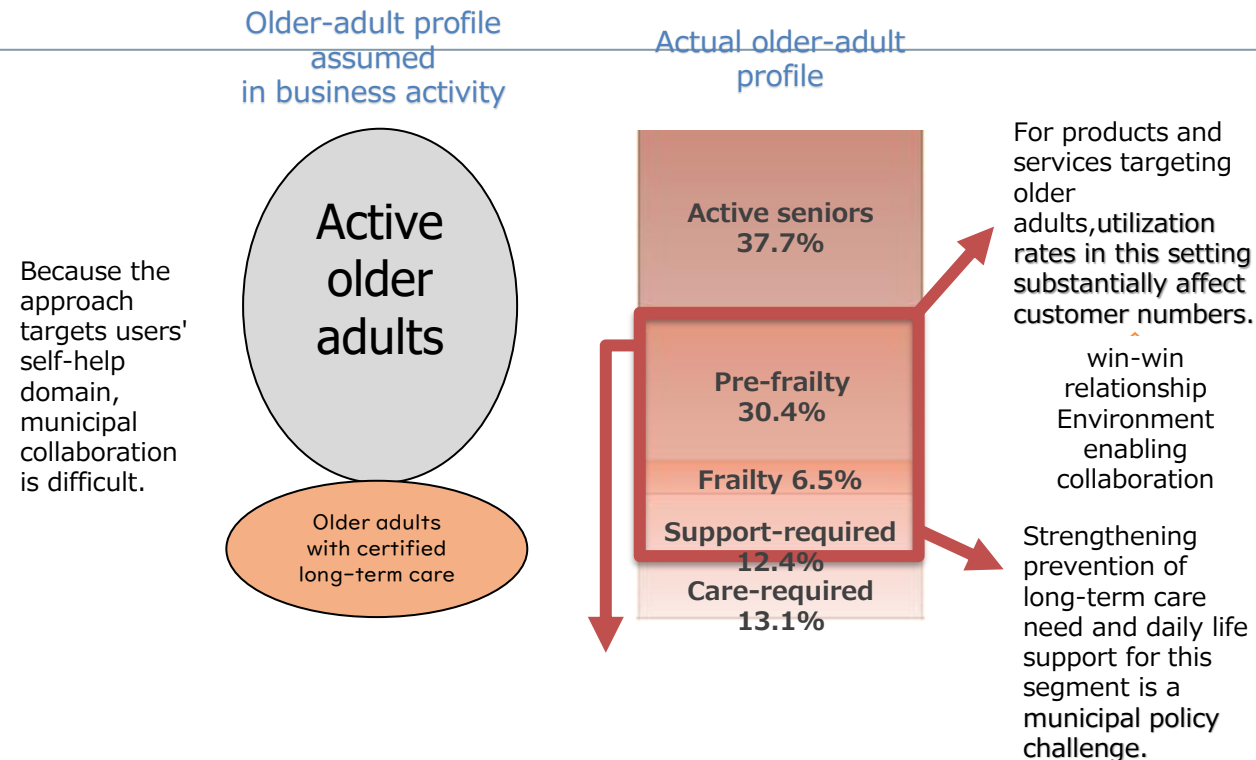
Implementation



- Social implementation focuses on support-required older adults in pre-frailty to frailty stages, while also covering active older adults whose mobility is constrained by environmental factors.

	Active older adults who can drive their own car	Active older adults without access to a private car	Pre-frail support-required older adults	Frail/support-required older adults
Means of transportation	Currently manageable; as accident risk increases with age, alternatives are warranted needed.	Secure autonomous means of travel (public transit, resident-led mobility support) comparable to a private car.	Secure autonomous means of travel (public transit, resident-led mobility support) comparable to a private car.	Funds now spent on helpers and day services (used due to lack of transportation) should be redirected to secure autonomous means of travel (public transit, resident-led mobility support).
Social implementation	Transportation is available; what matters is creating purposes for outings (social participation).	Create purposes that motivate going out, to prevent home confinement.	Beyond essential outings (medical, shopping), create accessible travel purposes for pre-frail individuals, several times per week.	Beyond essential outings (medical, shopping), create accessible travel purposes for frail and support-required individuals, several times per week.

● Pre-frail, frail, and support-required older adults together account for roughly half of the older-adult population, representing a substantial market. In long-term care, medical care, and public health administration, preventing the need for long-term care among frail older adults has become a critical policy challenge amid population decline and rising social security costs. Concomitantly, local private firms face increasingly difficult business conditions in shrinking markets. Securing and implementing new means of transportation in the community is expected to create win-win value for both municipalities and local businesses.

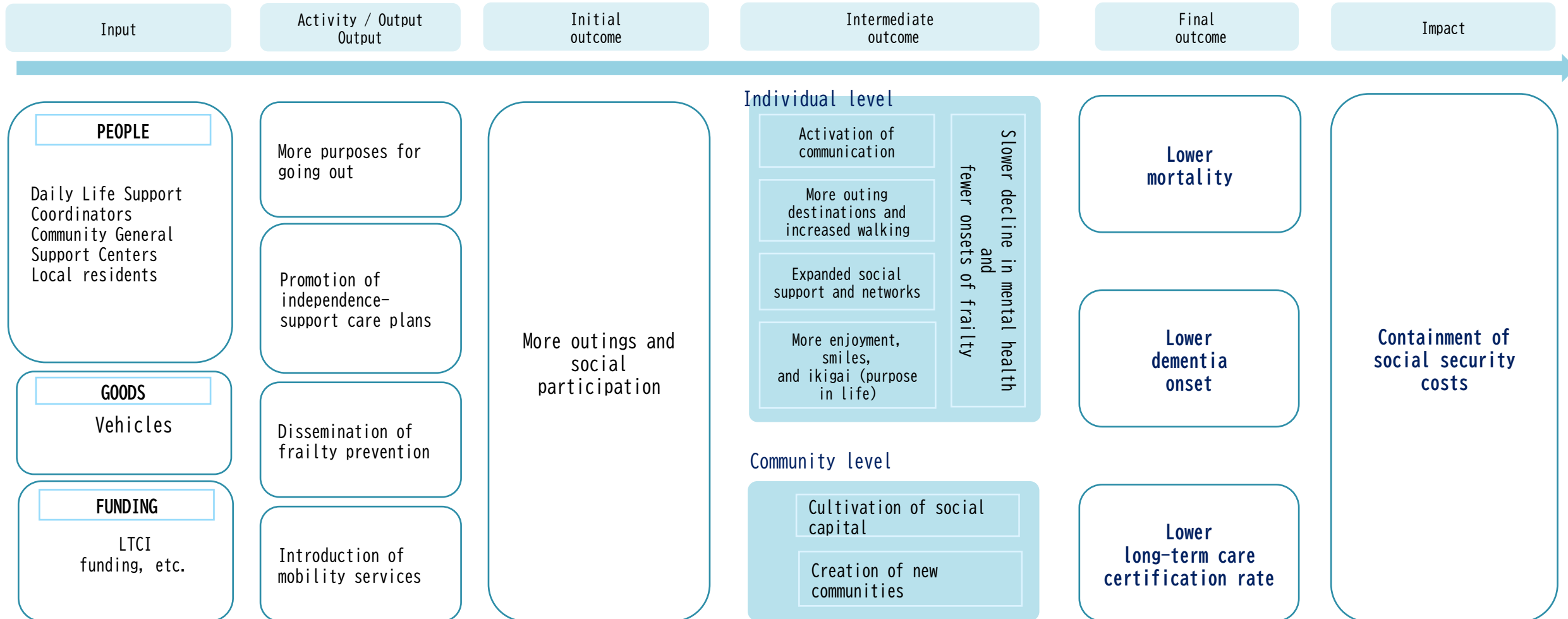


"A town where frail older adults want to go out"

"A town where frail older adults can shop with peace of mind"

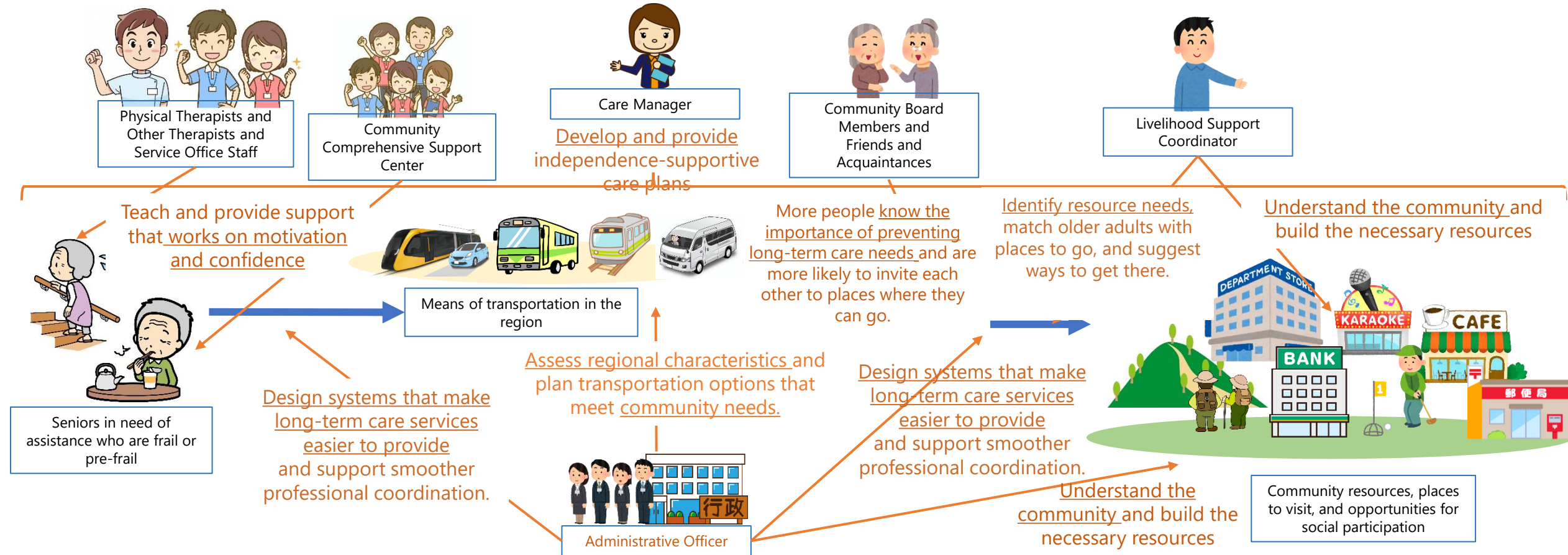
"A town where frail older adults can participate in society"

- Based on prior studies indicating that outings and social participation help contain social security costs, we will conduct outreach and education for local residents and support-required older adults in pre-frailty to frailty stages, provide training for Community General Support Centers, and leverage LTCI and other funding to introduce mobility services and expand reasons for going out.



III-5. People and roles involved in supporting older adults who need assistance

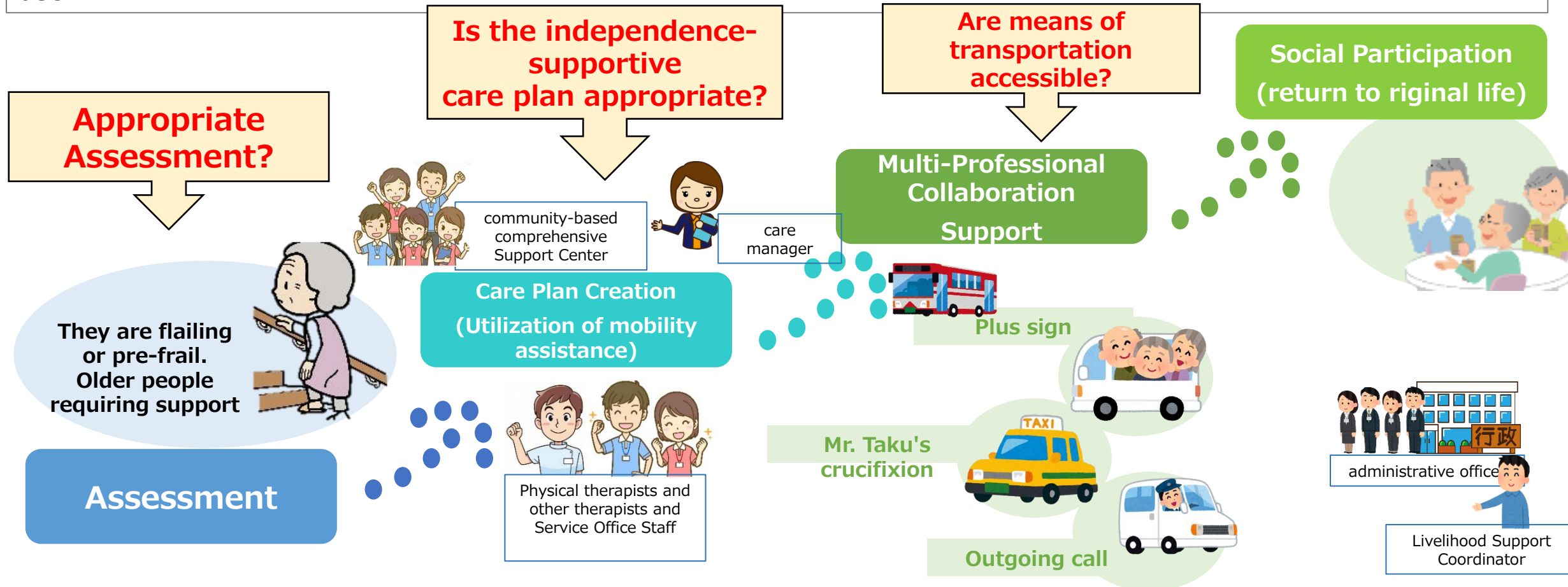
Create a system encompassing people, communities, and lifestyles that supports older adults to continue living their own lives for as long as possible.



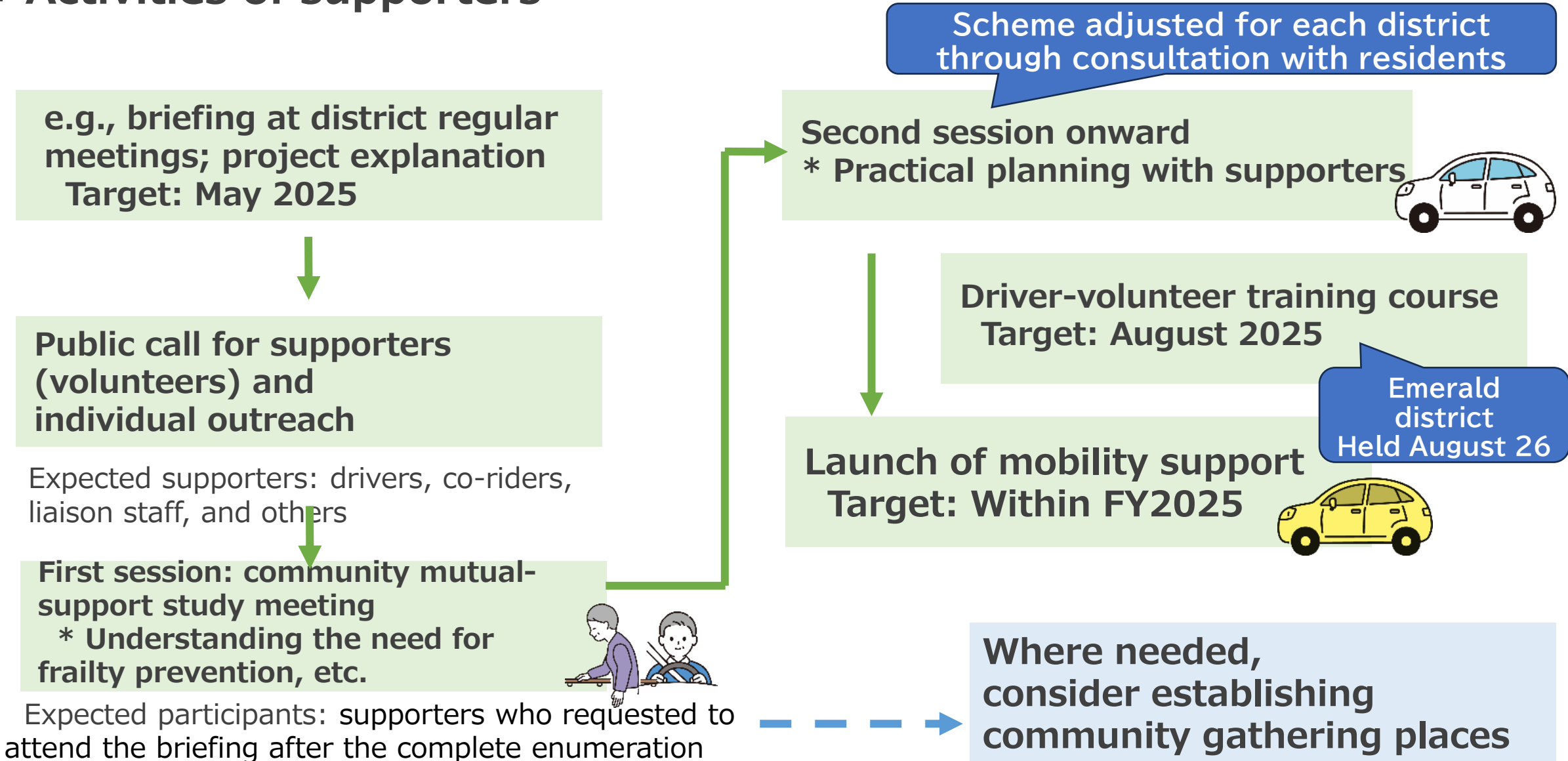
Helping frail or pre-frail older adults—including those eligible for projects or requiring support under long-term care insurance—return to their previous way of life requires coordinated contributions from professionals, local residents, and diverse support measures. Our organization provides comprehensive, rather than partial, support to visualize how mobility enables older adults to continue living well in the community.

III-6. PDCA and Social Implementation through Case-by-Case Evaluation

- We implement an agile PDCA cycle through case-by-case evaluations.
- This agile evaluation process improves multidisciplinary support and prompt concrete action when policy measures are needed, including improvements to mobility support when services are insufficient or difficult to use.



■ Activities of supporters



Intervention areas

■ Pasadena District

Name: Pasadena District welfare vehicle "Pasadena-go"

Able to accept study participants

■ Shiroyama District

Name decided: Shiroyama Smile-go(new)

March 12 (Thu.): voluntary pre-launch operation planned

■ Emerald District

Volunteer training course held: August 26, 2026 (11 completed)

Name: TBD



Control areas

■ Hozodai District

This project served as an opportunity to launch a community gathering place

Name: Salon de Iki-iki

Content: monthly social gatherings at the district hall

■ Human Hills District

Regular study meetings for residents are being held.

In April, a cherry-blossom viewing event is planned as a trial gathering

Shiroyama mobility support team: status of deliberations

Plenary / working group

■ Plenary

2025

- July 13: Briefing on research overview
- August 10: Discussion of overall direction
- December22: Name decided

Shiroyama Smile-go



III-7. Intervention and Support Activities in the Shiroyama District ³⁷ (Kannami Town)

Shiroyama mobility support team: status of deliberations

Plenary / working group

■ Working group

2025

- August 22 @ Cafe Shiroyama
- September 12 @ Cafe Shiroyama
- October 2 @ District hall
- February 27 @ Cafe Shiroyama



補助名	登米花子	確認チェック表	○× □□
運行前確認	運転免許所の確認 アルコールチェック表		□□
車両の点検	車体状態(傾き、汚れ、油漏れ、木漏れ、異音、臭気)、エンジンオイル、水、点灯(前照灯、方向指示器、ハザード)、ハンドルのガタ、ブレーキの利き具合(フット、パーキング)、アクセル踏みしろ、タイヤ回り(亀裂、損傷)		□□
利用者の確認	利用者の把握、挨拶(全員声掛け)、持ち物(バック、メガネ、杖、傘)		□□
運行行程表	シートベルトの着用		□□
運行上の注意	目的地の確認(前照、スーパー、役場、銀行、郵便局、他)		□□
目的地	利用者の安全確保		□□
帰路前確認			□□

III-7. Intervention and Support Activities in the Shiroyama District 38 (Kannami Town)

Shiroyama Smile-go

Voluntary pre-launch
operation

■ March 12, 2026

■ Participants: 7

Study participant: 1

Neighborhood association members: 3

Resident volunteers: 3 (driving /
accompaniment)

■ **Purpose:** Shopping

★ Finding from the pre-launch operation

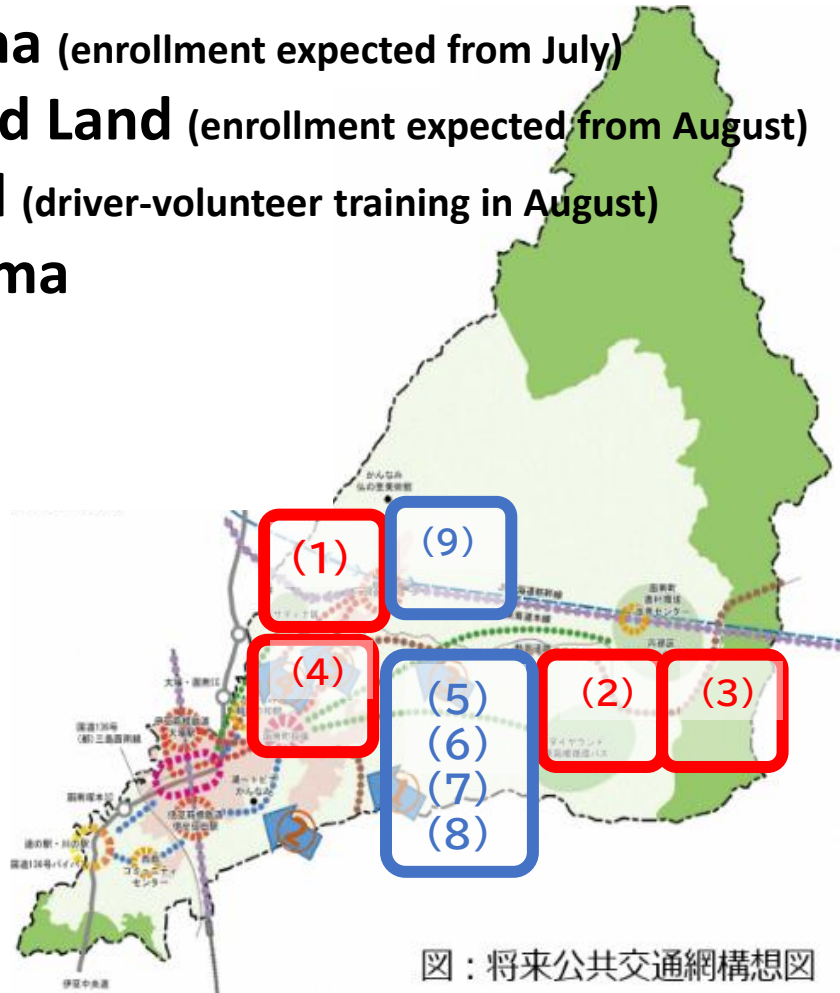
A garbage collection truck arrived at the district hall (the meeting point) at the same time as the group.

→ The vehicle position at the meeting point was changed.



Intervention districts (target: 150 persons)

- (1) Pasadena (enrollment expected from July)
- (2) Diamond Land (enrollment expected from August)
- (3) Emerald (driver-volunteer training in August)
- (4) Shiroyama



図：将来公共交通網構想図

Intervention (4 districts)		Control (5 districts)	
Diamond Land	7 persons	Hatake	5 persons
Emerald	1 person	Kakizawadai	3 persons
Pasadena	1 person	Hozodai	3 persons
Shiroyama	2 persons	Hakudozaka	0 persons
		Human Hills	2 persons

Control districts (target: 150 persons)

- (5) Hatake / (7) Hozodai
- (6) Kakizawadai / (8) Hakudozaka / (9) Human Hills

(As of end of January 2026)

Community Care Conferences for Independence Support Held by all Community General Support Centers in the city

- Green Hills Fujieda: 4 sessions held (since FY2024)
- Kaijuen: 3 sessions held (started July FY2025)
- Fuji Topia: 10 sessions held (since FY2024)
- Council of Social Welfare: 7 sessions held (since FY2024)
- Daini Kaijuen (Daini Kaijuen Takasu): 6 sessions held (since FY2024)
- Kiju-no-Sato: 12 sessions held (since FY2024)



Developments in Community Activities



(Inaba District)

■ Waku-Waku Land Inaba

- Continuing activities from the previous fiscal year
- Mobility support for participation is being deployed

■ Waku-Waku Land Yainaba

- Activities started in May

■ Waku-Waku Land Sukemune

- Activities started in August

(Nishimashizu District)

■ Iki-Iki Land Nishimashizu

- Continuing activities from the previous fiscal year
- Mobility support for participation also being deployed



Holding of Prevention-of-Long-Term-Care-Need Study Meetings

- Frailty checks were conducted using the Kihon Checklist (KCL) to assess each participant's status.
- Participants learned key approaches to prevent the need for long-term care.
- Transportation was provided for participants with mobility difficulties.

Content:

- (1) Lecture on prevention of long-term care need
- (2) Kihon Checklist (KCL) and Locomo Check
- (3) Group work



(Inaba)

(Inaba District)

Date/Time: June 25, 2025 14:00–16:00

Venue: Inaba District Exchange Center

Participants: 39 (male 16 / female 23)

(Nishimashizu District)

Date/Time: July 10, 2025 14:00–16:00

Venue: Nishimashizu District Exchange Center

Participants: 51 (male 12 / female 39)



(Nishimashizu)

Holding of Community Activity Presentation Events

- Frailty checks were conducted using the Kihon Checklist (KCL) to assess each participant's status.
- Participants learned key approaches to prevent the need for long-term care.
- Transportation was provided for participants with mobility difficulties.

Content:

- (1) Review of study meetings
- (2) Lecture on improvement of musculoskeletal function
- (3) Kihon Checklist (KCL), Locomo Check, and grip-strength measurement
- (4) Presentation of activities
- (5) Group work



(Inaba)

(Inaba District)

Date/Time: January 28, 2026 14:00–16:00 Venue: Inaba District Exchange Center
Participants: 35 (male 7 / female 28)



(Nishimashizu District)

Date/Time: January 27, 2026 14:00–16:00 Venue: Nishimashizu District Exchange Center
Participants: 51 (male 12 / female 39)



(Nishimashizu)



SIP Site Visit and Field Observation

- The Program Director (PD), Cabinet Office staff, and other stakeholders observed the intervention for frail older adults, which was launched in December FY2024, and reviewed the implementation process, including case selection, assessment, and determination of the support direction.
- They also reviewed the use of mobility support to maintain and improve daily functioning among frail older adults, as well as the potential of a support model that links regional transportation with prevention of long-term care need.
- They observed resident-led activities at community gathering places and private facilities as part of frailty-prevention efforts that use local resources, and assessed the potential for further use of these resources.

■ December 6, 2025 (Sat.) 9:00-15:30

■ Nishimashizu District Exchange Center and Supermarket Tagoju Kiyosato Store



Survey Progress

(As of end of January 2026, cumulative from FY2024 onward)

First-wave survey (from December FY2024)

Intervention	Inaba	26 responses	Nishimashizu	61 responses
Control	Aoshima	13 responses	Okabe	25 responses

Second-wave survey

Intervention	Inaba	16 responses	Nishimashizu	33 responses
Control	Aoshima	0 responses	Okabe	3 responses

■ October 2025 Start of participant enrollment

<Trend in enrollment status>

	Total
As of March 9, 2026	16 cases

- Led by the Council of Social Welfare (Shakyo), professionals reach out to older adults at risk of frailty, connect them to preventive care management, and help prevent physical and mental decline. (Outreach)
- Care plans incorporate mobility services to help maintain activity during snow and other weather conditions. (Care Management B)
- Participants use a preventive care notebook to record information and support self-management. (Preventive care notebook)

III-9. Participants' Social Participation and Use of Mobility Services (Ikeda Town)



Mobility services deployed in collaboration with Wine Taxi, a local company

By leveraging mobility services,
Older adults can independently
choose appropriately activities



Care managers support frailty prevention

Destinations of participants' outings using mobility services (excluding return trips; total count)

Destination	MaxValu	Hospital	Council of Social Welfare	Welfare Center	Post office	Station	Library	Acquaintance's home	Hair salon	Community Center	Public Health Center	Other
Count	21	15	5	2	2	2	2	2	1	1	1	1

Community gathering places in Ikeda Town



Nodo-suji Salon (Sports Voice)



Fureai Lunch Gathering

ROCOCO No. 2 Store (2nd floor of MaxValu supermarket)



Dance



Boccia

■ Activities that expand destinations and means of transportation



Promotion of independence-support care plans

An online Community Care Conference for Independence Support is held every 1–2 months.

Professionals share ideas and opinions to support independence-oriented care for individual cases.

* Photo of the February Community Care Conference for Independence Support

Introduction of mobility services

To increase outing opportunities for enrolled participants, a free “Mobility Taxi” service—coordinated by the Ikeda Town Council of Social Welfare and operated by Wine Taxi Co., Ltd.—was launched in November 2025. In January 2026, based on user feedback, the service area was expanded townwide and fixed departure times were replaced with more flexible operations. The Council of Social Welfare also operates shuttle vehicles for some community gathering places.



* Photo during Wine Taxi / Council of Social Welfare shuttle operation



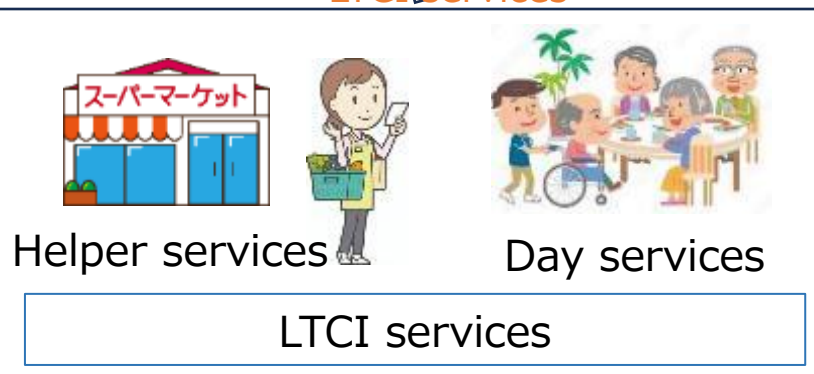
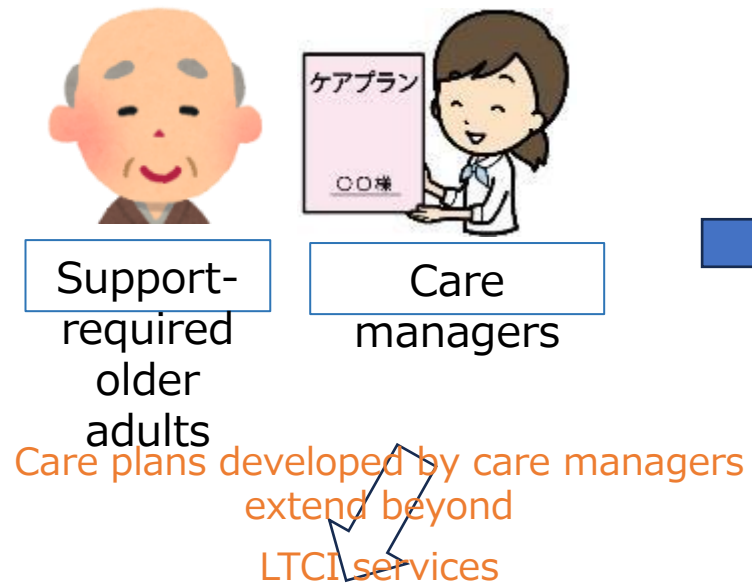
Expansion of outing opportunities and frailty-Prevention awareness

- Led by the Council of Social Welfare, new salons such as Sports Voice, designed to encourage men’s participation, have been established. Venues such as ROCOCO No. 2 Store, which combines a supermarket with a community gathering place, are also helping expand gathering places for older adults.
- Events to prevent long-term care need and raise awareness of frailty are also being held.

III-10. Image of Participants' Social Participation and Use of Mobility Services (Matsudo City)

49

- Participants in intervention areas are expected to gain broader social participation options, helping improve activity levels, muscle strength, and cognitive function while maintaining community ties.
- **At the 6-month follow-up, more frequent outings and higher activity levels are expected to maintain or improve health outcomes and help contain long-term care benefit expenditures.**



leverage transportation means and mobility services available in Matsudo City



create a community where older adults can continue to live healthy, enjoyable lives for years to come—through hobbies, activities, social participation, and well-being.

Overview of Matsudo City

Area: 61.38 km²

Population: 501,624 (as of end of January 2026)

Households: 259,598 (as of end of January 2026)

Aging rate: 26.0% (from the 2020 Census)

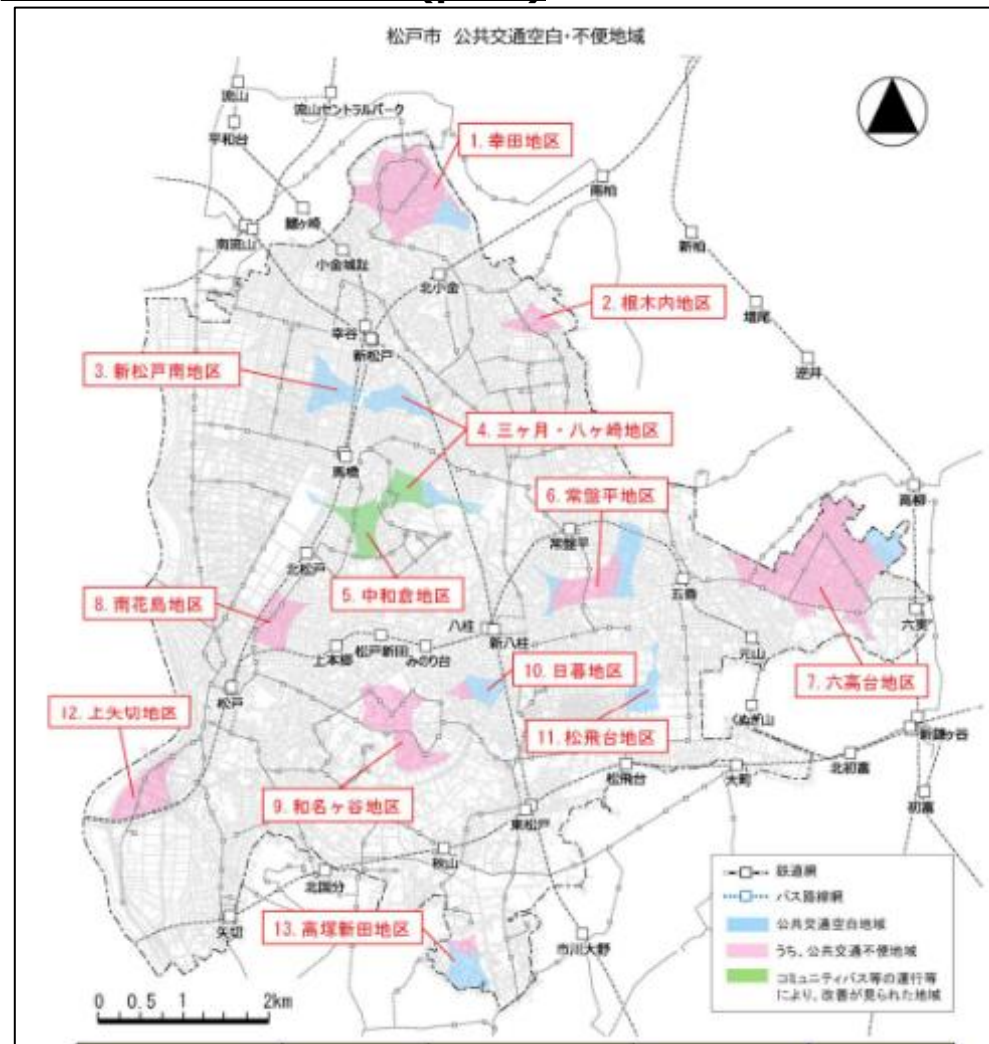
Location of Matsudo City and public transportation

Matsudo City is located about 20 km from central Tokyo, roughly 30 minutes by train, and has continued to grow as a residential suburb of the Tokyo metropolitan area. The city is served by six rail lines: the JR Joban Line, JR Musashino Line, Keisei Matsudo Line, Tobu Railway, Ryutetsu, and Hokusō Railway.



Source: Matsudo City Hall website

Public-transit-blank areas (light blue) and public-transit-inconvenient areas (pink)

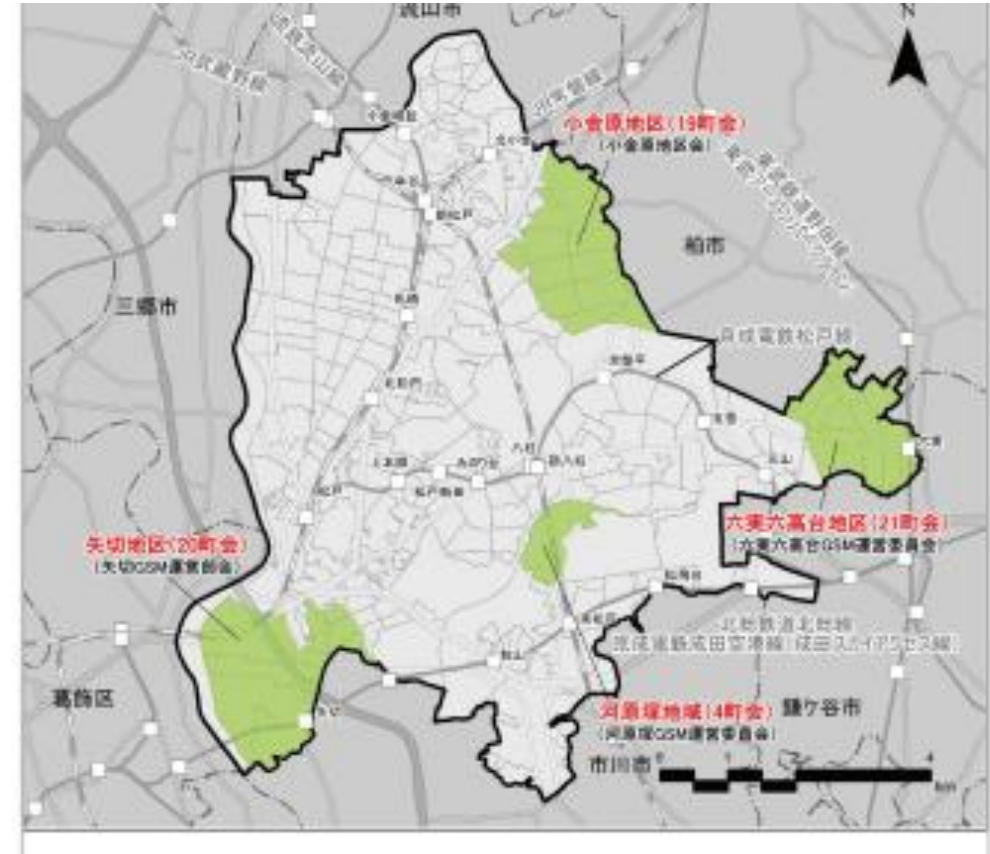


Public-transit-inconvenient areas were defined based on travel time to the nearest station or bus stop, number of bus services, and user satisfaction.

Source: Matsudo City website, "Matsudo City Regional Public Transport Plan (Draft)"

Matsudo City's welfare department is promoting Green Slow Mobility (GSM) under the Matsudo Model. In addition to securing transportation for older adults, GSM is expected to promote social participation and outings, prevent isolation, support prevention of long-term care need, and revitalize local communities. Operations are based on local mutual aid, and GSM is currently used in four areas: Kawarazuka, Koganehara, Yagiri, and Mutsumi-Rokkodai.

Areas where Green Slow Mobility (GSM) has been introduced



出典:松戸市資料

Source: Matsudo City website, "Matsudo City Regional Public Transport Plan (Draft)"

■ October 2025 Start of participant enrollment

Trend of enrollment status

	Intervention group	Control group	Total
As of March 3, 2026	50 cases	31 cases	81 cases
As of January 21, 2026	25 cases	20 cases	45 cases

- The 15 Community General Support Centers across the city are supporting participant enrollment.
- The city provided briefings and materials to facilitate smooth enrollment.
- From November 5 to December 12, city staff and JMAR staff jointly visited all centers to provide additional briefings, hear individual concerns, and assess enrollment status on site.

■ Activity status of the intervention group

Means of transportation used by the intervention group

	Green Slow Mobility (GSM)	Train	Bus	Taxi	Vehicle driven by family or others	Other
Count	3	15	18	11	25	1
Share	4.1%	20.5%	24.7%	15.1%	34.2%	1.4%

Destinations reached using these means of transportation

	Shopping	Medical visit	Meals	Hobbies / social interaction	Exercise	Other
Count	32	15	8	14	2	7
Share	41.0%	19.2%	10.3%	17.9%	2.6%	9.0%

■ Activities that expand destinations and means of transportation



Promotion of independence-support care plans

In coordination with Matsudo City staff, multiple SIP project-related opportunities have been held, including training sessions on preventive care management and case-study meetings using mobility services. We have also joined regular meetings hosted by the Community General Support Centers to build collaborative relationships.

* 8/8 Photo of the case-study training session

Consideration of introducing mobility services

Green Slow Mobility (GSM) is being used through district-level initiatives, with at least one service operating on weekday mornings and afternoons; however, expanding GSM to more districts remains a challenge. In addition to briefings on GSM introduction, study meetings are being held to learn from examples such as private-car volunteer schemes.



* 2/4 Photo of the Green Slow Mobility (GSM) briefing

Expanding Purposes for Going Out and Disseminating Frailty Prevention

- With the start of enrollment, city staff and JMAR staff jointly visited all 15 Community General Support Centers in Matsudo City to explain the rationale for increasing users' activity levels and promoting enrollment.
- Outreach events for residents were held. Multiple training sessions were also held for Matsudo City senior welfare department staff and professionals to share methods and policy approaches for helping frail older adults return to their previous way of life.