

IMPACTS OF OBJECTIVE AND SUBJECTIVE MOBILITY ON QUALITY OF LIFE:  
FOCUSING ON PREPARING FOR SUPER AGING SOCIETY

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**ABSTRACT**

This study identifies the interrelationship between individual's mobility and perceived Quality of Life (QoL). We consider two latent variables for mobility regarding its subjective and objective dimensions. The first one is perceived level of mobility (subjective) which is obtained by survey data. The second is the level of mobility observed from actual bus use records (objective mobility) obtained from smart card data. This study targeted Shizuoka city, a mid-size city in Japan and the analysis was conducted by dividing the data samples into three groups. i.e non-elderly (less than 65 year), young elderly (65-74 years), and old elderly (over 75 years). Finally we identify whether subjective mobility and objective mobility has more influence on mobility satisfaction as well as QOL through a hybrid model estimation and discuss how through the activation of bus use the overall QOL and social welfare can be increased. In addition, the result would help to introduce the new transit system, in order to provide more flexible and more appropriate services for an aging society.